



Part one of a two part presentation



Why Conventional Hi-Speed Rail Can't Solve Nation's Traffic Problems



18th Century Technology Poor Fit to Current Problem



Analysis by

ROAM Transport Systems, Fort Worth, Texas

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Past Rail Studies

Hi-speed passenger rail – Very small part of problem

- Federal / corridor identification studies
- Various state & regional studies

Emphasis on commuter & airport passengers

- These groups are low percentage of inter-city traffic
- Major traffic & road impacts of heavy trucks ignored

Links to airports – Major H-S rail emphasis

Emphasis on very small part of real problem!

The **Impossible** Hi-speed Rail Dream

European high-speed train influence

- Americans see (and ride) high-speed trains
(Most of the expensive right-of-ways – acquired in WWII era)
- Many dream that U.S. could & should have such systems

The practical high-speed rail *dream busters*

- Dual, high-quality, **wide-gauge** railways – **ROW very costly!**
(U.S. railroads do not meet these standards)
- **Fares can't even cover O&M costs!** – High subsidies!
- **Exclusive**, grade-separated track and very wide curves

Lack of transport at each end **deters users!**

Some Rail Hard Truths!

Current railways can not accept hi-speed trains

- Need costly upgrades – even for Accela-type trains
- Rails now near capacity with freight train service
- Dual or tripple-tracking & grade separation essential
- railroads indemnification required!

Many curves too sharp for even 150-mph trains

Politics **will limit** effective travel speeds

- Local pressures tend to force many local town stops
- Local, en-route stops take time and reduce overall speed

Simple economics **make local-stop trains impractical**

Current railways and high speed are incompatible

Other Major Rail Problems!

Hi-speed passenger trains **don't solve truck problem**

- Trains not designed for truck-type cargo handling
- Cargo handling or special trains would impede schedules
- **Truck traffic impacts, noise levels and pollution not solved**

Most users need cars at both ends of trip

- Won't park at station & then rent car at destination
- **Effective public transit in most areas – Woefully lacking!**

Commuter traffic is short-range, low-speed traffic

- Public transit – home – work – train stations – **usually poor!**
- **Not worth two or more mode changes & lost time!**

Rail Studies not working on total problems

Almost Inescapable Conclusions!

Trains unlikely to serve many destinations

- Unable to serve many points – **Can't provide enough lines**
- Ridership requires many stops – Effective speed reduced

Trains unlikely to attract large number of users

- Few commuters find them attractive – Schedule problems
- People starting by car – Likely to continue by car

Very high cost with only minor traffic impacts

Probably not a viable and affordable approach!

The High-speed Rail Cost Problem!

Typical system cost – **\$70 to \$125M per mile!**

Cost in urban areas – **Far more!**

- Added ROW & construction costs in urban areas
- **Costs for railway, upgrades and maintenance** – Very high

Revenue almost never covers O&M costs

Current U.S. H-S rail plans – **Can never fund it!**

Any conventional high-speed rail project – likely DOA

Likely Results **with** H-S Rail!

Worse traffic

- Even more cars
- More trucks

Problems still exist

- More new studies
- More promises

Higher tax burden

- **Paying for H-S rail**

Even higher highway maintenance costs



Please continue to part two

Part two of a two part presentation



How Hi-Speed *MegaWay*TM Solves Nation's Traffic Problems



21st Century Technology Solution to Traffic Problem



Analysis by

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***MegaWay* Attacks Full Problem**

Low-cost hi-speed inter-city passenger service

- In non-stop **SuperWay** trains – No railroads involved
- Most passengers in their own automobiles

Commuter & local passenger service

- In trains and in users' own automobiles
- **Ends freeway and road traffic congestion**

High-speed cross-country and local cargo

Solves the total transport & traffic problem

Hi-speed Dream Realized without Rail

U.S. H-S (110-125-mph) beat by **non-stop 120-mph**

- No rails! – Rubber tires run on narrow, steel road surfaces
- Non-stop, point to point **without usual railroad stop delays**

Elevated **SuperWays** with enclosed WheelWays™

- **120-mph** over current freeway **ROWs** – No costly new ROW!
- **Fares can cover both initial and O&M costs!** – No subsidies!
- **Electric power and steering from inside wheelways bars**
- **Weather-proof wheelways allow all-weather operation**

Personal car transport at each end attracts users!

Some Really Good News!

Current freeway ROWs accept elevated *SuperWays*

- Need costly railroad upgrades – Not used for *SuperWays*
- No impact on freight train service capacity
- Grade separation easy with ultra-light *SuperWays* over freeways
- No railroad interfaces!

Freeway curves **no problem** for **120-mph** *SuperWays*

Politics **do not impact** non-stop travel speeds

- Local towns easily served by short, non-stop trains or cars
- Off-line station stops never delay through traffic

Local, non-stop trains are economically practical

Current freeways and high speed *SuperWays* are compatible

Some Real *MegaWay* Results!

MegaWay solves most heavy truck problems

- *MegaWay* cargo carriers move most box truck cargo
- *MegaWay* cargo carriers intermix with passenger vehicles
- *Much of truck traffic impacts, noise levels and pollution ends*

Most passengers have their cars at both ends of trip

- No parking at station & then renting car at destination
- **No need to depend upon public transit at any point**

Lower speed *MegaWays* provide commuter service

- Most people start and end their commutes in their own cars!
- **No lost time typical of other commuting systems!**

Results of working on the total problem set

The Inescapable Conclusions!

MegaWay can do what high-speed rail can't

- Able to serve many points – **Lines along any freeway**
- High total speed without time-killing stops

MegaWay will attract large number of users

- Most commuters find them attractive – Shortest time
- People start and end trip by car – No mode changes!

Very low cost with major **traffic reductions**

MegaWay is a viable and affordable approach!

***MegaWay* vs High-speed Rail Costs!**

Typical rail system – **\$70 to \$100M per mile!**

Typical ***MegaWay*** system – **\$16M per mile!**

- No major ***SuperWay*** urban area construction costs
- ***SuperWay*** needs no railway upgrades and maintenance

MegaWay revenue covers O&M & initial costs

MegaWay – Cost like adding a freeway lane!

***MegaWay* cost easily affordable in most cases!**

MegaWay Results

- *Cut big trucks* – Cut traffic & road damage
- End freeway traffic jams
- **120-mph**, non-stop travel in our own cars
- **120-mph**, non-stop public train service
- **Electric power** for low air pollution
- *All-weather travel* – No snow & ice impacts
- Avoid hundreds of billions for high-speed rail

Nothing else offers anything close!



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