

Roy Reynolds

From: Roy Reynolds [roy.reynolds@prtstrategies.com]
Sent: Thursday, October 02, 2008 5:35 PM
To: Ann Kobayashi; Panos Prevedouros
Cc: 'panosdp@gmail.com'; 'Cliff Slater'; 'Stop Rail Now'
Subject: PRT for your Transportation Plan

Good afternoon,

You've both heard from my firm in the past, and we're encouraged from stories in your local press that you're planning to offer a Transportation Plan for your City to counter the unfortunate idea of implementing an extremely expensive and unworkable light rail system.

In 2006, the City's *Alternatives Analysis Report - Honolulu High-Capacity Transit Corridor Project* rejected Personal Rapid Transit (PRT) in a single sentence; "Personal rapid transit was eliminated based on lack of technical maturity and line capacity." Just two years later, you should be aware of two technical developments countering these points. These then invite another look at PRT technology and a thorough and fair review of its capability:

- The Korean firm Vectus, a subsidiary of Posco Steel (#236 on Fortune's Global 500), has recently completed testing of multiple vehicles on its test track in Uppsala, Sweden. They've been awarded safety certifications by the Swedish Rail Authority and are now planning implementations in Europe. An English PRT vendor, ULTra ATS, was selected for implementation at London's Heathrow Airport. This system is being funded by British Airways and is installing and testing NOW for a 2009 public introduction. It's also important that a PRT/GRT system has successfully operated on the campus of West Virginia University in Morgantown since the late 1970s -- this system has provided millions of accident free miles for area residents, but was ignored by the City study.
- PRT can demonstrate its ability to match OR exceed the capacity of conventional transit systems -- proving this with computer modeling that's been developed by another PRT firm, Taxi 2000 of Minnesota. With its **greater scalability**, PRT can more flexibly take advantage of multiple routings with its computer controlled vehicles achieving headways measurable in seconds rather than the minutes that characterize LRT, BRT or ordinary bus systems. This flexibility means shorter trip times, programmed clustering for high-volume situations and far more efficient utilization of the completely electrified (no emissions) vehicle fleet.

Video from all these firms are available from our website, and on the CDs we'd sent you previously.

The 2006 report appears to have done no research on PRT -- this is often the case when large engineering firms have parochial interests in ensuring that governments spend as much as possible on linear transit since they dominate the market. When governments fairly consider transit systems, we point out that PRT is best employed for two strong financial reasons:

1. PRT can be implemented for \$20-30 million/mile, far far less expensively than light rail or any fixed guideway system. Engineering LRT's weight and dual tracks into the air compounds its costs even further -- per your newspapers, your 20-mile system at \$4 billion comes in at \$200M/mile, about **seven to 10 times the cost of PRT**. PRT is elevated as well but less visually intrusive, using smaller vehicles routed on a point-to-point basis across a networked grid for maximum convenience with direct routings, fast throughput and most efficient use of the asset. PRT can operate 24/7/365 with no drivers.
2. For additional assistance with system costs, PRT is very conducive to public/private partnerships. For example, we'd recommend an approach to every hotel, condominium complex, multi-story apartment building, office complex, shopping mall and big box retailer with the idea that they could participate on the PRT grid by funding stations and private vehicles which would be bringing their guests, tenants and customers **directly** to/from their facilities. Of course, PRT is also compatible with your airport (which seems not to get an LRT station), potentially acting as a connector system for your hotels and local

attractions. PRT can also support solar collection, partly powering itself and offsetting electrical costs from the power grid

We'd urge you to open the competition again before finalizing any new plans -- take another look at the options that exist for you TODAY, not a slanted and incomplete two-year old study with questionable prejudices. PRT systems can start delivery in five years or less, about the same timeframe you'd experience with any sophisticated state-of-the-art system. My firm is engaged in two California projects now which will assist our vendors in receiving the American certifications and safety approvals this technology will require to be marketed here.

I'd be happy to speak with your further re. this, and we might also arrange a visit by me or our preferred vendors if you'd like to have a serious presentation and discussion on this technology. Please also feel free to contact me with any questions.

Thanks for your interest, Roy

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