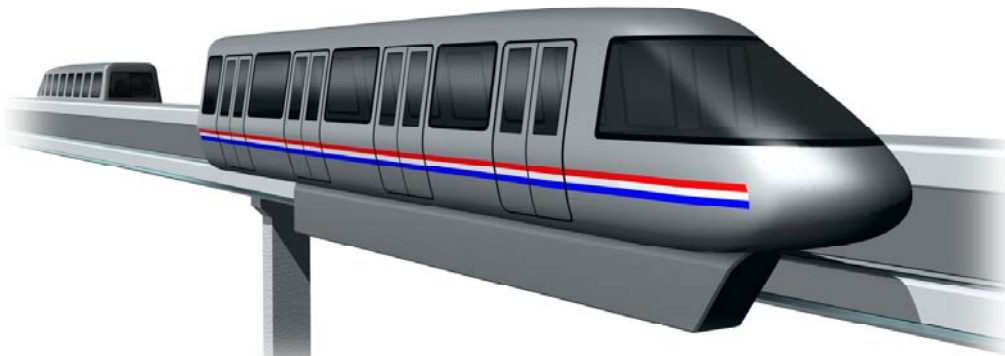


FLORIDA SILVER BULLET



the new kind of monorail.

KEY TEAM INFORMATION

Georgia Monorail Consortium, Inc.

- Established in 1999.
- Corporate headquarters located in Marietta, Georgia.
- Provides a single-point contact on behalf of its member companies and vendors.
- It promotes a monobeam technology licensed by Owen Transit Group, Inc., developed since 1985.
- Provides overall coordination of the companies associated with projects. (Detailed coordination is provided by Construction Management firms who manage the planning, design, construction, permitting, and general coordination of the project.)
- Member companies include:
 - ◊ Owen Transit Group, Inc.
 - ◊ Kilpatrick Stockton
 - ◊ WBQ Design & Engineering
 - ◊ MACTEC Engineering
 - ◊ ATI Technologies
 - ◊ Construction Service Companies
 - ◊ Transit Operation Services Company
- Vendor companies include:
 - ◊ AAR Composites
 - ◊ Control Corporation of America
 - ◊ Tindall Corporation

Owen Transit Group, Inc.

- Established in 1973.
- Corporate headquarters located in Marietta, Georgia.
- Consulting engineering firm offering mechanical engineering and transit consulting services.
- Licensed by William E. Owen, P.E. to provide marketing, design, and construction services related to the HighRoad Rapid Transit System, the Silver Bullet High Speed Rail System, and the HighRail Freight System.
- Developed engineering design documents for peer reviews and marketing materials.
- Coordinated system budget information gathered from prospective vendors.
- Responsible for overseeing the technological integrity of the applied patent technologies.

William E. Owen, P.E.

- Founder and President of Owen Transit Group, Inc.
- Registered Professional Engineer.
- Bachelor of Mechanical Engineering Degree from Auburn University.
- Master of Engineering Administration Degree from George Washington University.
- Former systems engineering design officer at the Coast Guard Headquarters (Washington, DC)
- Former General Dynamics engineer (B-58 jet propulsion system)
- Former engineer for Lockheed-Martin Corporation, performing complex engineering program cost estimating, budgeting and scheduling.
- Former Assistant Federal Aviation Administration Coordinator at Lockheed.
- Registered Professional Engineer in Florida, Georgia and several other Southeastern states.



- Patent owner of technologies used in Florida HSR proposals by Georgia Monorail Consortium, Inc.

Gen. Jere H. Akin (U.S. Army, Ret.)

- Management consultant to the Consortium.
- Bachelor of Science in Business Administration from North Georgia College.
- Master of Science in Logistics Management from Florida Institute of Technology.
- Former U.S. Army Director of the Logistics Staff, planning and coordinating the Army logistics of Operation Desert Shield and Operation Desert Storm in the Middle East.
- Former Director of Transportation/Games Support for the 1996 Olympic Games in Atlanta.

Lyle H. Schaefer

- Management consultant to the Consortium.
- Expert in large complex program testing and commissioning.
- Former Lockheed-Martin Aerospace Corporation Program Manager for the Lockheed L-1011
- Former Chief of Flight Test for Lockheed-Martin at the Marietta, Georgia plant.
- Former Navy Test Pilot having graduated from the Patuxent River Test Pilot School in Virginia.

James M. Croy

- Engineering consultant to the Consortium.
- Bachelor of Science in Civil Engineering.
- Former Head of the Cobb County, Georgia Department of Transportation
- Executed creation of a county-wide public bus transit system.
- Former Director of Rail Transportation for the Georgia Regional Transportation Authority, a state-wide management assignment.
- Appointed by the Governor of Georgia to lead the Georgia Toll Road Authority.
- His role with the Consortium will be to assist in the start-up and operation of TRANSCO, the operating service for the monorail high speed rail and transit systems, as well as to assist in the supervision of the construction project.

WBQ Design & Engineering, Inc.

- Headquartered in Orlando, Florida.
- Minority-owned firm.
- Offers professional engineering services in land development, transportation engineering, construction management, regulatory agency coordination, highway design and multi-modal transit integration.
- Experts in major highway design, corridor studies, construction management and sub-consultant coordination.
- Extensive experience in Florida Department of Transportation projects.

Derek C. Burke, P.E.

- President of WBQ Design & Engineering, Inc.
- Bachelor of Science in Civil Engineering from University of Bradford, England.
- Master of Science in Civil Engineering from University of Central Florida
- Expert in grading, drainage, utility design and coordination, permitting and cost estimation.



- Experience in numerous Florida D.O.T. projects and LYNX Central Florida Regional Transportation Authority.

Jennifer R. Quigley

- Vice President of WBQ Design & Engineering, Inc.
- Bachelor of Science in Business Administration and Finance from Indiana University of Pennsylvania.
- Over 18 years of major contract administration and urban economic studies.
- Experience in numerous Florida D.O.T. projects and projects for a variety of local municipalities.

MACTEC, Inc.

- Established in 1957.
- Headquartered in Orlando, Florida.
- International engineering and construction firm specializing in civil engineering and transportation design, land surveying and environmental services.
- Ranked 35th among design firms by *Engineering News-Record* magazine, and 17th among the top environmental firms.
- The seventh largest contractor providing services to the Department of Energy.
- Vast experience and expertise in Florida municipal projects.
- Over 100 offices across 30 states.

T. Paul Weldon, P.E.

- Transportation Group Manager - AL, FL, GA
- Bachelor of Science, Auburn University
- Master of Science, Georgia Institute of Technology
- Formerly appointed by Alabama Governor to be a member of the Tri-State (LA, MS, AR) High Speed Rail Commission.
- Former project manager for planning commuter rail corridors with the Georgia Rail Passenger Authority.
- Extensive experience in Florida-based projects, including Orlando Airport Infrastructure Improvement and Expansion.

Kirk A. McIntosh, P.E.

- Principal Geotechnical Engineer
- Former field engineer on Dade County Metrorail project
- Bachelor of Science in Civil Engineering from University of Illinois at Urbana-Champaign
- Expert in construction over soft soils (typical for Florida) using deep foundations.
- Extensive project experience over 1,600 geotechnical projects in Florida and Georgia.

TECHNOLOGY KEYPOINTS

- Single elevated beam provides simultaneous transport in two directions.
- Top of beam provides emergency access pathway.
- Uses off-the-shelf components (pre-existing) for greater reliability and lower maintenance cost.
- Vehicles are locked onto the beam and cannot be derailed.
- Beams are pre-stressed, post-tensioned steel-reinforced concrete and are capable of spans nominally 120' between columns.
- Beams are pre-fabricated in a controlled environment to ensure maximum quality in manufacture and schedule compliance.
- QuietRail technology dramatically reduces noise from rail vibrations.
- Operates on electricity supplied from the public power grid (lower cost).
- Performance and cost efficiencies are due to the use of a single beam for bi-directional transport and single vehicles used at frequent intervals (rather than multiple vehicle trains at lengthy intervals).
- Stations are approximately 1/16th the length of many train-style stations and can be easily constructed over existing roadways using modular construction methods.
- Vehicle arrivals and departures at frequent intervals provide better service to the individual rider.
- The two vehicle styles, HighRoad for local transit and Silver Bullet for high speed rail, use the same beam design and are designed to allow the use of common stations, if desired.
- The HighRoad vehicle is designed for a top cruise speed of 70 mph. Average speed is dependent on the distance between stations and the time the vehicle remains waiting as passengers board.
- The Silver Bullet vehicle is designed for a top cruise speed of 214 mph and is designed to provide a rider experience similar to airlines.
- Because the system is elevated, there is no need for barrier fences, crossing gates, etc., to protect the public from its presence.
- Power is supplied to the vehicles through bars inside the beam, without the need for overhead wires or dangerous power on the ground.
- Using a linear-launch methodology to convey beam segments along the pathway minimizes traffic disruption during construction.
- State of the art communications systems allow the vehicles and stations to be monitored at all times for the safety of patrons.



PROPOSALS SUMMARY

The Request for Proposals issued by the Florida High-speed Rail Authority required respondents to provide various data for two proposed routes: Greenway and Bee-Line. The Georgia Monorail Consortium complied with this request, showing that both routes would succeed and even be profitable for Florida over a 30-year analysis using the Silver Bullet technology.

However, because the technology offered by the Consortium also offers the unique advantage of seamless integration with local transit service using HighRoad vehicle models, a second proposal was submitted, analyzing a comprehensive system with local service in Orlando and Tampa-St. Petersburg. Both alternates analyzed under this configuration showed an even more impressive outcome, reducing or even eliminating the need for any state or local funds.

Below is a summary of the analyses:

Proposal 1 -			
	Federal 20%	Florida Loans over 10 years	Florida Profit over next 20 yrs after loan repayments
Greenway Rt. option: \$1.40 Billion Total Cost	\$280 Million	\$15 Million / yr.	\$366 Million
Bee-Line Rt. option: \$1.45 Billion Total Cost	\$290 Million	\$15 Million / yr.	\$613 Million

Proposal 2 -			
	Federal 20%	Florida Loans over 8 years	Florida Profit over next 20 yrs after loan repayments
Greenway Rt. option: \$2.48 Billion Total Cost	\$496 Million	\$10 Million / yr.	\$1.6 Billion
Bee-Line Rt. option: \$2.53 Billion Total Cost	\$506 Million	\$0 / yr.	\$1.9 Billion

Expected Fare Structure:

<u>Silver Bullet</u>	\$21.75	Orlando International Airport to Tampa
	\$2.50	Orlando International Airport to Orange Co. Civic Center
	\$8.50	Lakeland to Tampa
<u>Local Service</u>	\$2.00	Orlando Transit
	\$2.00	Tampa / St. Petersburg Transit