

Good morning Mr. Chairman, staff members. My name is Roy Reynolds. I'm the Managing Director of PRT Strategies out of Fountain Valley. I'd like to talk briefly about Personal Rapid Transit, emerging technology we believe needs a prominent place in your planning today.

P-R-T is dissimilar from conventional light rail and bus transit in that it's an elevated monorail-like system with fully computerized vehicles for use individually or by a small commute pool or family. The idea is to enter an **already waiting** vehicle at a station, tell its computer where one wishes to go, and then be taken **directly** to that destination **non-stop, without needing to otherwise share the ride along the way.**

PRT is NOT additive to street traffic and requires little in terms of right-of-way -- most implementations simply use a two foot diameter pylon about every 90 feet -- and could be easily installed along a freeway shoulder or arterial street, or in other useful places alongside river or flood channels.

PRT today is urban transit at about 40 miles an hour -- a realistic **average** speed -- as riders are traveling non-stop past other stations, above surface street congestion. As it's electrically powered, PRT is **environmentally friendly and emission-free.**

For your planning efforts, I'm distributing a handout which discusses two specific applications where PRT would benefit:

- We see PRT as THE potential connector system between **LA/Ontario Airport and Orange County** -- specifically to reach the contemplated ARTIC hub planned at the Santa Ana River in Anaheim.
 - The California High Speed Rail Authority doesn't prioritize this connection and has only tepid political and financial backing -- and the Cal-Nev Interstate Maglev project, which does plan for it, seems nowhere in our near future -- but PRT could be built, based on public/private partnerships

to accomplish this and much better utilize this Airport as LAWA wishes and is actively marketing.

Our other vision is the use of PRT for **goods movement**. PRT vehicles are easily adapted to carry *palletized* loads, up to about a half ton. We think it's especially important that deliveries could be then made DIRECTLY to certain venues -- for example, "big box" retailers like Wal-Mart or Home Depot, and supermarkets -- using the same trackway that might also be delivering their customers to an offline station portal at the storefront. We see applications for freight-forwarders here as well -- consider the very large UPS depot at Ontario and the potential for moving their loads, **without** trucks, to local distribution points. The US Postal Service might be users as well.

Anyone should please feel free to ask me for a brochure or one of our CDs that I have with me today. The CD includes a number of video animations which portray PRT in simulated operation and also discusses the systems that are operational today at the University of West Virginia and testing in Sweden.

Thank you for your time.