

OLDA BOARD MEETING – 12.10.08
by Roy Reynolds, PRT Strategies

Good evening and thanks for welcoming my colleague and me to your meeting.

My name is Roy Reynolds – my consulting firm, PRT Strategies, is based in Orange County. We market and design Personal Rapid Transit systems. 14/14

I've distributed a brochure that's specific to the potential operation of PRT in the Pacific Electric Right-of-Way. PRT in this very valuable corridor could **share** it with the high-speed rail system you envision. That then brings you riders from neighborhoods and other station locations off the corridor. PRT is designed as a medium-speed non-stop connector system that resolves the last mile problem by feeding commuters to the connections *you desire*, for example, at the Anaheim and Disney Resorts, and the Santa Ana, Buena Park, Tustin, Irvine and Anaheim Metrolink stations. We've also designed system connections to more distant venues like Newport and Huntington Beach, and John Wayne and Ontario Airports. 47/61

Personal Rapid Transit is based on an elevated fixed guideway that supports completely computerized vehicles carrying up to six riders. Using it is simple -- a commuter or tourist just selects their station destination at a kiosk display, boards the vehicle and is then taken directly and *only* where they've asked to go at about 30-35mph without sharing the vehicle with others or stopping along the way – it's not unlike a horizontal elevator. No-emission PRT vehicles are fully electrified and will meet ADA stipulations. 35/96

The important difference between PRT and linear line-haul systems is that stations are built "offline" – vehicles don't stop at them unless directed and as many stations as are necessary and are affordable can be built WITHOUT decreasing the overall throughput of the system. This is important considering that your strategy's now moving toward Transit Oriented Development. The potential of building as many portals for entry into the system means THAT many more locations where you can encourage development, retail operations and housing. In fact, we envision locations where a PRT portal can be built directly into a building like a hotel or a condo complex. That's an example of a public/private partnership **where a business can invest in the system** – even to the point of perhaps owning or leasing their own dedicated vehicles. 52/146

On the CD I've distributed, I also hope you'll take a look at the presentation we were invited by OCTA to give to the LA/OC Intercounty County Study Committee. We've also included a number of provocative videos which animate PRT systems from the various vendors we deal with. 15/161

We can also demonstrate examples where PRT's been in revenue service for years – operating safely for millions of passenger miles in weather much worse than we experience here.

Thanks again for the opportunity to speak with you today. We'll be here for the entire meeting and would be happy to answer any questions. 17/177