

Georgia Monorail Consortium, Inc.

monorail transit systems

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PRESS RELEASE

Subject: Florida High Speed Rail
For Immediate Release - 2/11/03

Yesterday the Georgia Monorail Consortium submitted its proposal in response to the Florida High Speed Rail Authority's request for proposals. Consisting of more than one hundred pounds of paper and electronic documentation, the GMC's proposal was based on the HighRoad technology, a 2nd generation of monorail design. Meeting and surpassing the requirements of the Authority's RFP, *GMC's second proposal included a comprehensive solution to Florida commuting problems, offering not only high speed transport between major metropolitan areas, but providing local transit service and commuter rail as well.*

Key elements of both GMC proposals which differentiate it from the rest include providing riders with shorter waiting time between departures (7 minutes vs. 1 or 2 hours), realistic fares structures (25¢ per passenger-mile vs. others at 40¢ according to recent press reports), faster transport (full route in less than 34 minutes), grade separation (eliminating potential for ground collisions) and adherence to FTA standards for performance and safety. The maximum fare between Orlando and Tampa is expected to be \$21.75 per passenger.

Other financial facts of the GMC proposals include:

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

The HighRoad dual-sided monorail and Silver Bullet technologies have been under development since 1985 and have been designed from their inception to be a low-cost, high-capacity alternative to more expensive alternatives of the transit establishment. Using off-the-shelf components in the vast majority of its design, the

HighRoad system uses only a single beam to provide two fully-separated pathways for vehicle transport. Because of this distinction from traditional straddle-type monorails, it has been termed the 2nd generation of monorail technologies. Some have used the term “monobeam” to draw a similar distinction. The beam is constructed of pre-stressed, post-tensioned steel-reinforced concrete technology and offers the additional advantage of a third pathway atop the beam for emergency access. This is a key feature as it provides quick access over waterways, traffic jams and other obstacles, should emergency personnel be needed quickly. This also is a safety requirement of the National Fire Protection Association’s Publication 130 (NFPA-130). Vehicles typically are configured in one- or two-vehicle consists to allow passengers more frequent departures, shorter wait times and smaller station footprints. Because the system is elevated, vehicles are driverless, helping to keep operation costs down. Silver Bullet vehicles have attendants for galley service, similar to airlines. The maximum speed of the HighRoad standard vehicle (urban/suburban application) is 70 mph. The maximum speed of the Silver Bullet vehicles is 214 mph.

The Georgia Monorail Consortium participants (members and vendors) are:

- **Owen Transit Group, Inc.** - system technology provider
- **Kilpatrick Stockton** - legal representation
- **WBQ Design & Engineering** - construction management (Orlando, FL)
- **BRR Architects** - architecture
- **Controls Corporation of America** - controls and power equipment
- **Tindall Corporation** - concrete technology
- **MACTEC Engineering** - civil engineering (Orlando, FL)
- **AAR Composites** - vehicle bodies manufacturing (Clearwater, FL)
- **Construction Service Companies** - general contracting
- **ATI Technologies** - vehicle assembly
- **Transit Operating Services Co.** - system operations management

William E. Owen, PE, is the founder of Owen Transit Group, Inc. and serves as President of the Georgia Monorail Consortium, Inc..

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