

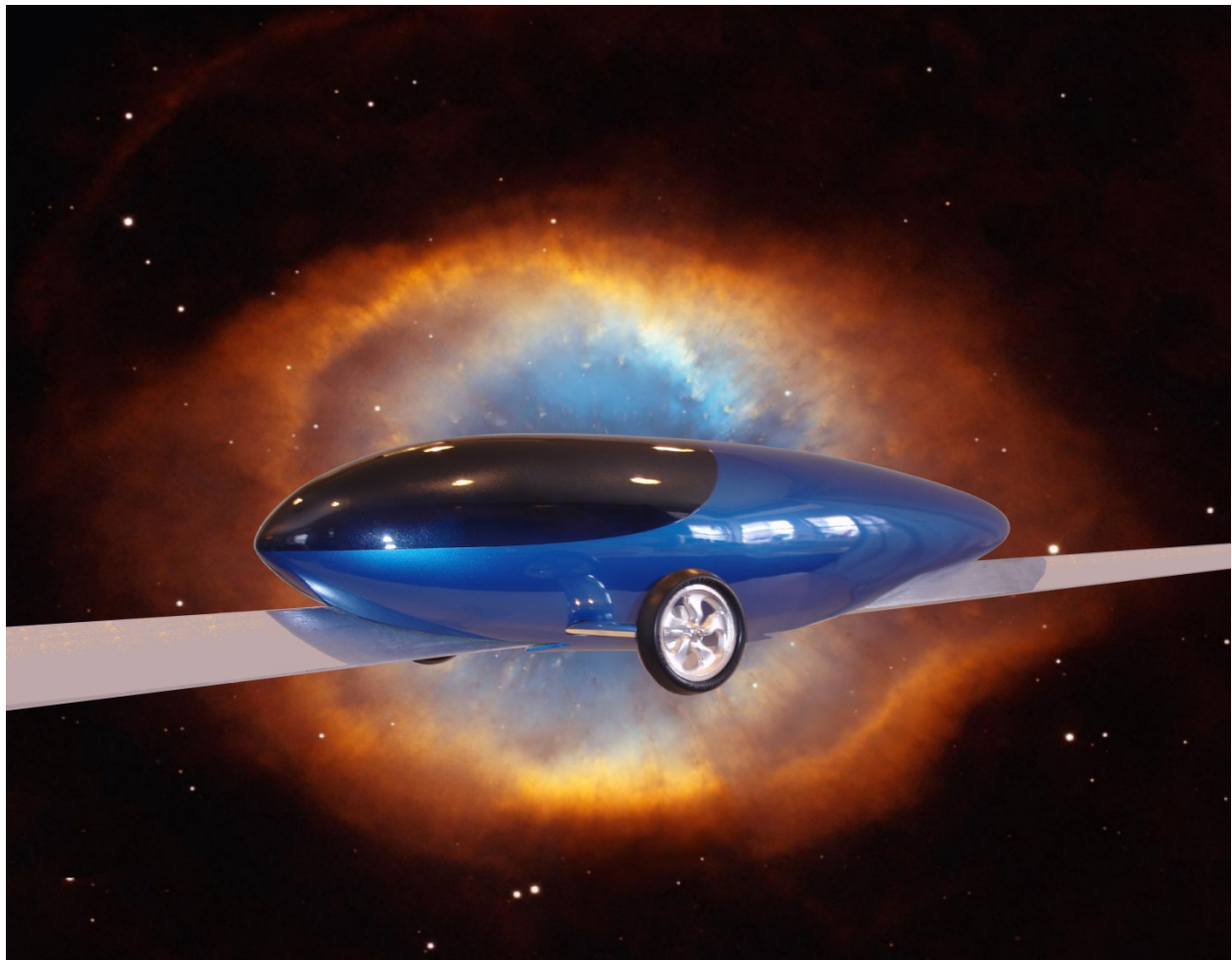
Proposed Route for guideway to Las Vegas
(376 miles)

Submitted 11/3/2015 to the High Speed Transportation Board of Nevada

Roane Inventions Incorporated

30100 Spyglass Circle

Georgetown, Texas 78628



Proposed extended route:

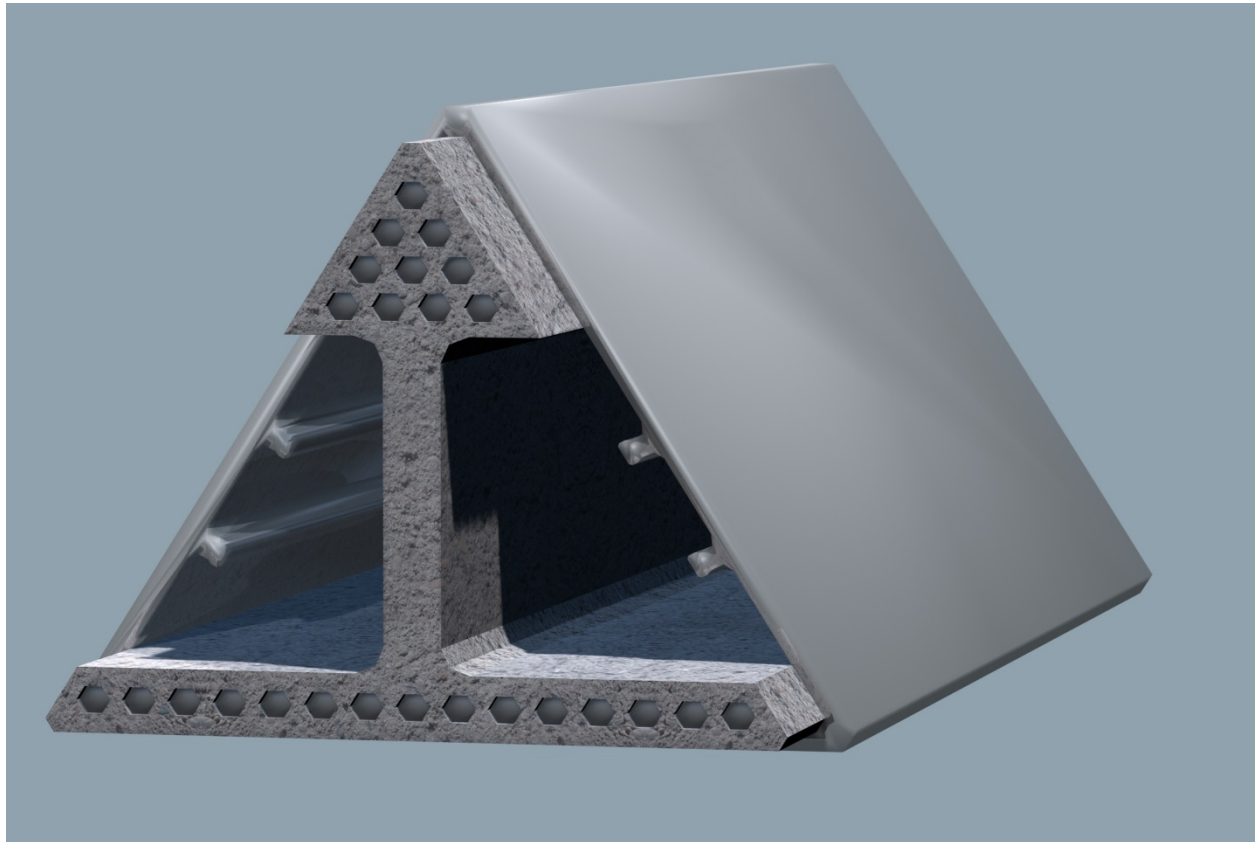
Starting at **Sea World** in San Diego traveling up the Interstate 5 right of way through San Clemente, San Juan Capistrano, Mission Viejo Irvine, Santa Ana

Tustin, Orange, **Disney Land**, Anaheim, Buena Park, Santa Fe Springs to Interstate 710 north to Interstate 10 EL Monte, West Covina, Pomona, Ontario then east to Interstate 15 north through Cajon Junction, Victorville, Bell Mountain, Barstow, Nevada State Line to **Las Vegas** Resort Area.

Staying on the Interstate right of way using the underutilized asset for the public good provides the most value to the public. We would ask of California and Nevada the use (40 year \$1.00 lease) of the aviation rights above these sections of Interstate highway and ground rights down both sides 17 inches wide near the access roads and a 17 inch section down the middle of the center stripe. These three thin ribbons of land would allow us to build a high speed transportation mode that is unlike anything on the market thus far and provide the fast connection between these tourist destinations. The travel time between Sea World in San Diego and Disney Land would be 31 minutes. (91.7 miles) Travel time from the Bellagio Fountain on the strip to Sea World would be 2 hours or from the Bellagio 1 hour 30 minutes to downtown Los Angeles. Four in cabin entertainment systems with video slots would be provided in the 13 minutes of travel inside the Nevada state lines.

Rough order of magnitude cost per guideway mile is \$880,000 for guideway and the same \$880,000 for a full fleet of rolling stock to fill the guideway. The route of 376 miles then has 752 miles of guideway and cars. 1 billion dollars for this expanded project from the competing Victorville starting city that draws bad comments for the project on the Internet. By going from San Diego through much of Los Angeles and Disney Land we pick up many more potential riders and some car parking capacity. If we leave the ownership of the cars to private rental companies then the project cost to the franchise is half as much or \$500,000,000. Also by expanding outside the box we pick up travel from San Diego to Los Angeles which can be substantial. As with any network the network effect takes over with increasing network area coverage. By extending the route we have far greater potential for success. Starting only in Palmdale would have limited appeal to busy urbanites to have a quick trip to Las Vegas. As we were researching the path from LA to Palmdale Maps.Google lit up with car crashes, road work, slowdowns and road closures. Los Angeles highways are in disrepair being stripped of the top layer asphalt but not yet covered with renewed smooth pavement before the shovel ready money ran out. Truck speed limits being much slower than normal traffic contributes to the number

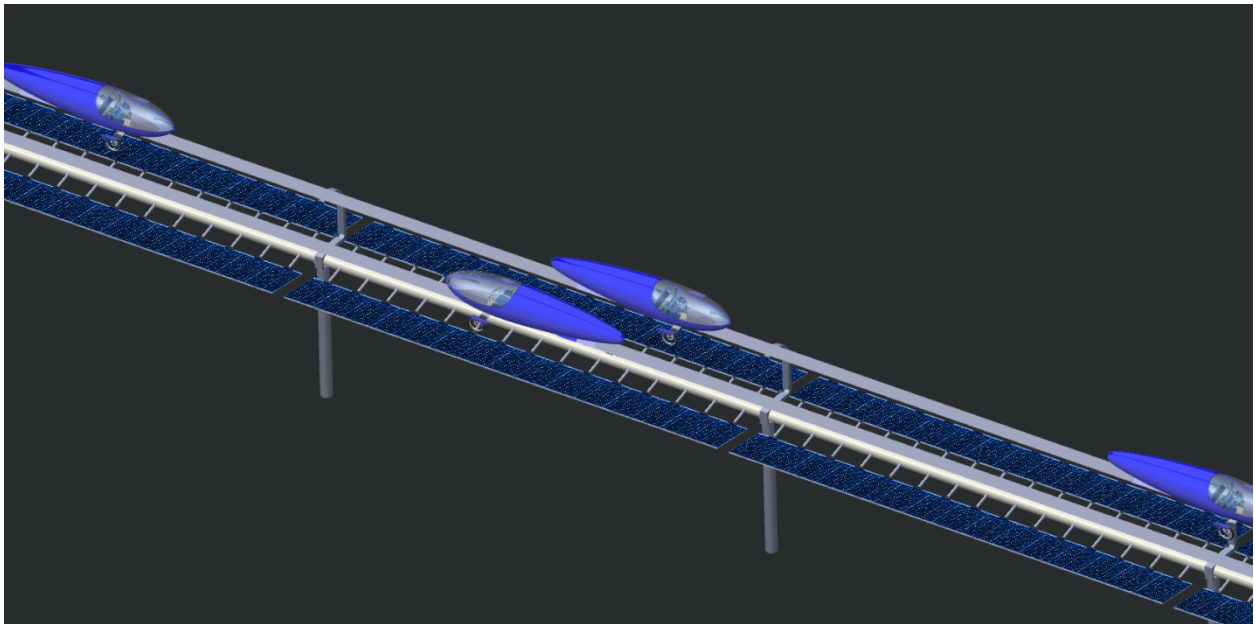
of crashes and road hassles. This requires constantly passing slower trucks or the occasional truck passing another truck at these slower speeds in California. This is especially true on steep grades through the mountainous areas going to Palmdale or Victorville from LA.



Elevated guideway built above it all will allow travel at a sustained 180 mph staying on the highway property proper. To smooth the path the guideway may wonder side to side within the highway ROW and depending on any one situation may purchase land inside a highway arc that is too tight for uninterrupted high speed travel. The guideway is superior to the 1800s railroad as there are wheels on all sides of the guideway not just on the top plane. The cars cannot leave the guideway by tipping over like they can without the Z axis constraint. Our patents teach the method for pitch yaw and roll control of these human-scale vehicles to go very fast, many times safer than cars, trains or airplanes.

We would like to be considered for the franchise because we bring a better value to the customer and meet the broader goals of high speed travel in the new law. Our patented shape and configuration allows four passengers and luggage to ride at 180 mph using 82 horsepower in the initial configuration with the second generation cars using only 36 horsepower with retractable front wheels like landing gear. That is 9 horsepower per passenger in a full version two car at high speed.

Capacity based on two second headway and 2 passengers per car average with 20 hours per day two directions use that yields 144,000 passengers per day per guideway pair. If passenger fares are 85 cents per mile (energy included) payback is in thirty years if our electricity is purchased at 9 cents per kilowatt-hour or converted on site with photovoltaic solar panels in the intense sunshine of the region. Because our energy level is very low photovoltaic solar is cost effective.



Simply using solar farm power for running a train requires too large of a solar farm to be cost effective.

Return on Investment will be attractive to current investor expectations.

Time to ribbon cutting 1 year ARO

Demonstration guideway-- Step one 1000 feet of extrusion and a test segment of linear motor and one test vehicle. There is no switching in our patented approach so there is no need to test switching. Our test land is already purchased and permits in place for the demonstration.

Parking revenue: The eventual plan for TriTrack is to have enough private car owners that the guideway capacity is mostly full of those individual users. In the shorter term the cars will be available as either Uber or Lyft service or as an instant rental with a prequalify program for driving them like car-2-go. As with air travel a big profit center is the parking franchise near airports or on the airport grounds. To support lower prices for travel to Las Vegas parking fees will offset travel costs.

Permits to build on Interstate property will require legislation to eliminate the anti-highway legislation of the 1960s era. The cost to obtain EPA approvals to amend the Interstate environmental study to include TriTrack as a “multi-mode” of travel built into the initial studies is required by us of the state. Our preferred method rather than litigating the multi-mode part of the past EPA study is to obtain a “categorical exclusion”. Once a categorical exclusion of the existing highway land is granted construction can go very quickly.

We realize that a representative republic requires that boards be able to use their reasoning to interpret law to the current technologies while written for existing older technology. We understand that the law was written to exclude competition to old-school rail trying to run faster than old-school can safely operate as there is no physical constraint to stay on top of the iron rails. The Siemens high speed maglev overhangs a non-standard track so it cannot come up and off the track at speed. Even in the fatal tragedy of the Siemens maglev demo crashing into the track inspection vehicle the mangled train stayed on the track where it was physically captive. Legislating that this route be served at 150+ mph without allowing the rails to break the slow speed standard specification is unwise and would result in litigation against the state and the board members after a fatal derailment. Although looking at trains from a statics viewpoint trains should never derail, they derail all the time so much so

that it takes a large staff to go retrieve the data recorders after each train leaving the tracks as much slower speeds than 150 mph. Freight trains running in 8 mph zones still manage to derail in some rail lines poorly maintained or in terrain that is too much in geological flux.

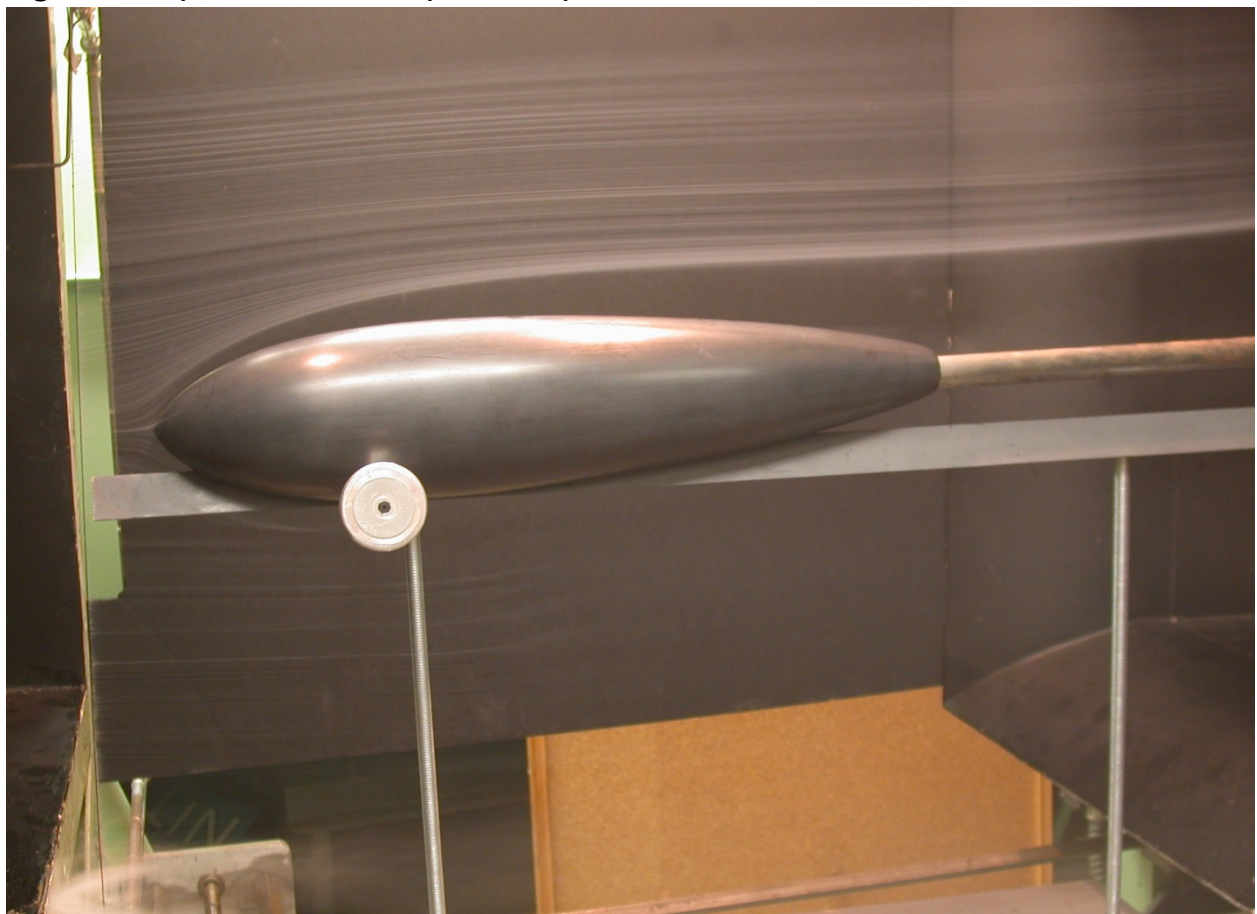
TriTrack has six steel wheels running on near perfect metal surfaces ($\pm .003''$) to maintain trajectory no matter the side wind loading or terrain following. Four wheels are above the triangular extrusion and two wheels are below the guideway so it cannot lift off at high speed or in tornado range side winds. In addition to the six precision wheels maintaining path there is one traction wheel for forward motion. This wheel has its tension to the rolling surface controlled so there is neither too much or too little tractive force from the drive motor/wheel. Motor/wheels have been built into street vehicles but in that configuration they risk totaling the vehicle if they hit a 4x4 post in the roadway. On a triangular guideway with the point up no such obstacle can stay in place to run over to destroy the wheel/motor.



Picture of New Battery Mule Showing Actual Size

Our price is far lower than the Chinese competitor plus any jobs and any profits we get stay in the US. Some of our parts are fabricated in other nations just like the Chinese competitor but the bulk of the effort benefits America and it is not clear that that is accounted for to the American tax payers.

Thank you for your consideration for this franchise. We feel we exceed the major goals of this program especially lowering air pollution yo zero and using far less energy. Our wind tunnel testing shows a Cd of .07 which is significantly better than any train layout can achieve. (.2 in wind tunnel at VT)



Our other opportunity in this dry region is to bring water from east Texas to Lake Mead. That project is called WaterBeads and it uses a variant of TriTrack called ZoomHydro to move significant amounts of water hundreds of miles at an affordable price from where it rains more. Even if this law excludes us for

the definition of “standard” the need for water as the population grows will overcome that tersely described detail of the law word choice. We feel confident that our more advanced guideway would be the new 150 mph standard if allowed by the board.

ТОВАРИСТВО З ОБМЕЖЕНОЮ
“УКРАЇНА - ЕКСПРЕС”
ВІДПОВІДАЛЬНІСТЮ ФІРМА

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November 1st, 2015

Jerry Roane
Roane Inventions Incorporated
30100 Spyglass Circle
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Re: High Speed Transportation Board of Nevada - Proposed guideway from San Diego to Las Vegas

Dear Jerry

Following our numerous conversations and initial due diligence process we are pleased to confirm that our company will provide funding in the amount of up to \$500,000,000 for the proposed TriTrack guideway from San Diego to Las Vegas. This investment is subject to your company being selected as a franchisee for the construction and operation of a Nevada High-Speed Rail System. We are excited about an opportunity to be part of the team implementing Nevada High-Speed Rail System connecting San Diego with Las Vegas. Please confirm when the Nevada High-Speed Rail Authority will complete the selection process and next steps required to proceed. We are looking forward to hear from you.

