CyberTran International Inc.

Automated Direct Transportation System

California Energy Commission January 28, 2009

Neil Garcia-Sinclair, Chairman and CEO

Richard Lyon, Chief Development Officer

CyberTran International Inc.

Thank You
California Energy Commission
California Energy Commission Advisers

Donald Coe
Erik Stokes
Jared Babula
Jim McKinney
Diana Schwyzer
Kelly Birkinshaw
Aleecia Macias
Jonah Margolis
Peter Ward
Tim Olson
Susan Brown

Management

CyberTran Executive Management

- Neil Garcia-Sinclair, CEO
  - Advanced transportation systems technology business management since 1990
- Eugene Nishinaga, Senior VP Engineering
  - Mass transit control systems engineer since 1976
- Harry Burt, COO
  - Rail vehicle and system engineering management since 1969
- Paul Dewey, Vehicle Design Section Chief
  - Product design, development and technology deployment since 1979
- Richard Lyon, CDO
  - Developing and introducing high technology products to the market place for over thirty (30) years: white paper to market dominance

Consultants and Partners

Consultants

• Powers Design International	Vehicle Design
• Deterministic Systems Inc	Control and Power
• PGH Wong Engineering	Civil and Electrical
• FMG	Architecture
• Earth Tech	Systems Integration
• Interfleet	Rail Systems
• Kirsen Technologies	Security and Control

Strategic Partners

• University of California	Advanced Control
• Lawrence Berkeley Laboratory	Control
• Lawrence Livermore/Sandia Natl. Lab	Safety, Vehicle
• BART	Transit Systems Operation
• LACMTA	Corridor Study

The CyberTran Product

Idaho National Laboratory

- Technology developed by the US Department of Energy's Idaho National Laboratory from 1989 to 1997
- High-speed rail system developed to move 10,000 people from Idaho Falls to lab site
- Research indicated high cost of passenger rail and catalyzed system engineering project
- System Engineering Goals
  - Reduced Cost
  - Improved Service
  - Increased Safety

Conventional rail transit technology is expensive - many systems are costing over $100 M/mile

System	Type	Construction Complete	Gross Cost	Track miles	Cost / Mile
EBART	Diesel Multiple Unit	Future	$1.3B	21	$61M
SFO AirTrain	Airport Circulator	2003	$430M	6	$71M
Nanjing Metro	Light Rail	2005	$1B	13.5	$74M
BART to Livermore	BART	Future	$1.2B	11	$109M
Shenzhen Metro	Light Rail	2004	$1.5B	13.5	$115M
LA Gold Line	Light Rail	Future	$899M	6	$150M
OAC	Airport Circulator	Future	$469M	3.1	$151M
Linimo	Low-speed Maglev	2005	$955M	5.5	$174M
Las Vegas Monorail	Monorail	2005	$730M	4	$182M
JFK AirTrain	Airport Circulator	2003	$1.9B	8.1	$234M
BART to San Jose	BART	Future	$4.7B	16.7	$281M

High Speed Rail System Engineering Analysis

- Studied costs of existing passenger rail systems
- Found disproportionately high capital cost associated with heavy vehicles
- Concluded optimal vehicle size for capital cost reduction was 10-20 passengers per vehicle

The Right Product at the Right Time at the Right Cost

- **Disruptive "Green" transportation technology that enables:**
  - **Direct to Destination at the push of a button. Every vehicle is "Express"**
  - **Low construction Cost enables public private partnership or private ownership of a transit system**
    - **Urban Revitalization: "Location-Location-Location"**
      - **Bring the masses to the City that otherwise would not be possible**
      - **Reestablish "The City" as the Business Hub**
    - **A total solution for high Density housing: management of traffic in and out of a development**
    - **High return on investment from "Transit Village" revenue streams**
    - **System Sales for less than 1/3th to 1/6th of current offerings with 100% margin**
    - **Farebox becomes a revenue stream**
    - **Electric, steel wheel on steel rail: proven, simple and reliable**

The Right Product at the Right Time at the Right Cost

- **Disruptive "Green" transportation technology that enables:**
  - **Lowest permanent impact to environment due to construction**
    - **Existing freeway medians or rail beds can be used**
    - **Prefabricated proprietary elevated guideways enable ½ mile bi-directional**

      build out per day
    - **Stations at grade eliminates elevators and escalators reducing cost and construction cycle time**

Lightweight Guideway

Easy and quick to install:
1/2 mile/day bi-directional construction
No ground clearing
Pileless foundations

Components prefabricated offsite
Can be built off the end of itself
Grade separated for safety

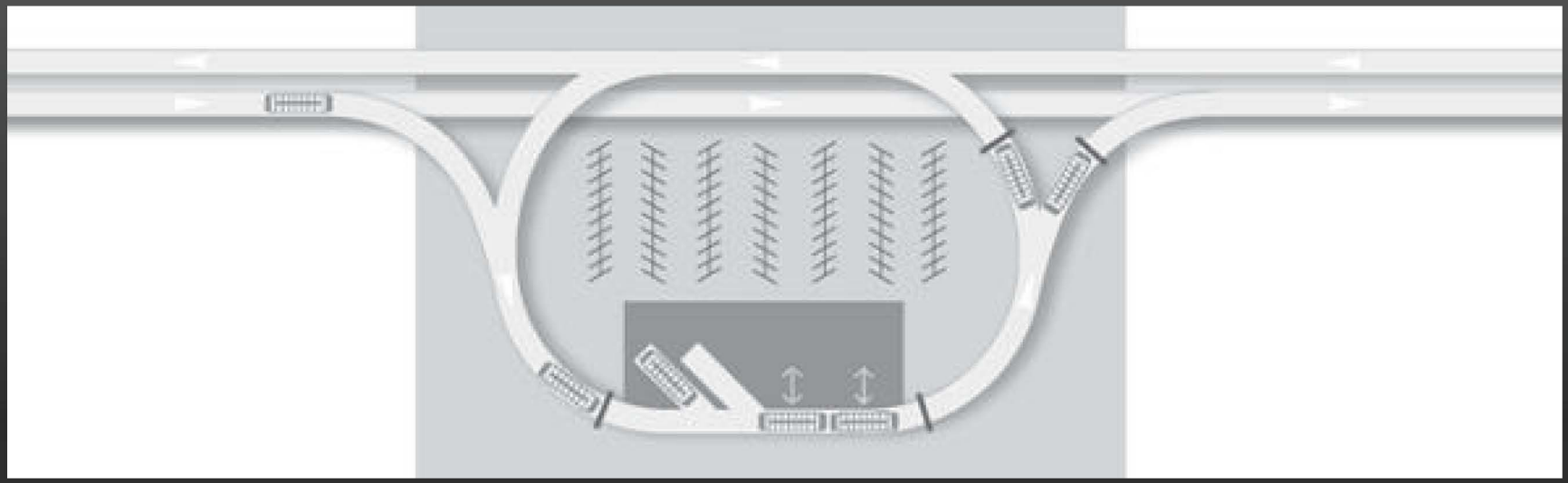
Off Line Stations

Increased line capacity

Network capable

On-demand service

Direct-to-destination travel



Development at INL – Cost Analyses

- Morrison-Knudsen, 1991
  $5.8 M/mile
- Parsons, Brinckerhoff, Quade, and Douglas, 1995,
  $2.8 M/mile (guideway only)
- Applied Engineering Services, 1995, $5M/mile
- Independent Study, 2007
  - all-inclusive cost, $25 M/mile

Development at INL – Testing

- Prototype vehicle and 2-mile track built and tested at 60 mph, 1991
- 2nd prototype vehicle built and tested in curves, 1993
- High-speed simulation, American Assn. of Railroads, 1993
- Further system design and testing, 1994-1997
- The technology was transferred in 1998 from U.S. DOE to CyberTran International

Further development at the former Alameda Naval Air Station has been financed by US DOT and the private sector

Development at Alameda NAS – Testing

- Development and testing of track switch
- Propulsion system development
- 10% gradability testing and demonstration
- Control system design, development, and quarter-scale testing
- HNTB seismic analysis

Markets

Low-Speed Lines – Airports

- Sacramento International Airport to Downtown
- Oakland Airport
- San Jose
- LAX to Green Line
- John Wayne Airport to Santa Ana

CITY OF OAKLAND

CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

NANCY J. NADEL
Councilmember
District 3

December 24, 2007

Neil Garcia-Sinclair
Chairman, CEO
CyberTran International
1800 Orion St., #111
Alameda, CA 94501

Mr. Garcia-Sinclair,

Subject: Letter of Interest

The purpose of this letter is to inc
International, the University of C
Lab, Sandia National Lab, and ot
California Infrastructure (CNCI).
project and Ultra-Light Rail Tran
useful in addressing the implemer
reduce our energy and carbon foo
peak oil, CyberTran offers a uniq

Assuming that your ADTS projec
interested in the possibility of bri
demonstration and commercial us
benefits to economic developmen

Based on our discussions thus far
believe that there is a strong prob
commercialized, can alleviate iss
adoption of transit. It addresses t
the long term subsidies usually re
service. I look forward to workin

Sincerely,

Nancy J. Nadel
Councilmember, District 3
City of Oakland

Council of Fresno County Governments

2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 • FAX: (559) 233-9645
Website Address: www.fresnocog.org

June 29, 2007

Mr. J. Patrick Sweeney, CEO
Central Transit & Development Corp
P.O. Box 27691
Fresno, CA 93729

Dear Mr. Sweeney:

Subject: Letter Of Interest And Support For Exploring The Concept Of CTDC's Proposed Phase One CyberTran Within The SR 41 Corridor

In response to your June 13 correspondence, this nonbinding letter of interest is being provided to you. Our support of the concept is also subject to receiving additional information as soon as possible.

Specifically, the Council of Fresno County Governments Policy Board is expressing its interest and support for exploring the concept of Central Transit & Development Corp's (CTDC) proposed Phase One CyberTran within the 12 mile urban SR 41 Corridor. The letter of interest is based upon the information provided to date from CTDC (attached). It is also subject to receiving the business plan and further details so we can analyze the potential impacts and determine whether they advance, augment, or complement our regional transportation system goals. This information is needed in particular because CTDC's initial proposal is for the new infrastructure to be within the current SR 41 median.

The Council of Fresno County Governments desires to see enhanced public transit services within Fresno County and especially within the urbanized area, so we look forward to continued exploration of the concept that you have proposed.

Sincerely,

Mayor Trinidad M. Rodriguez, Chairman
Council of Fresno County Governments

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

PORT OF OAKLAND

STEVEN J. GROSSMAN
Director of Aviation

Phone (510) 627-1133
Fax (510) 835-0178
E-mail: sgrossma@portoakland.com

April 4, 2005

Dr. John Dearien
Chairman, CEO
CyberTran Intl.
1800 Orion St., # 111
Alameda, CA 94501

Dear Dr. Dearien,

I trust all is well with you in you
past, the Oakland International
We have participated in a study
economic analysis, as to the fea

We are interested in receiving a
from our public and employee p
In particular, the possibility of a
University of California would l
these makes a demonstration pr

Please keep me informed of you
technology. There may well be
alternatives. I look forward to h

Sincerely,

Steven Grossman
Director of Aviation

530 Water Street ■ Jack London Sq
Telephone: (510) 627-1100 ■ Facs

There is a high degree of interest and need throughout California

State's hitting red lights on emissions law

By Dale Kasler and Jim Downing
BEE STAFF WRITERS

If state officials have their way, new motor vehicles sold in California will come equipped with engine accessories like variable flow turbochargers and dual cam phasers, designed to reduce global warming.

The improvements are supposed to begin late next year, with the arrival of the 2009 models and the implementation of Assembly Bill 1493, a state law requiring automakers to curb emissions of carbon dioxide and other greenhouse gases. The law rolls out gradually, with emissions to be slashed 30 percent by 2016.

But don't hold your breath. AB 1493, adopted in

▶ EMISSIONS, Page A17

Pleasanton Doesn't Like High Speed Rail Plans

The Pleasanton City Council was less than enthusiastic about the possibility of more trains coming through Pleasanton, particularly high speed trains.

The council heard a presentation on a regional rail plan and the high speed rail proposal.

The council did support studying further the extension of BART to Isabel/Stanley and to Greenville Road and beyond.

However, when it came to high speed rail, the council had several objections. These included the high speed trains and an increased number of ACE trains going through the downtown and Bernal park, and the need to build tall structures to accommodate both rail services. They also

three schools, raising safety concerns.

Mayor Jennifer Hosterman stated, "I think the Altamont alignment for high speed rail is a delusion at best. I don't think the Tri-Valley will support it. However, it is important to support additional studies."

Councilmember Cheryl Cook Kallio commented, "I can't get my head around trains traveling 90 mph through Pleasanton."

Councilmember Cindy McGovern did not like the idea of the train going through the Bernal property, "where we are working to achieve serenity."

It was estimated there would be 6 to 12 high speed trains each

Union Pacific rides profits

■ Largest freight railroad's 3rd quarter earnings up 32 percent

By Samantha Bomkamp

UNION PACIFIC CORP. says its revenue jumped in five out of six commodity segments, led by shipments of energy and agricultural products.

Widespread money woes sink BART's people-mover plan

■ Transit agency fails in ts efforts to get a private artner to help pay for ram from Oakland oliseum to airport

herald.com

Tri-Valley Her

September 28, 2007

The Valley's Hometown Newspaper Since 1874

BAY AREA NEWS GROUP

NATION • BAY AREA

Walnut Creek retail plan renews quality-of-life deb

■ Residents say 107,000-square-foot Neiman Marcus store would add to city's traffic, parking problems

By Theresa Harrington
STAFF WRITER

WALNUT CREEK — In Walnut Creek, the price of success is congestion.

As the city has grown from a bedroom community into a premiere retail destination, some residents have questioned whether the erosion of their local quality of life is worth the regional prestige.

A proposed Neiman Marcus store at Broadway Plaza is rekindling this debate, pitting longtime residents who fondly recall a less swanky (and less crowded) downtown against city leaders who rely largely on sales tax revenues to keep Walnut Creek at the top of its game.

The luxury retailer expects to serve a market stretching from Brentwood to Pleasanton and Orinda, primarily consumers with household incomes of $150,000 or more.

But several residents told Walnut Creek planning commissioners the desire to attract shoppers from far and near is hurting the local residents by clogging Mt. Diablo

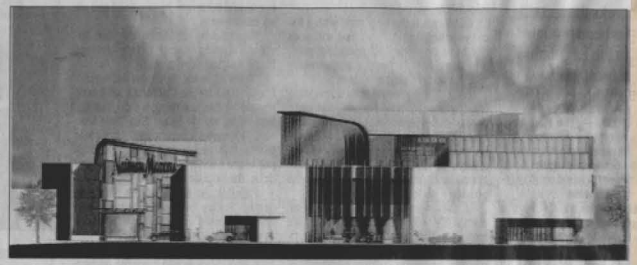
parking and pedestrian problems be enough for you to say, 'Enough?'" said resident Bruce Reeves.

The two camps squared off at a city Planning Commission meeting Thursday, where commissioners ultimately recommended increasing the density and height allowed on the proposed Neiman Marcus site, paving the way for a 107,000-square-foot anchor store.

"It might be a feather in the city's cap to have a Neiman Marcus, but at a cost to us," said Ken Hambrick, a 30-year resident. "Are we going to do what's good for the developer or what's good for the community?"

Commissioners unanimously agreed another anchor store at Broadway Plaza would help keep the shopping center thriving and could provide a link between the older "traditional" downtown north of Mt. Diablo Boulevard and newer retailers to the south. In addition, Neiman Marcus could boost sagging sales tax revenues, which help pay for local services, programs and projects, commissioners said.

A market study shows Neiman Marcus could generate $50 million a year more in sales than the current four retail stores it would replace, said Chuck Davis, vice president for Macerich Co., which



lightly or ignore because all of us enjoy the amenities of the city and we want them to continue to grow — the library, our parks, our police — and those amenities don't pay for themselves," said Commissioner Matt Francois. "We need to continue to be looking at new sources of revenue to provide those critical services, while at the same time being true to our character and the quality of this town."

He and the other commissioners said Neiman Marcus can fit into the downtown, if it is well-designed. An environmental report showed Macerich would need to add traffic controls at both entrances to its South Broadway garage to handle the expected added

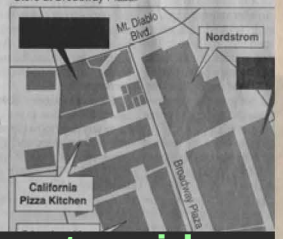
vis said Neiman Marcus and a remodeled and expanded Nordstrom, also in the works, would help cement Broadway Plaza's status as a rival to San Francisco's Union Square and the Stanford Shopping Center.

Local business leaders told commissioners change, as exemplified by the Neiman Marcus plan, is necessary to keep Walnut Creek competitive with other cities. Jay Hoyer, executive director of the Walnut Creek Chamber of Commerce, said he is impressed by Macerich's operation of Broadway Plaza and he trusts the company's judgment. He said he probably won't shop at Neiman Marcus.

The City Council will vote

Commission endorses plans

Walnut Creek's Planning Commission unanimously re increasing the height and density allowed on a 1.6-ac paving the way for a new 107,000-square-foot Neiman Store at Broadway Plaza.



BELLY OF THE BEAST

BEA AHBECK — Staff

BART MECHANIC Gary Nichols puts a cover back on a line-switch pack Thursday while doing preventive maintenance on a train at the Hayward BART maintenance yard.

$11.4B needed to replace aging BART equipment

By Denis Cuff
STAFF WRITER

BART train cars and tracks that carry 350,000 people a day are slowly wearing out.

Cables and computers that signal cars to slow down or speed up have a few more years of reliable life.

Wires and circuits that deliver electricity to power the trains are running low on time.

BART is getting old at 35.

The transit system's board Thursday approved a 25-year road map that foresees the need to spend $11.4 billion on hardware and equipment but identifies funding sources for only half the money.

Finding the other half — a $5.8 billion shortfall — will be a big but necessary task, BART managers and board members said.

"It's a big challenge," said Joe Keller, a BART board member from Antioch. "We have to reinvest in this system to keep BART service reliable."

Bob Franklin, a board member from Oakland, called the funding gap "scary." But, he added, "we identified our situation early on. This plan gives us a road map to tackle the problem."

Franklin said he is anxious to avoid sharp fare increases to fund improvements, like the steep increases BART imposed in the mid-1990s to fund a $1.5 billion overhaul of train stations, fare gates, escalators and elevators.

Fare increases are just one of several possible funding options in the plan.

Please see **BART**, News 9

California and the Nation needs a low cost rapid transit solution that has a reduced installation cycle time: CyberTran ½ mile per day, bi-directional build out

CYBERTRAN INTERNATIONAL

Low-Speed Lines – Universities

- UC Davis to Sacramento
- UC Berkeley to Berkeley Marina
- UC Santa Cruz to Santa Cruz to Watsonville
- UC Merced to Merced to Castle AFB
- UC Riverside to Riverside, Ontario, San Bernardino

Commuter Lines

- SMART
- Salinas-Watsonville-Monterey
- Riverside County
- Seattle
- Detroit
- Tampa Bay

Foreign Markets

- Colombia
- Venezuela
- China
- Japan
- Philippines
- Malaysia
- North Africa

Sustainability

Richard Lyon

Reductions in Energy Consumption & Global Warming

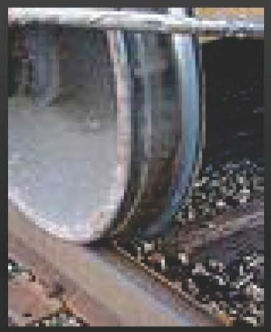
Reductions in Energy Consumption & Global Warming

High energy efficiencies

High operational efficiency

90% lower CO_2 than cars

Can be fully solar powered

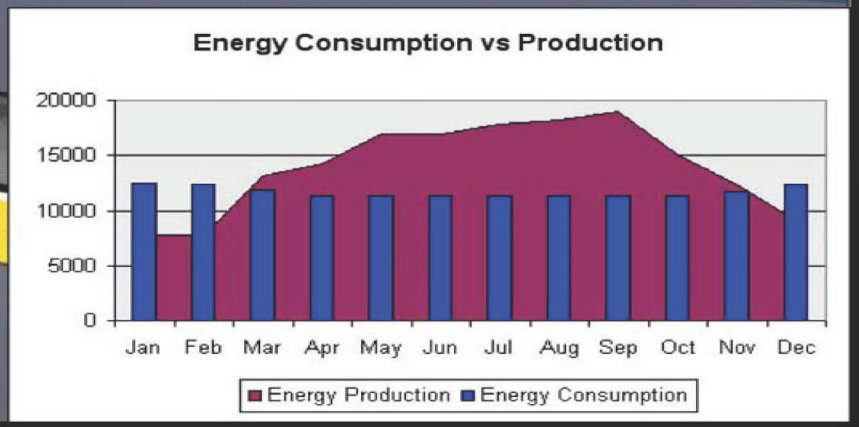


Reductions in Energy Consumption & Global Warming

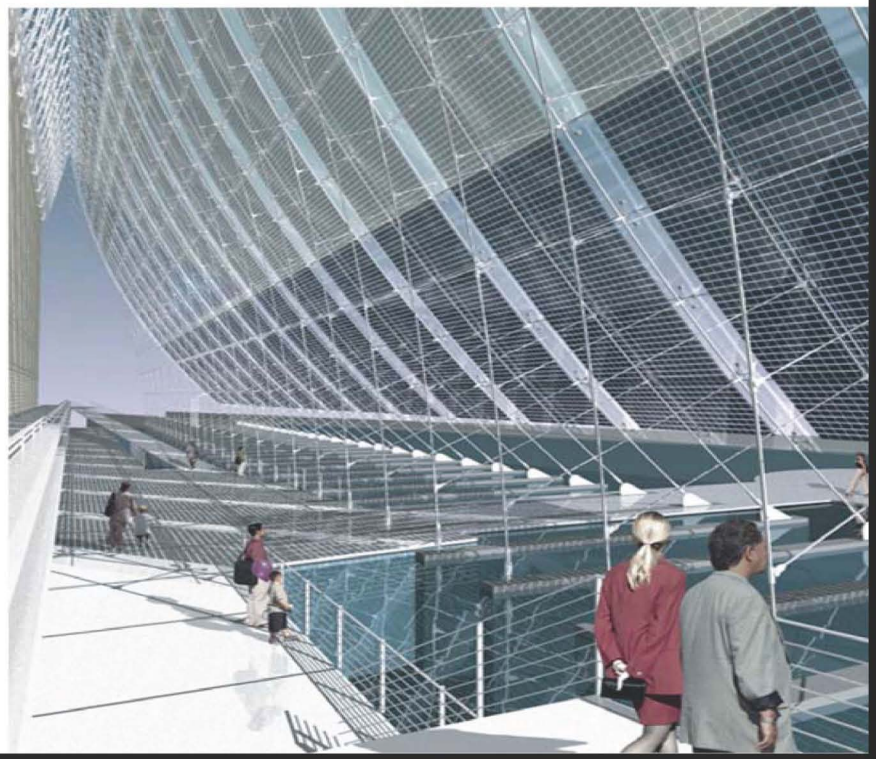
System Description:	500 modules 200kw
Estimated Electrical Generation:	168, 260kWh/yr
Estimated Energy Consumption annually:	140,000kW per mile
Estimated Cost of Energy:	$20,000

Using Solar panels, the CyberTran solution has zero emissions and is energy positive

The avg. energy used by a 4 seat, 27.5 mpg car is 1.4 kWhr/place mile. The avg. energy use of a bus is 4.06 kWhr/place mile. The avg. energy use of CyberTran is 0.106 kWhr/place Mile (1/10th of a car).



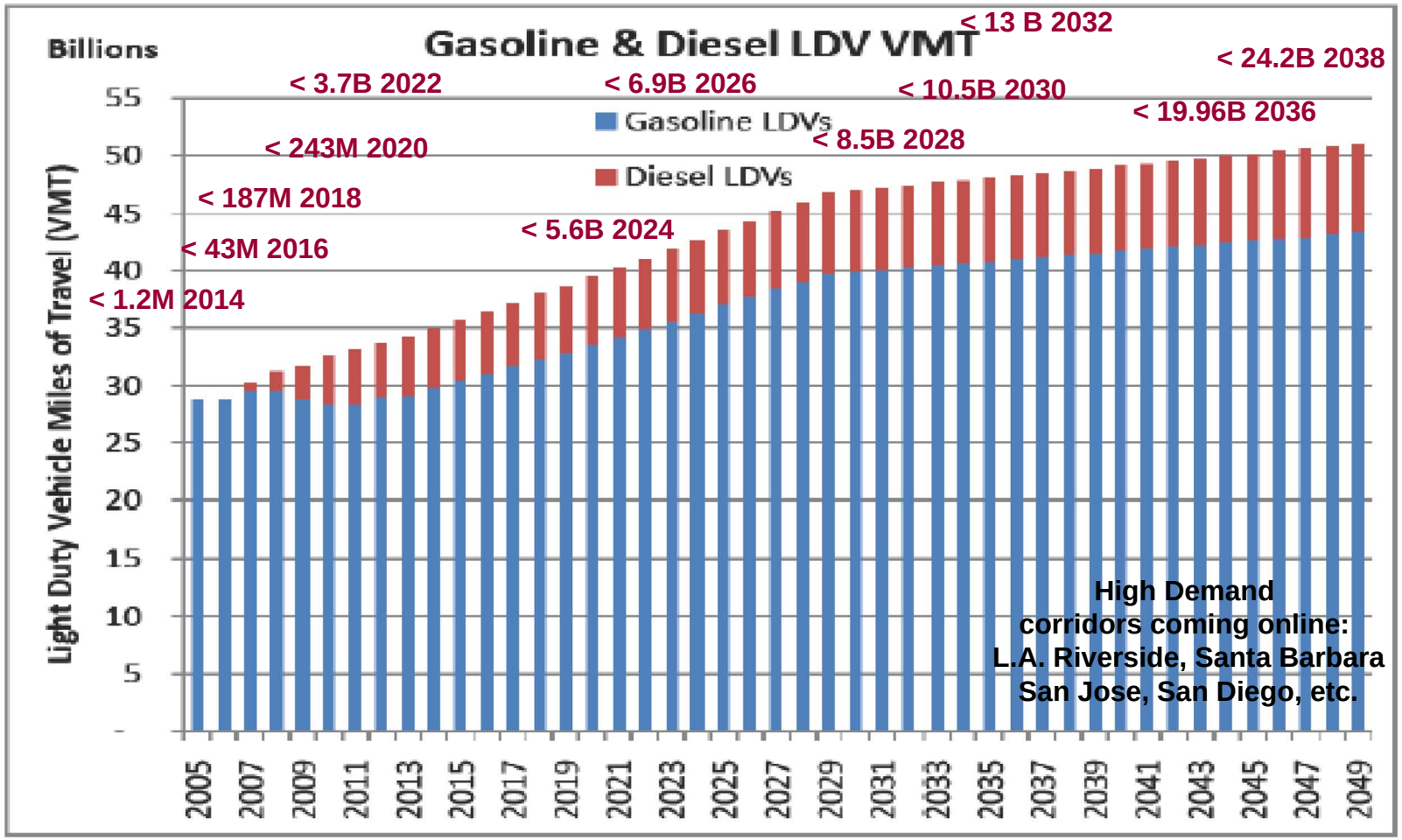
Reductions in Energy Consumption & Global Warming



Building Integrated Design
BIPV

Reductions in Energy Consumption & Global Warming

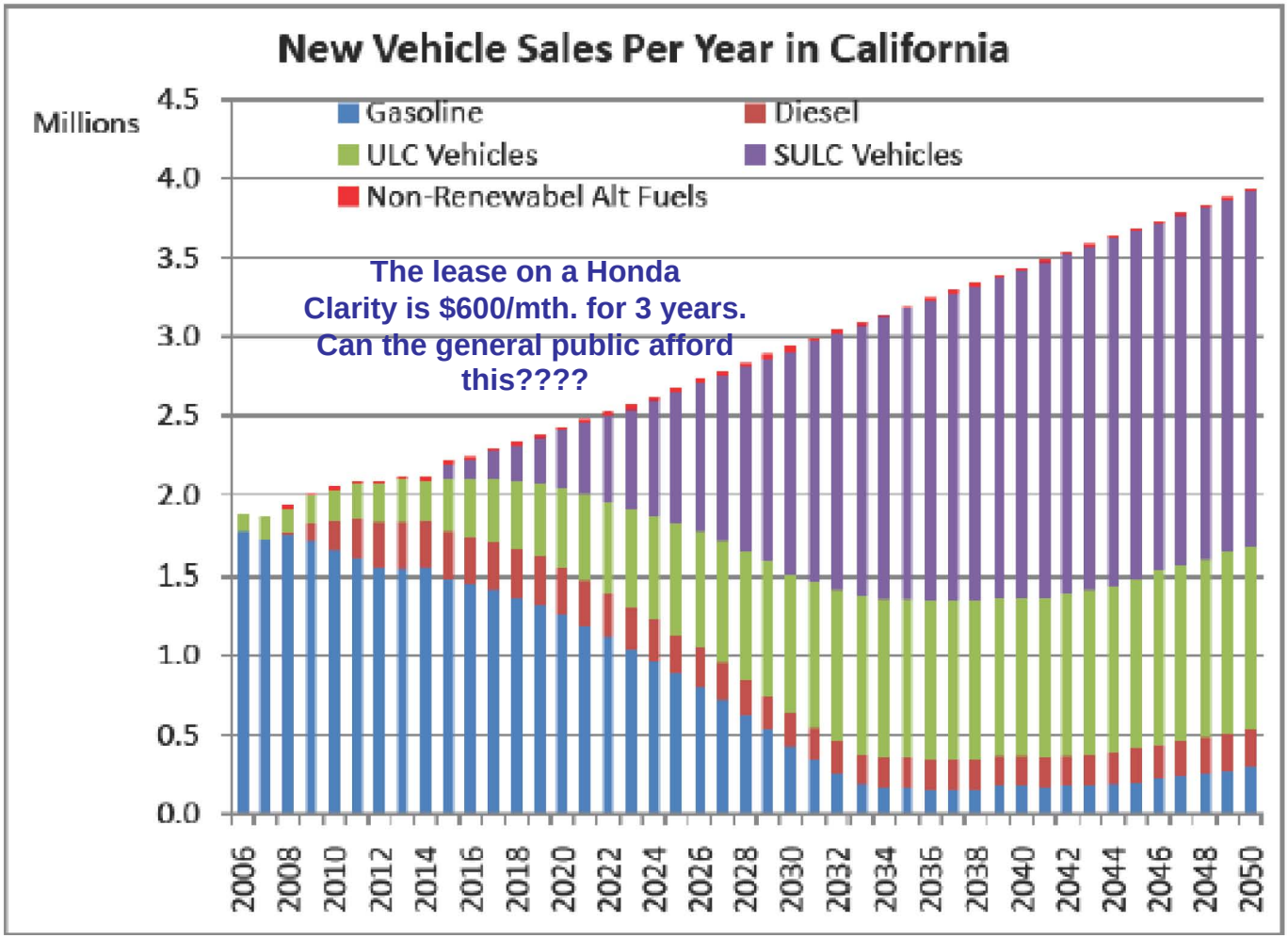
Reduction of VMTs over time



Graphic Courtesy of CEC

Calif. Dept. Transportation: AADT for corridors serviced

Reductions in Energy Consumption & Global Warming



Courtesy of CEC

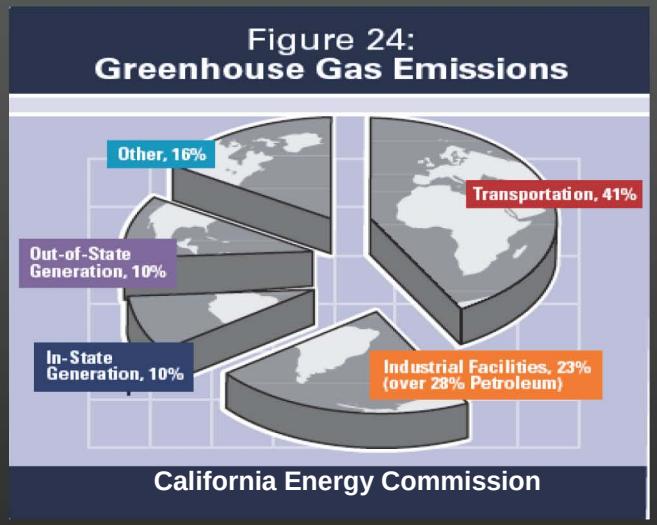
Environmental Benefits

Reduce the carbon finger print

Greatly reduced vehicle scrap

Reduced ecological impacts

Reduced land consumption



Social Benefits

Discourages urban sprawl

Increases social equity

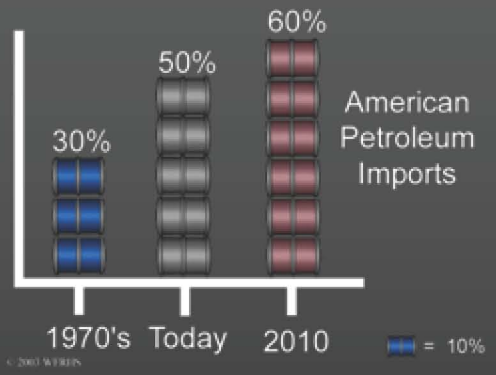
Reduces auto collisions

Improves walking and biking environment

External Economic Benefits

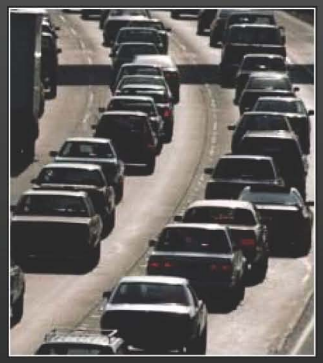
Reduced dependence on foreign oil

- By 2020, 11.6M gallons of fuel will be displaced in the corridors serviced by CyberTran
- In 2028, 1.2B gallons of fuel will be displaced along with it's emissions



Reduce traffic congestion

- Eliminate the necessity to build more roadway



Avoids new automobile infrastructure

CEC funding for CyberTran will provide major benefits to California

- Environmental
  - Solar powered
  - Eliminate an estimated 70 billion annual automobile miles by 2050
- Economic
  - 1/3rd cost of conventional transit
  - Eliminate operational subsidies
- Financial
  - Leverage funds through Federal and Investor matching
  - Increase productivity

Major benefits to California
Environmental Impact

- Zero Emissions Vehicle - Solar Powered Electric Mass Transit
  - Rail: High Energy Efficiency (~90% improvement over rubber tire on pavement)
  - Rail: ADTS Provides High Operational Efficiency

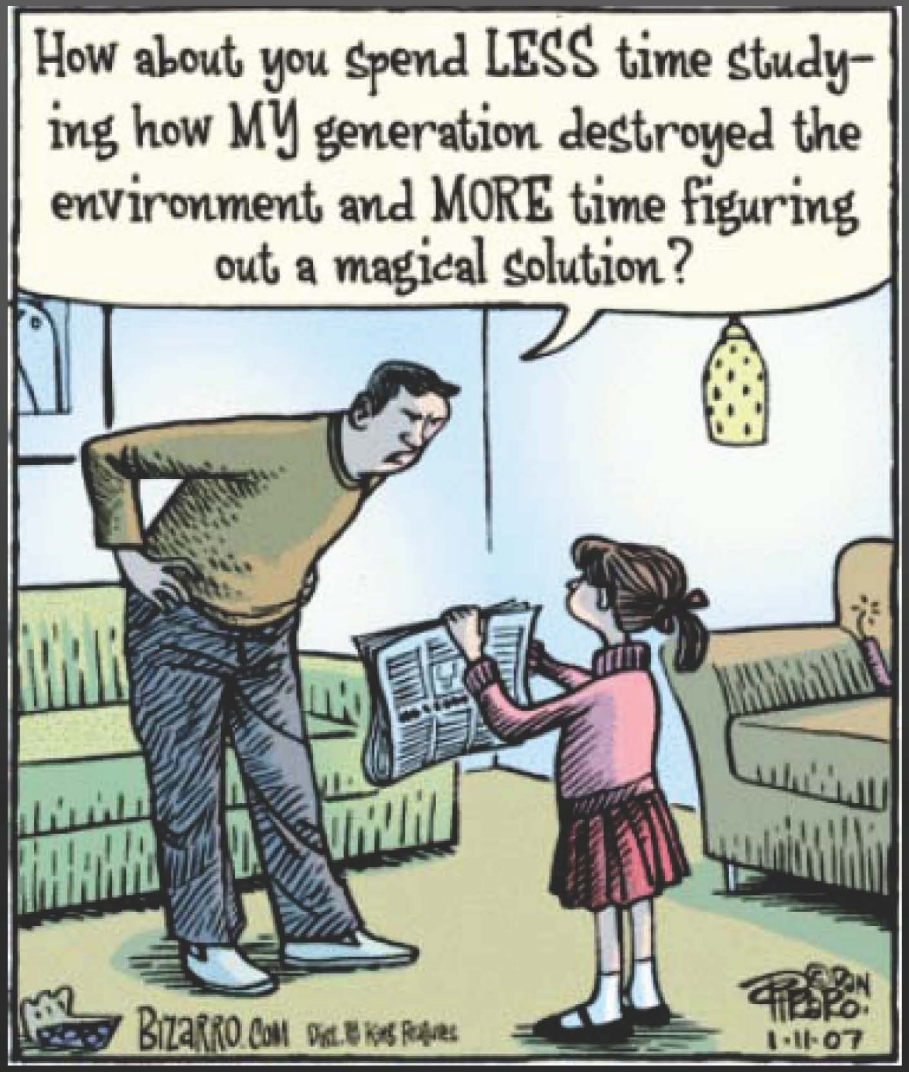
Major benefits to California
Economic Development / Job Creation

- Currently No US Supplier of Light Rail Vehicles
- Demonstrated Huge Untapped Market
- Exportable Non Auto-centric Development Model
  - Retrofits into Existing Development
  - Cost effective / self sustaining: organic network growth
  - Relieves Traffic Congestion: Improves Productivity
- CEC becomes Catalyst
  - Overcomes Private Sector Perceived Risk
  - Early Stage High Payoff – Best Bang for your Buck
  - Most GHG Reduction per $ Investment Now

Major benefits to California
Competitive Advantage

- Creates New Paradigm
  - Enables Transit Oriented Development
  - Enables Auto-Free Zones
  - Program Not Dependent on High Cost of Oil
- No New Science Needed
  - Not dependent on new batteries, hydrogen infrastructure, maglev, carbon fiber, etc
  - Automaker Cooperation Not Required
- Previously Validated
  - Six Prototype Test Series
  - Numerous Cost and Capabilities Studies

Environmental Benefits

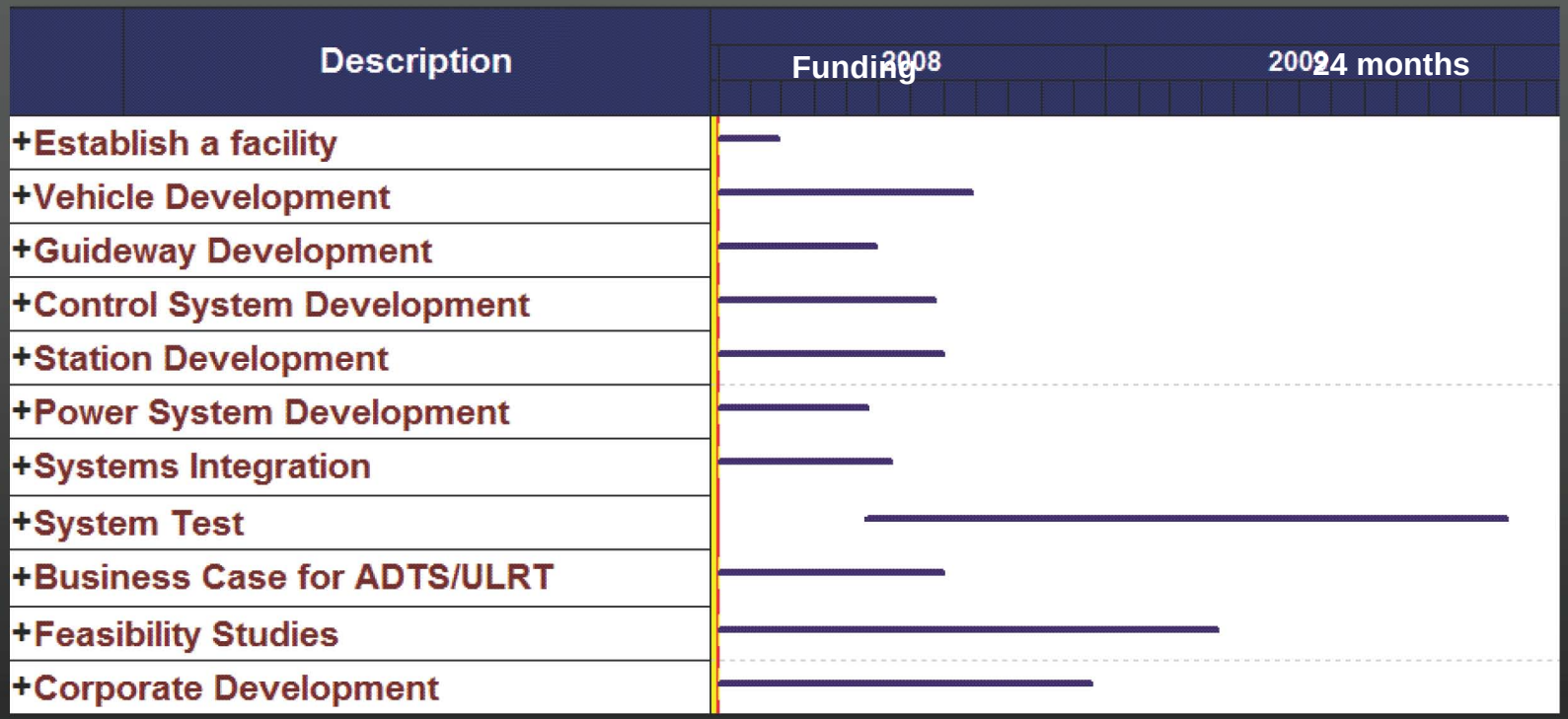


Product Development Plan

Product Development Plan

Slide Content Intentionally Deleted
Commercially Sensitive

Final Validation and Commercialization Program (FVCP)



Implementation Strategy

CyberTran as Henry Ford
Mass Producing Mass Transit

Slide Content Intentionally Deleted
Commercially Sensitive

Traditional Barriers to Entry to the Rail Transit Market

High Capital Cost of Traditional System

Low Capital Cost

$100M → $25M/mi

Customers have Insufficient Funding

High Perceived Risk of First Project

Zero Government Subsidies

Eliminate O&M Subsidy

50% → 0%

Size and Complexity of Technology

Phased Commercialization

Transit Unions and Very Risk Averse

Very Competent Project Team

Business Model

Component Mfg. and Sales

CyberTran International

Design - Build

Operations and Maintenance

Customer Public and/or Private

Transit Oriented Development

Station Retail

Advertising

Farebox

Activities performed

Payments received

California Network Growth

Fresno-Merced Network

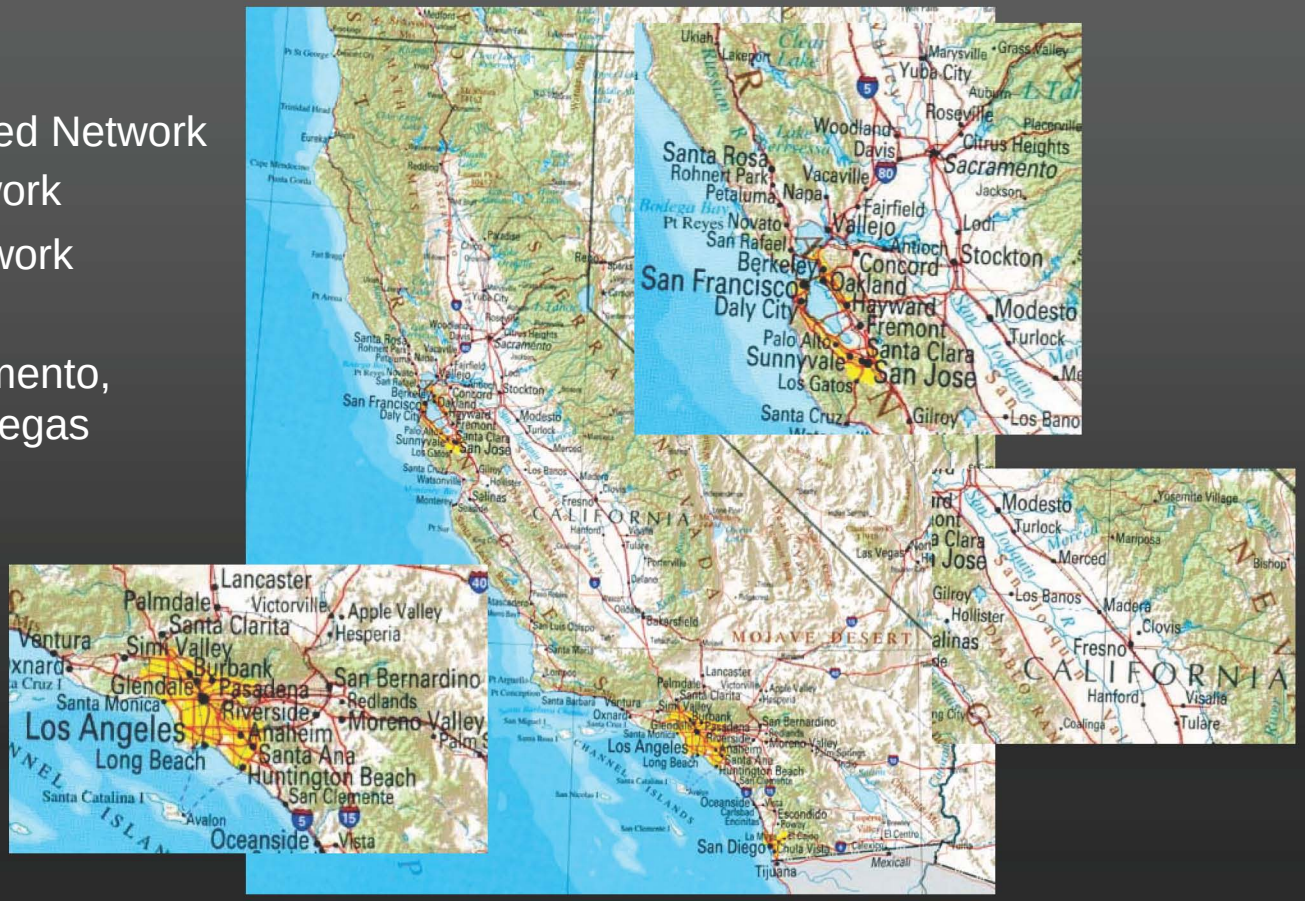
SF Bay Network

So. Cal. Network

99

Reno-Sacramento, SD-LA, LA-Vegas

101, I-5



Q and A

US DOT Designated High Speed Corridors

Slide Content Intentionally Deleted
Commercially Sensitive