

Georgia Monorail Consortium, Inc.

2nd generation monorail systems

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PRESS RELEASE

Subject: Florida Silver Bullet (High Speed Rail)
For Immediate Release - 2/20/03

On Tuesday February 18th, Professional Engineer Bill Owen gave a briefing to the Florida Senate Transportation Committee on the technical and financial proposals submitted by the Georgia Monorail Consortium. Senators asked about the financial risks to them associated with the Florida Silver Bullet system proposed. To clarify the response given at the time, a performance bond required by the authority will protect the government from a failure to provide the final product at the contracted fixed-price.

Additionally, the Florida Silver Bullet proposed (proposal #1) **falls just below the estimated \$1.6 Billion price tag expected by Senator Jim Sebesta**, totaling \$1.4B for Greenway and \$1.45B for Bee-Line, and returning an additional (profit) \$366 to \$613 Million to the State.

Today, Mr. Owen will provide a similar briefing to the Florida House Transportation Committee at 2:30pm.

The Consortium included the two high-speed rail alternatives as requested in the RFP (Greenway and Bee-Line routes), but also submitted a second proposal adding local transit & commuter rail service to Orlando and Tampa-St. Petersburg. Providing a comprehensive network makes the overall system more viable, even providing revenue adequate to expand the system after construction costs and operation costs have been met. The Consortium's best option (Proposal 2 - Bee-Line Rt. alternate) requires only the 20% Federal funds contribution for construction. **No state or local funds would be needed to facilitate construction or operation in this scenario.** Press kit folders containing Consortium background information, technological keypoints and copies of the proposal (on CD-ROM) will be made available from Mr. Owen following the presentation. An electronic copy of the presentation is available online at <http://www.OTG-Inc.com/ppt/GMCBrief.pdf>. The press kit is available at <http://www.OTG-Inc.com/FLpress.pdf>.

The HighRoad dual-sided transit monorail and Silver Bullet high-speed technologies have been under development since 1985 and have been designed from their inception to be lower-cost, higher-capacity alternatives to more expensive systems. The steel-wheeled system uses 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. The elevated concrete beam shape provides quick emergency access to vehicles, bypassing traffic jams and other obstacles, should emergency personnel be needed quickly, a safety requirement of the National Fire Protection Association's Publication 130 (NFPA-130). Silver Bullet vehicles have attendants for galley service, similar to airlines and have a maximum speed of 214 mph. The maximum HighRoad transit vehicle speed is 70 mph.

The Georgia Monorail Consortium is comprised of member and vendor organizations, heavily experienced in their respective fields of transportation-related expertise. Participants include Owen Transit Group, Inc., Kilpatrick Stockton, WBQ Design & Engineering, MACTEC Engineering, ATI Technologies, Construction

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Service Companies, Transit Operation Services Company, AAR Composites, Control Corporation of America, and Tindall Corporation.

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