

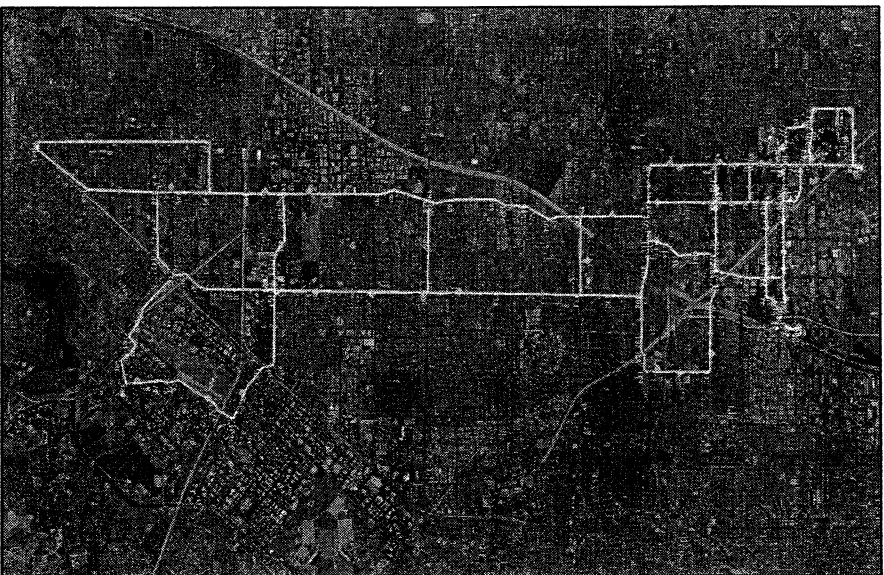
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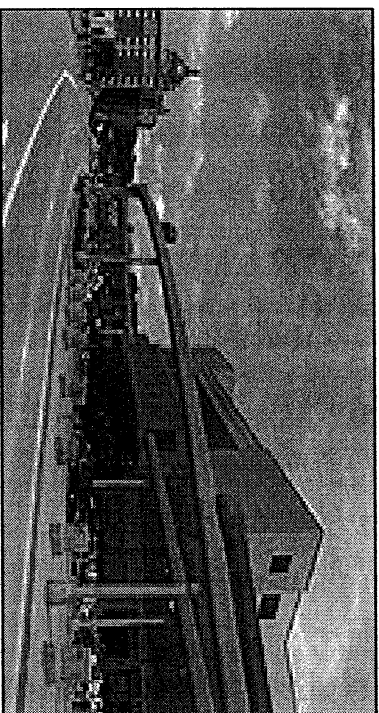


Fixed Grid of Elevated Trackway

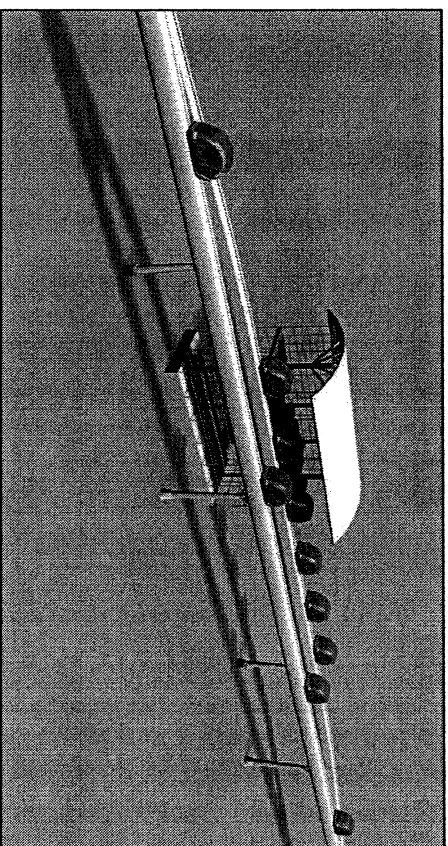
Scaleable, modular for maximum efficiency, throughput



Example Orange County Central Corridor Grid serves Anaheim & Disney Resorts, JWA

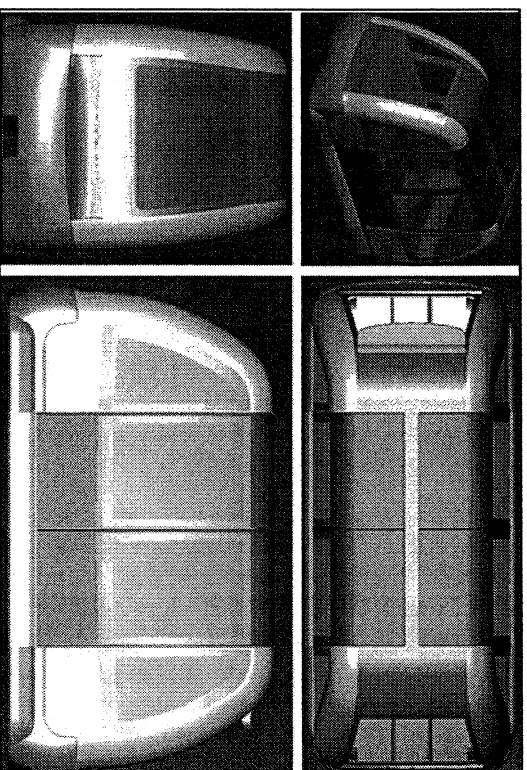
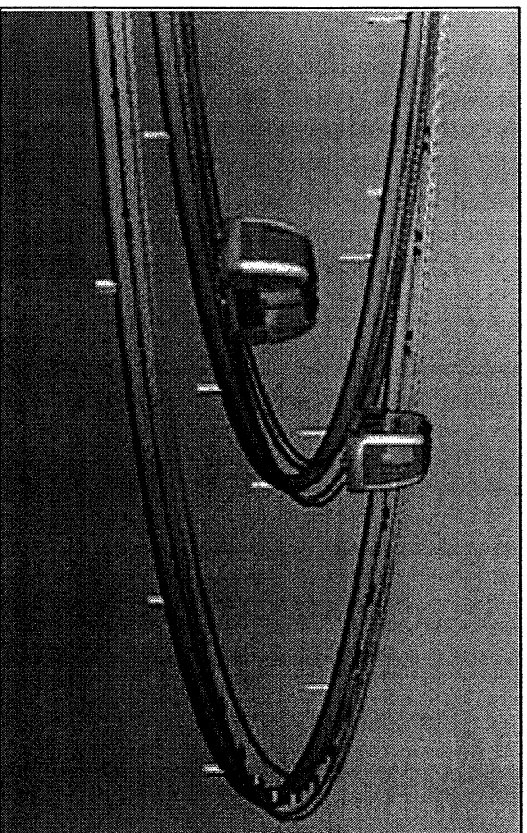
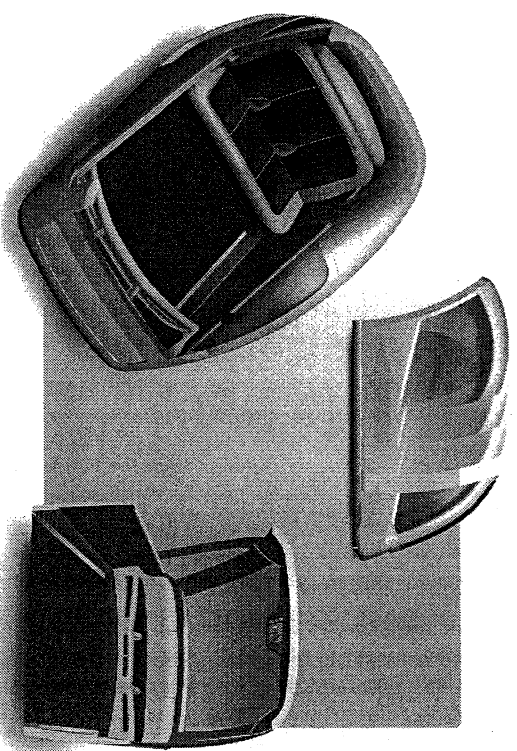
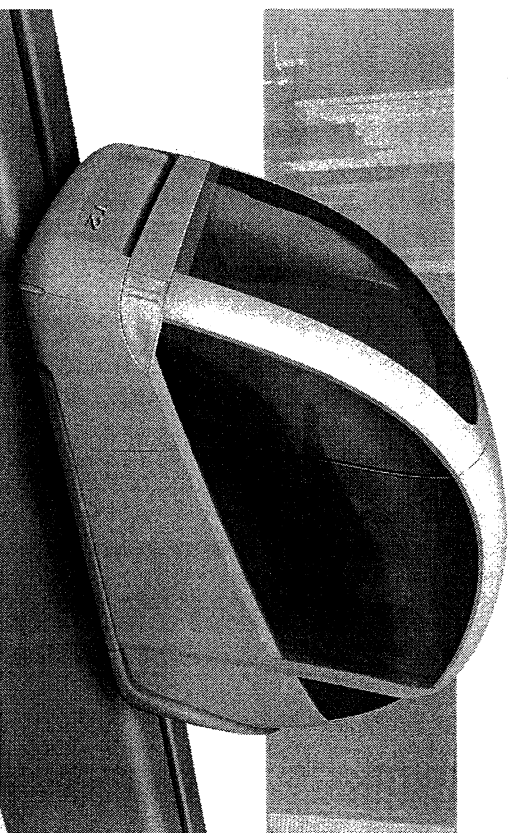


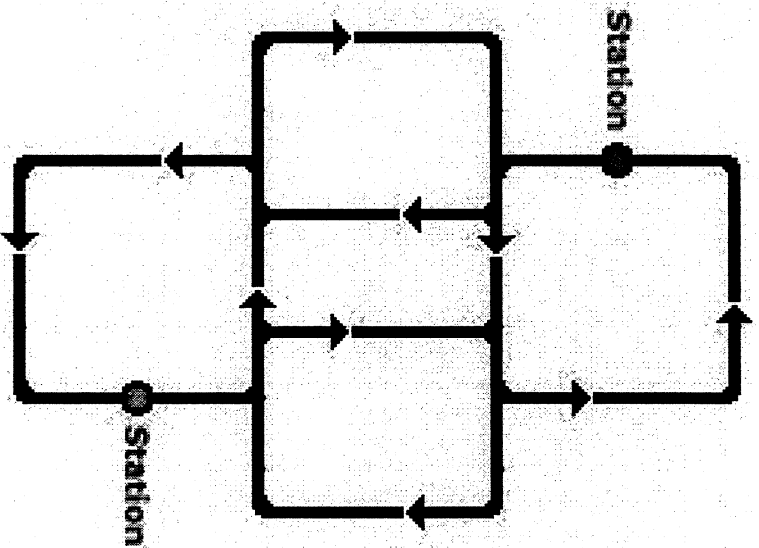
Guideway estimated @ \$20-30M/mile
Vehicles @ \$75-100k



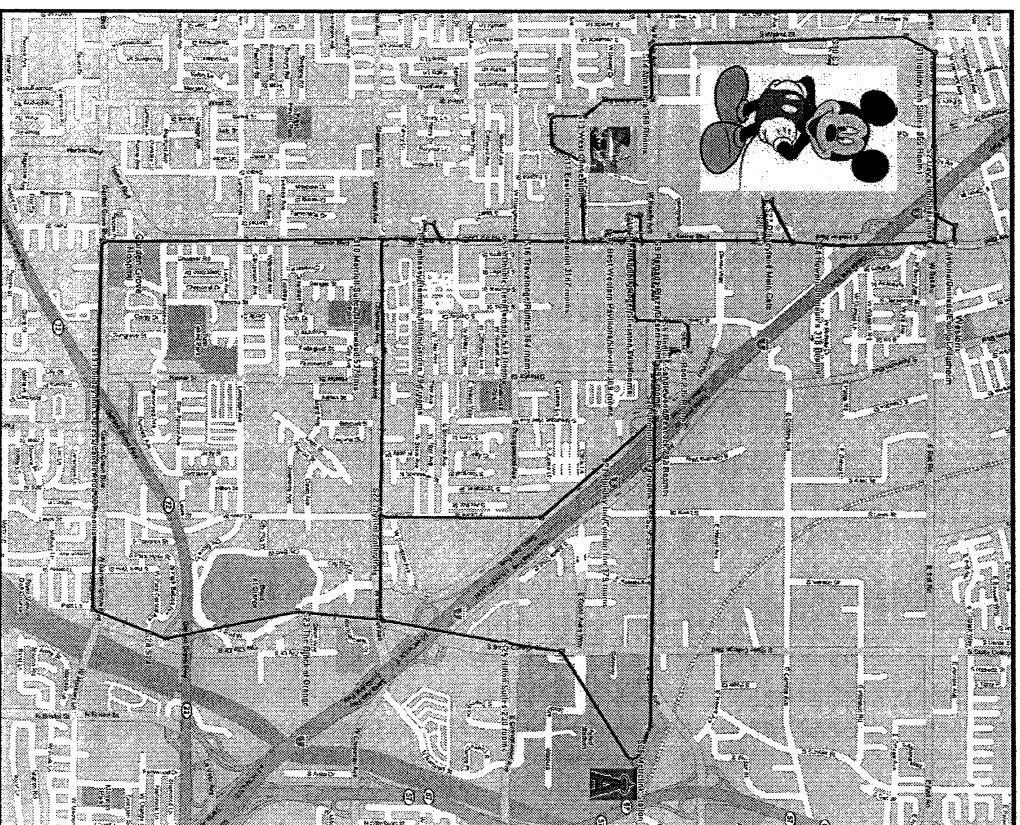
Offline Station operation for point-to-point throughput

3-6 Person, All-Electric, Driverless Vehicles





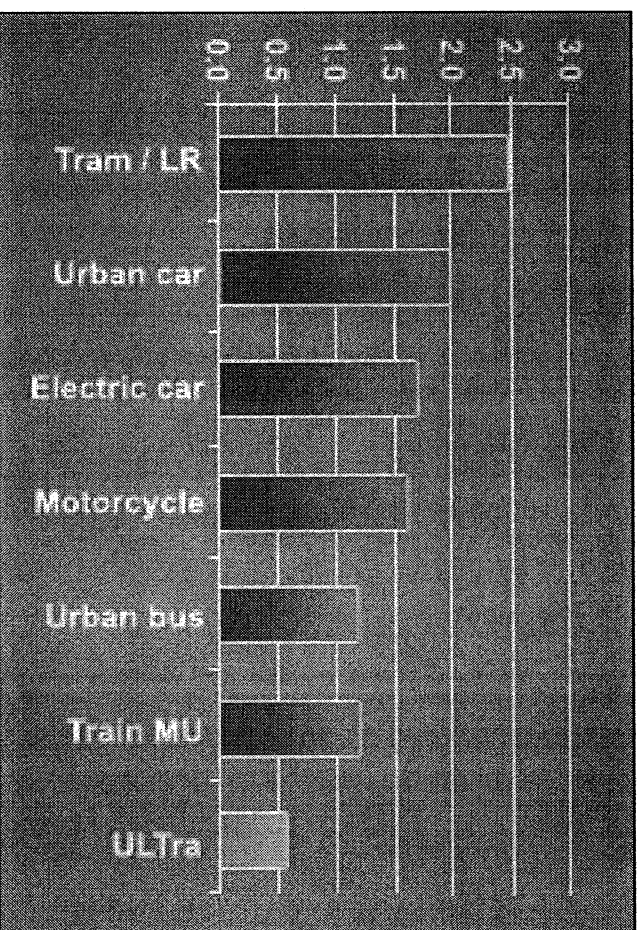
- **Scaleable**
- **Flexible**
- **Relocatable**
- **Stations easily added with no reduction in throughput**



Example emulation of Anaheim Resort Transit Shuttle System, including Member Hotels

Environmentally Friendly

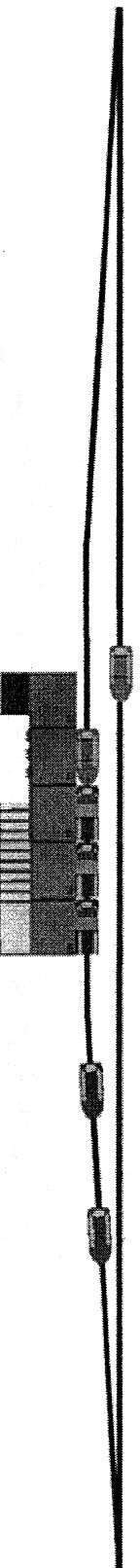
- Energy efficient
 - Vehicle equivalent to a 136mpg auto
- Completely electric
 - No lights required at night
 - Only onboard computer energized when idle
- Emission-free
- Nearly silent
- Solar panel potential on trackway infrastructure
- Trackway potential for
 - Municipal WiFi
 - Cable concealment



Comparative energy use -- MJ per passenger kilometer (per ATS ULTra PRT)

PRT Opportunity

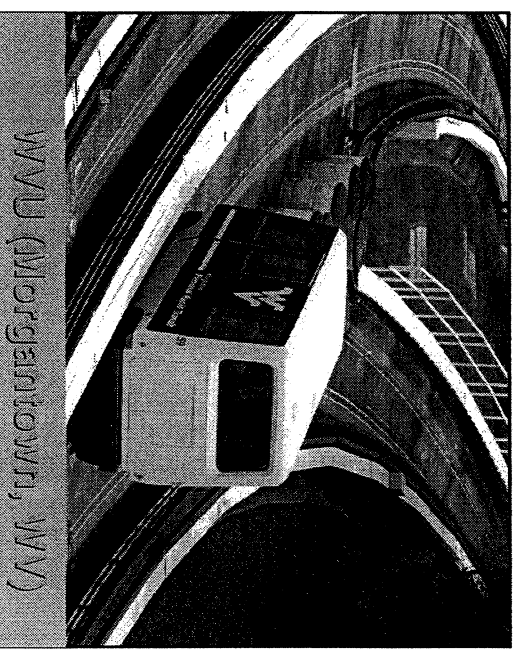
- Analogous to a horizontal elevator
- Readily computer modeled
- Use non-traditional ROWs – flood channels, bike paths, electrical transmission paths, street edges, street medians
- Minimal footprint
- Stations attractive to shopping malls – private participation
- “Last Mile” solution to commuter rail, other transit stations & hubs
- School bus alternative? Stations at schools?
- Zero emissions
- Fast – unimpeded travel to destination
- Recovers at least operational costs from farebox
- Offers credits or opportunities to comply to Air Quality rules?
- Station equivalency to bus stops, more prolific than LRT, HRT
- Computerized for safety, security, fare handling, special scheduling
- Freight handling (palletized 1/2-ton loads)
- Easily co-exists with bus system for transfers, stops/stations, revenue share
- Readily computer modeled



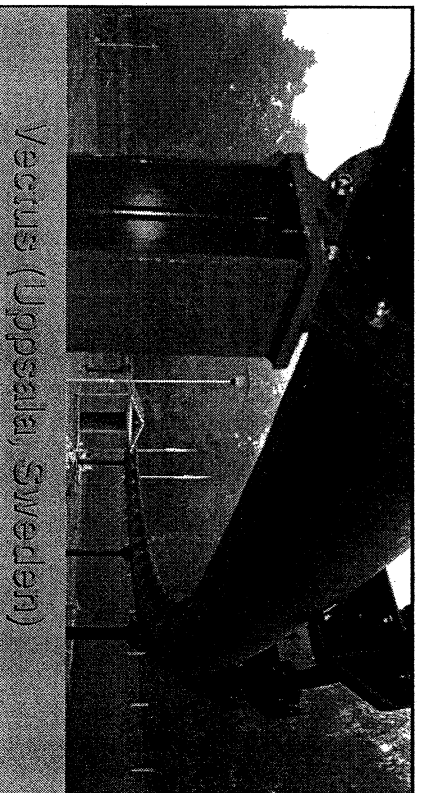
Where in the World?

PRT operates or is testing at at least four locations

- **West Virginia University**
 - 8.7 miles for 28 years at 98% reliability
 - 15 - 30k riders/day, capable of 4,800/hr
 - NO serious injuries or fatalities
- **Vectus test track complete**
 - Vehicle testing underway
 - Berkshire Hathaway has 4% stake in parent
- **Taxi 2000 test trackway w/vehicle now**
 - Demonstrable wireless control system
- **Heathrow Airport APM by ULTra in 2008**



WVU (Morgantown, WV)



Vectus (Uppsala, Sweden)

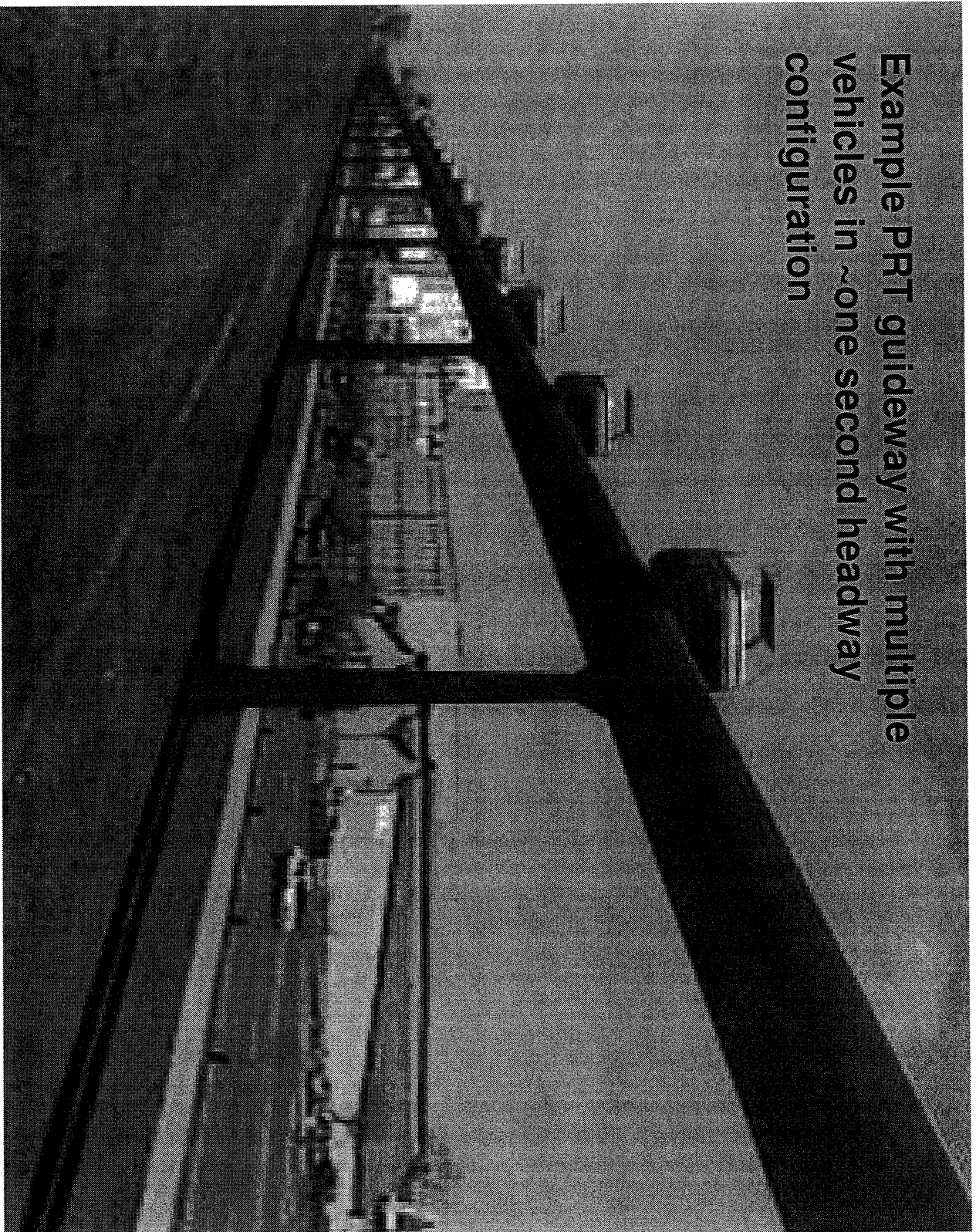


Taxi 2000 (Fridley, MN)

PRT's Subtler Features & Conveniences

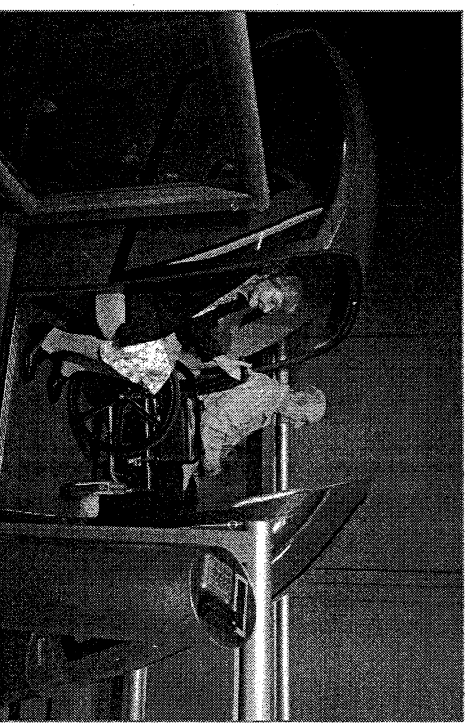
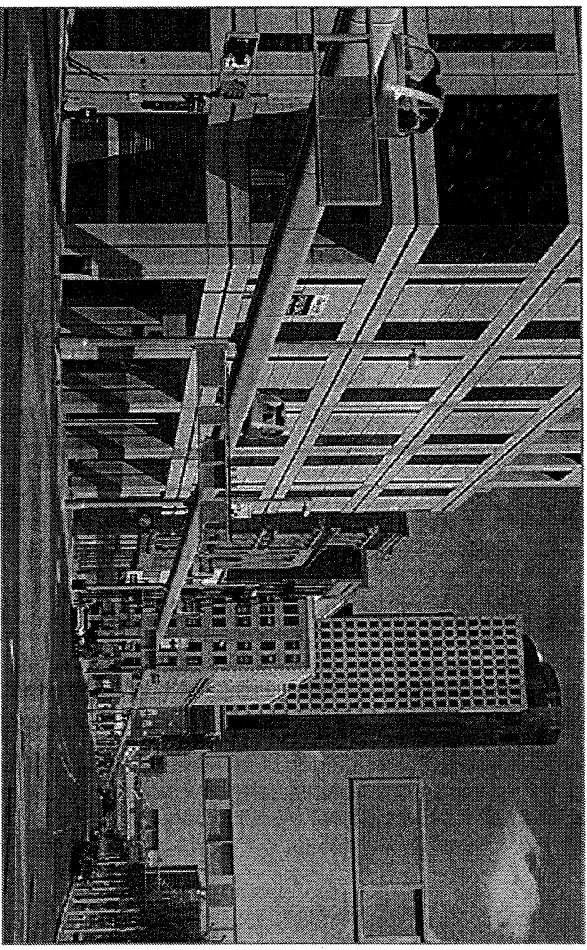
- Within system, NO vehicle or route transfers
 - Point-to-Point service requires no change of vehicle
- Guaranteed seat
 - No standing feasible in vehicle
 - Vehicle must accommodate wheelchairs, bicycles, therefore 100% of fleet serves need
- Higher average speed compared to mass transit
 - Non-stop service via computerized routing control chooses fastest routing, achieves ~25-40mph (urban)
 - Light rail ~21mph; bus ~15mph
- Non-scheduled services means no missed rides
 - Vehicles await users and not vice versa
 - Crowds don't form if sufficient vehicles are available as no waiting is required
- No route maps or schedules required published
 - Station names might be sold or licensed
- No missed stops due to sleeping, rider inattention
- Dirty or vandalized vehicles may be rejected
 - Returned for immediate maintenance
 - Video monitoring nabs vandals, or apprehendable via ride payment or pass record
- Large stations accommodate simultaneous, multi-vehicle unloading/loading
- NO surface traffic interactions
 - No accidents dramatically reduces risk, financial exposure
 - Video monitoring (ala OCTA buses) limits liability from staged incidents
- Station video monitoring enhances user safety, especially at night
 - IP-based video, alarms (from stations and vehicles) easily directed to law enforcement dispatchers
- No cash handling anticipated
 - Fares expected collected via credit card swipe or pre-sold magnetic pass
- Transit charged by vehicle, like a taxi, not per person
 - Encourages shared, car pool like usage
 - Employer participation programs feasible, encourages off-site parking

Example PRT guideway with multiple vehicles in ~one second headway configuration

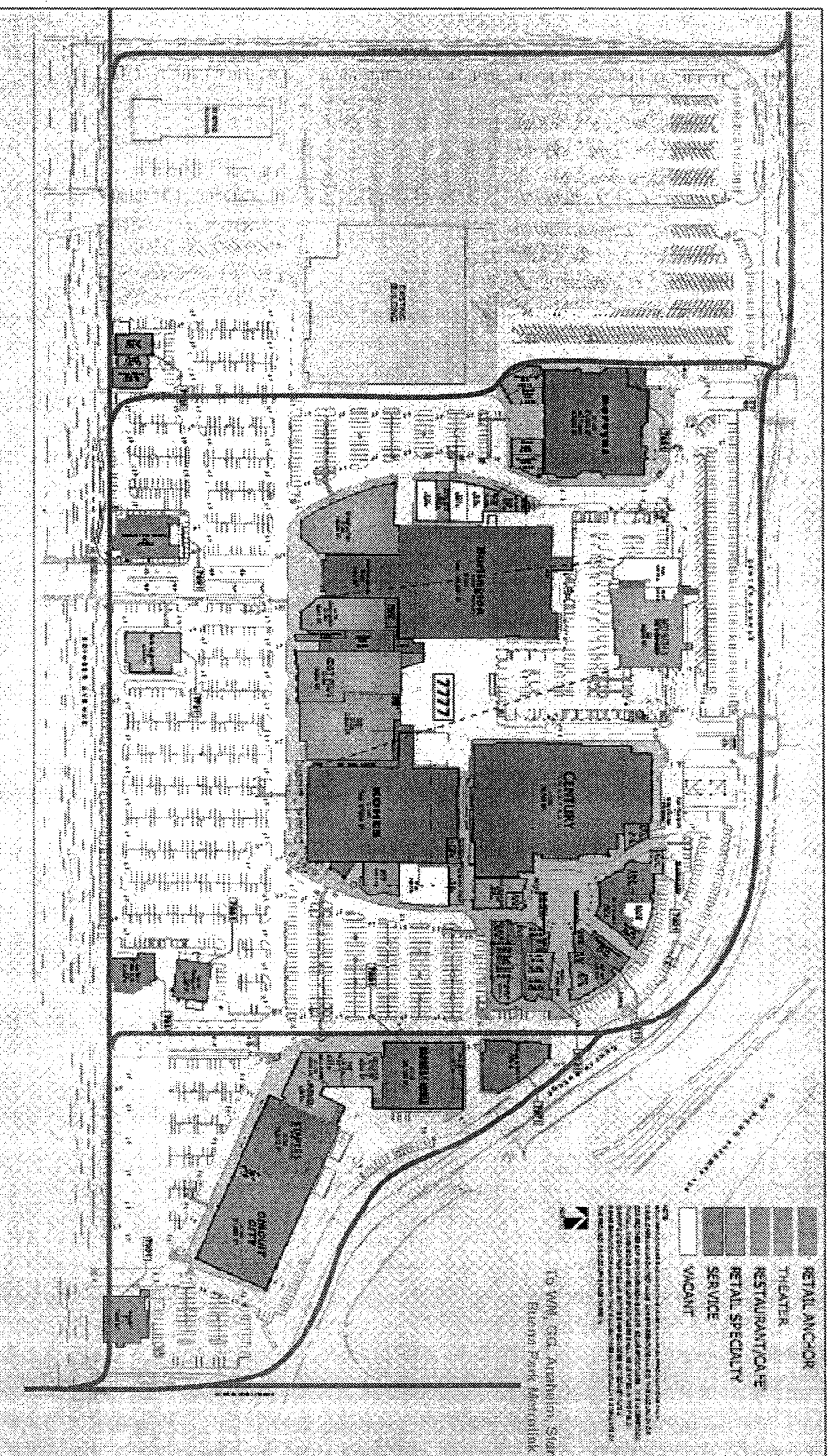


Public/Private Partnerships -- Local Buy-In Key to Funding, Acceptance

- Shopping Center, Mall portals
 - Incented customer use, e.g. coupons, passes
 - Parking lot and/or in-building portals
 - Freight, mail delivery potential
- Hotel portals
 - Dedicated stations for guest services
 - Private (computer segregated) guest vehicles
- Apartment/Condo/Office building portals
 - Zoning mitigation
 - Turn parking space to revenue space
 - Reduce local street congestion, emissions
- Extend tourist visits
 - Anaheim Resort ↔ HB
 - Promote via both Tourist/Visitors Bureaus
- Business groups need to get on board
 - Will Chambers support?
 - BIDs?
- Public school transportation
 - Neighborhood station portals
- OCTA ACCESS service supplement
 - Shopping, medical facility transport
 - Significant security
 - ADA compliant
- Potential for profitable private operation
- Ground floor station space lease/rentals (e.g. Starbucks, ATMs, shippers)
- Goods movement (palletized)
 - Big box freight portals
 - USPS



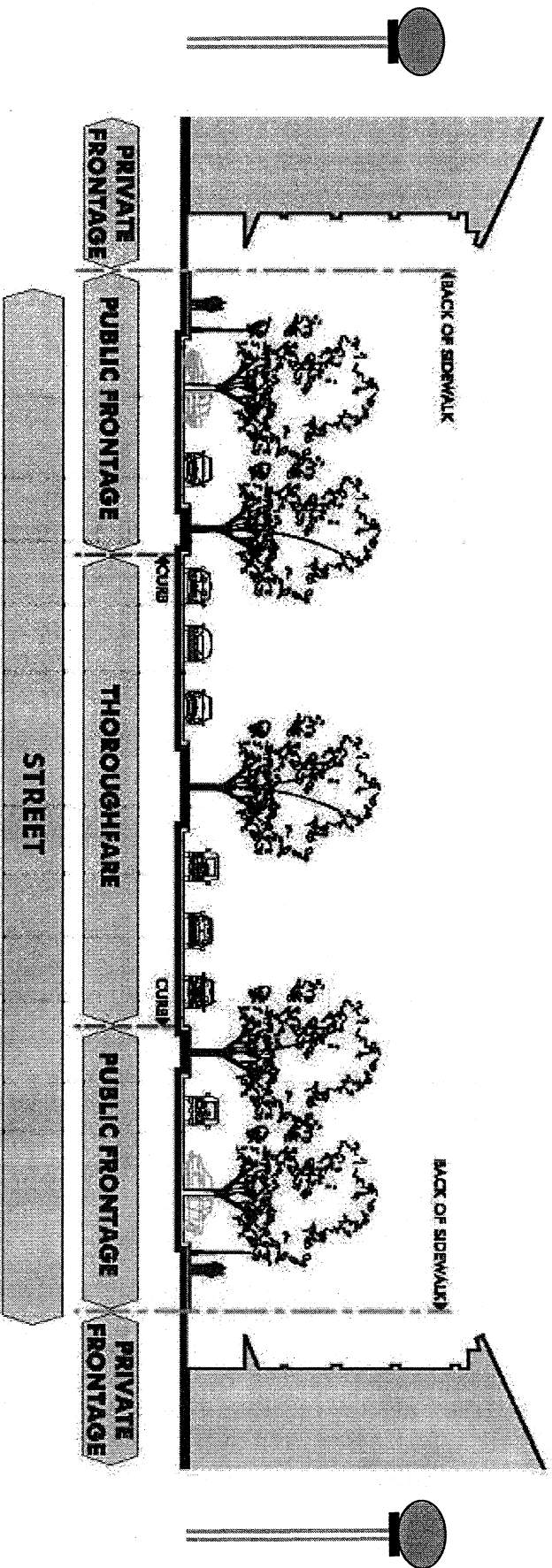
PPP Opportunities



Example Bella Terra PRT Alignment

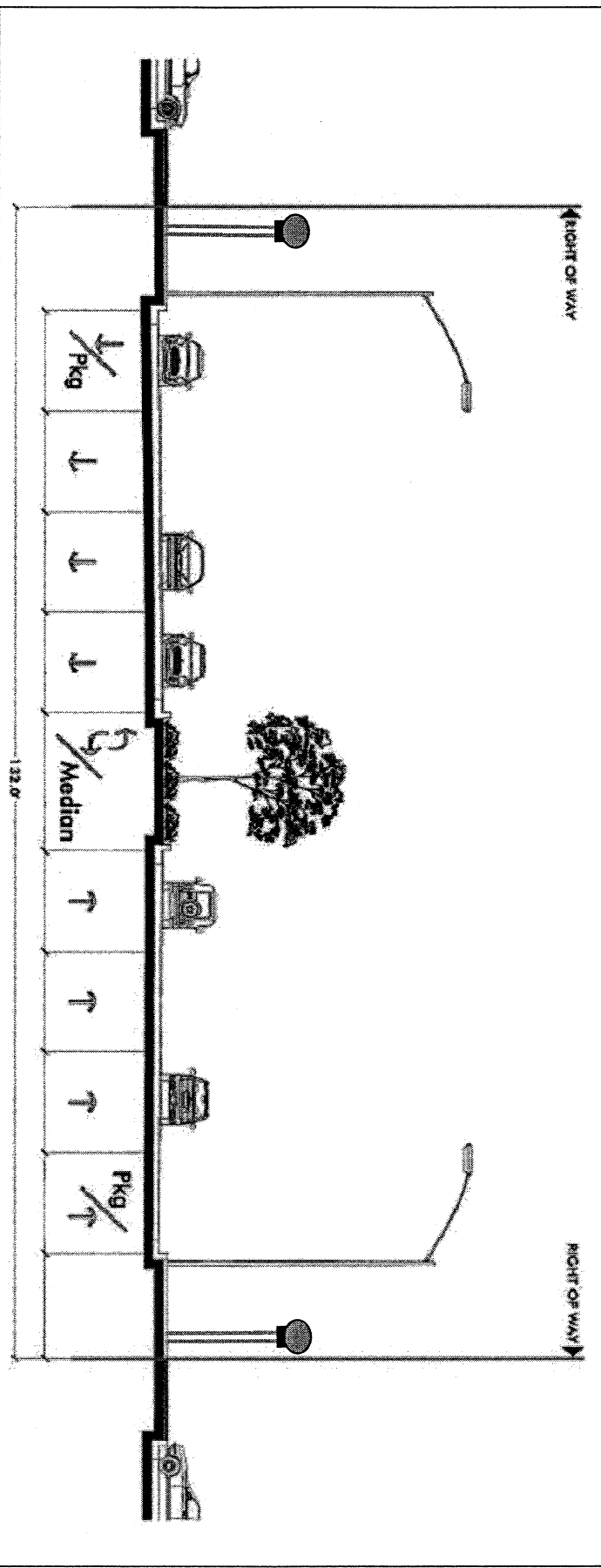
- Hyatt & Hilton Resorts
- Large Mini-malls – most intersections
- Five Points
- HB Hospital, Hoag and Kaiser Facilities
- Comerica Bank Hi-Rise @ Warner
- 100s of Retailers
- Target, Wal-Mart
- Regal Theatres @ Warner
- Bella Terra @ Edinger (most heavily trafficked intersection in OC)
- Future Bella Terra housing developments

PRT can operate in “Public Frontage”, in street medians, behind private buildings (e.g. alleys) and in County flood control channels



Example northbound and southbound elevated PRT guideways and vehicles along street right-of-way

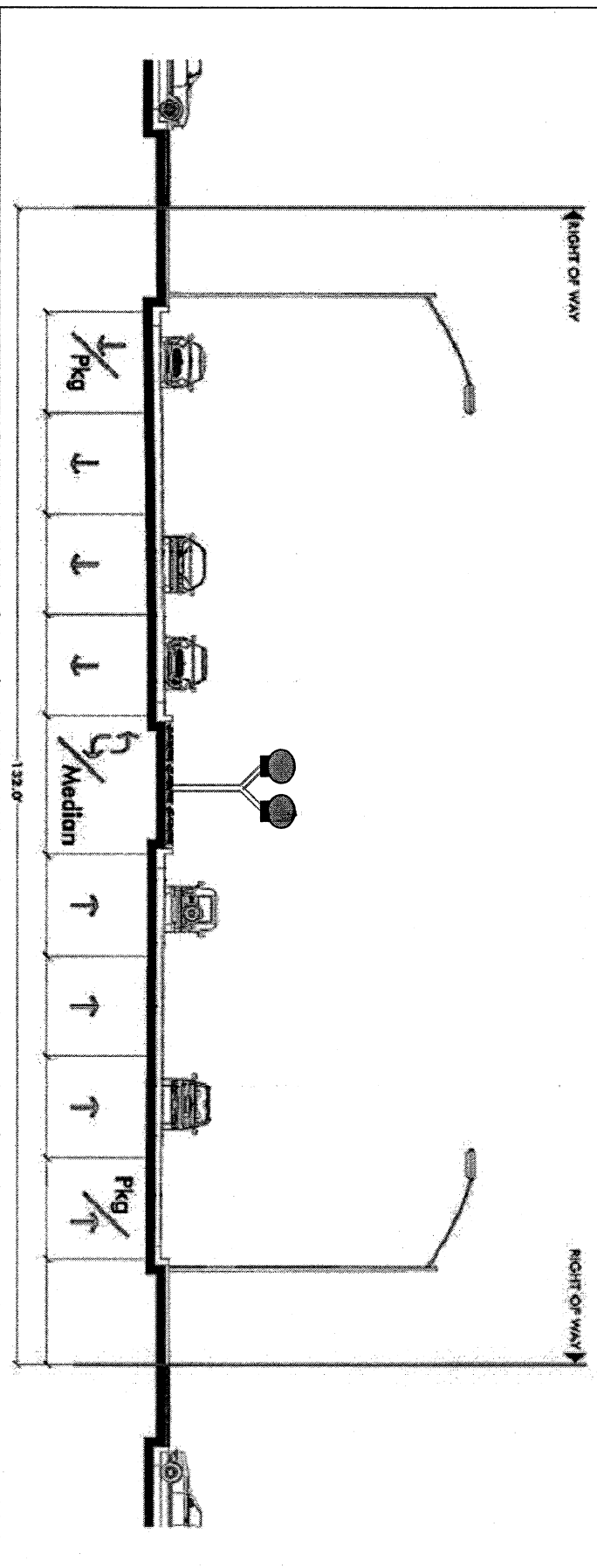
Beach Boulevard – Typical Section



Graphic Source: Freedman Tung & Bottomley

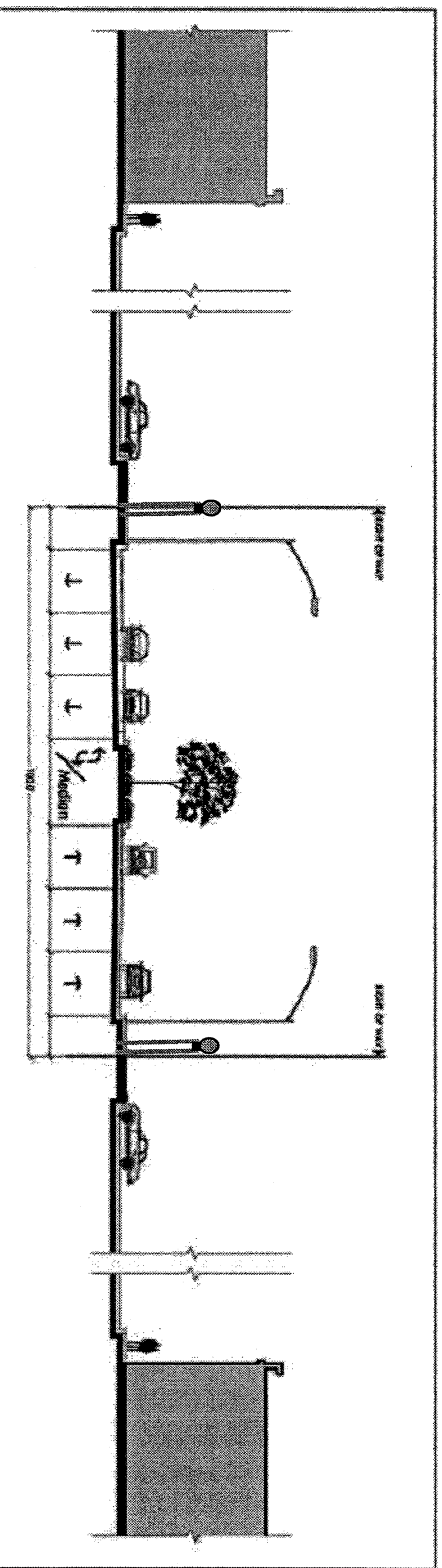
Example northbound and southbound elevated PRT guideways and vehicles on “Y” pylon in street median

Beach Boulevard – Typical Section

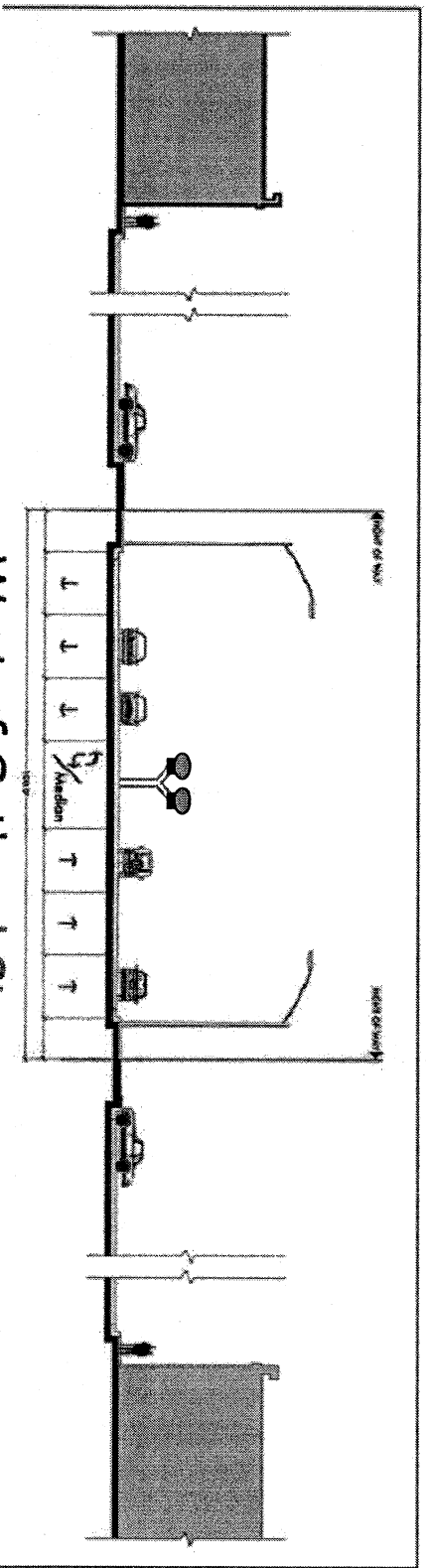


Example eastbound and westbound elevated PRT guideways and vehicles on shoulders and “Y” pylon in street median

Edinger Avenue – Typical Section

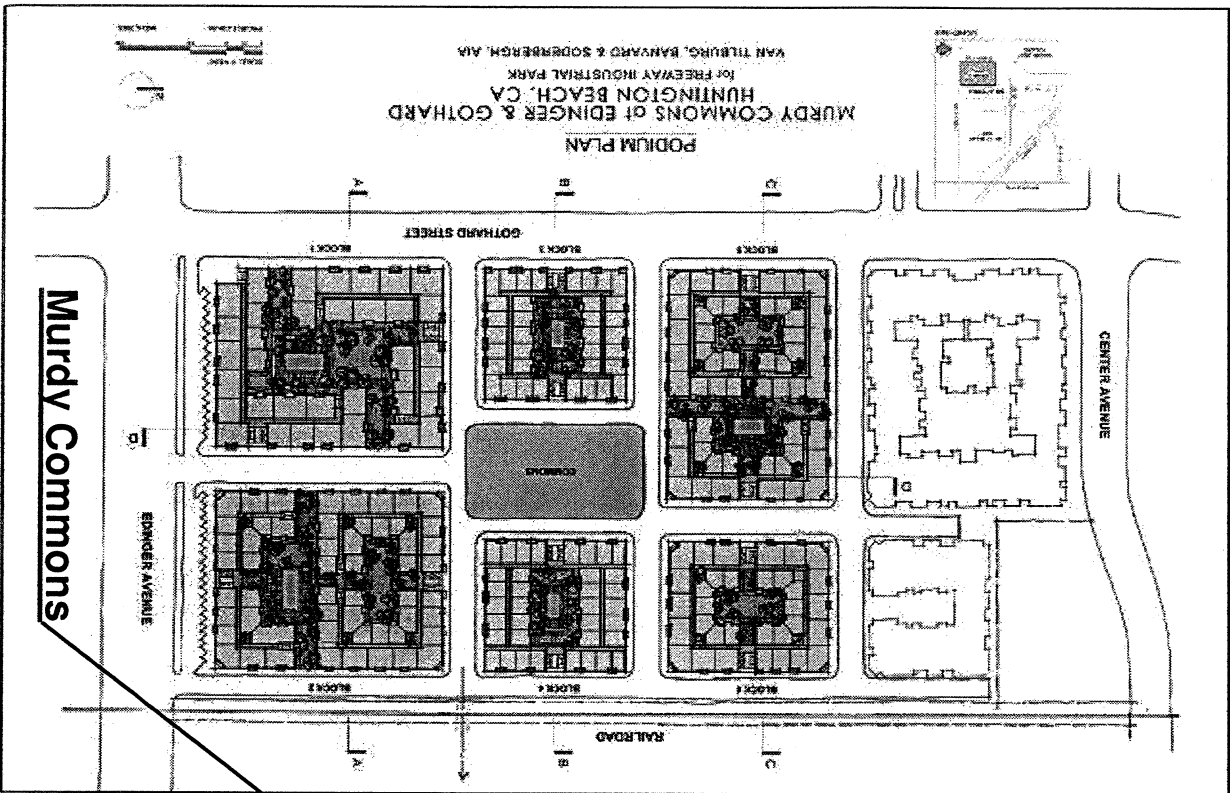


East of Gothard St.

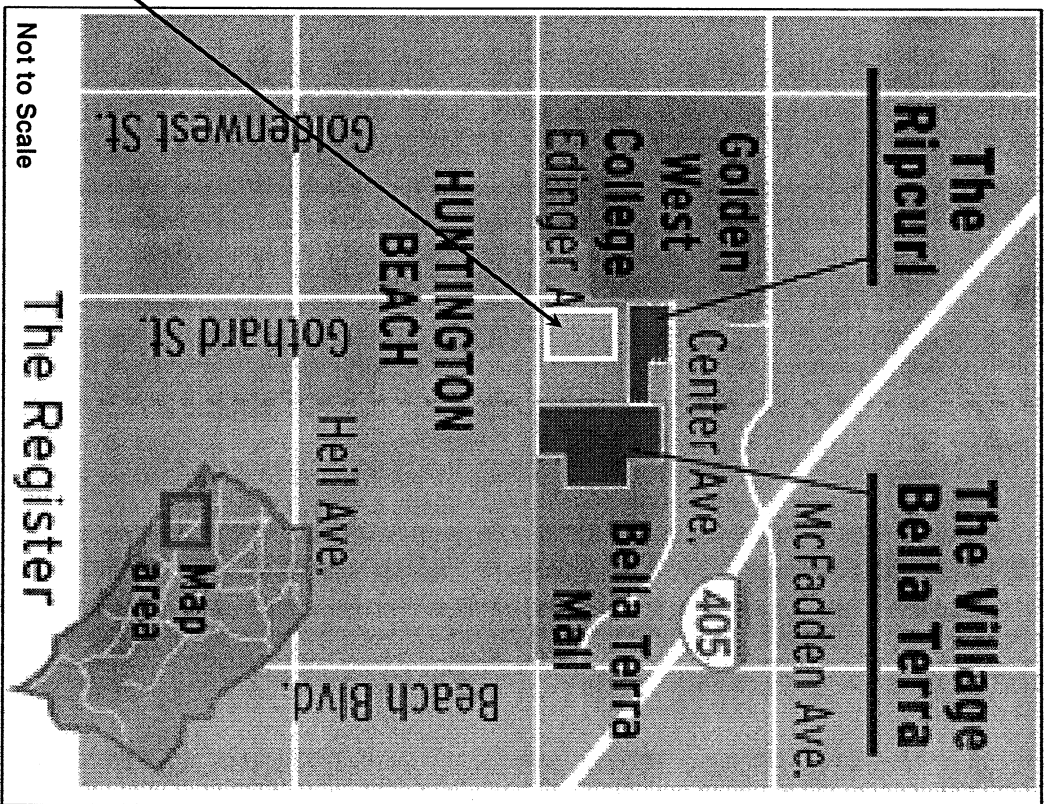


West of Gothard St.

High-Density Apartment/Condo Housing Anticipated in Edinger/Gothard Area



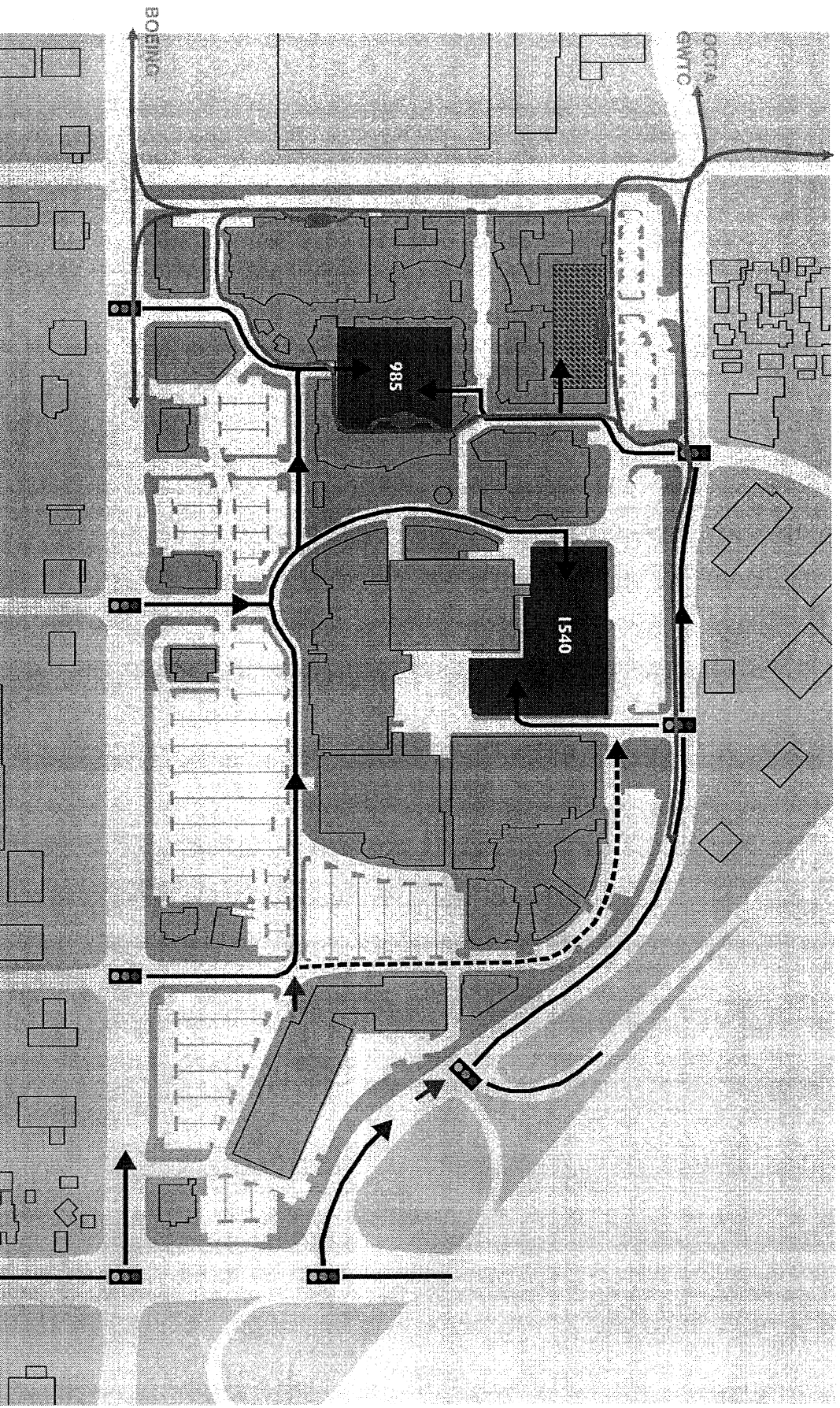
Murdy Commons



- Village (DJM) – 45 units/acre
- Ripcurl (Red Oak) – 87 units/acre
- Murdy (FIP) – 1,268 units (101/acre)

Densities subject to confirmation

Sample PRT alignment, station placement in area high-density housing



Public Parking and Access

Source: DJM Presentation of 05/07

RETAIL SPACE
HOUSING UNITS
PARKING SPACES

156,955 SF
503 UNITS
1095 PUBLIC PARKING SPACES
966 RESIDENTIAL PARKING SPACES