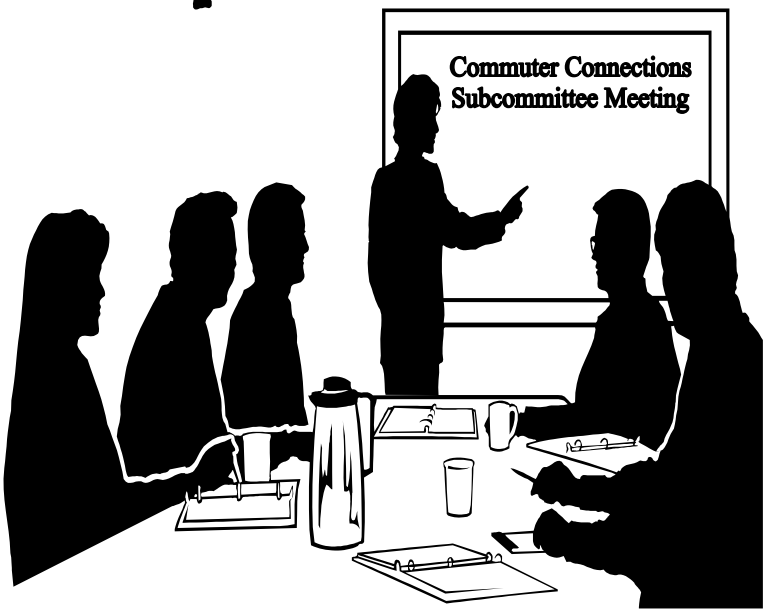
HANDOUTS

from previous meeting



September 19, 2006

Where to From Here

- We're looking for a location to trial HOVER locally: we need 100-150 parking spaces, preferably near an HOV lane and congested traffic
- We're looking for funding for a local trial of HOVER: this should be very interesting to a 'sustainability fund'
- We're looking for locations to permanently install HOVER as part of the transportation system
- We're offering incentives to the early adopters in the form of preferred future pricing
- Contact us through www.hoverport.org, or email to paulminett@tripconvergence.co.nz (grab my card)

HOVERPORT

The HOVER System

A Presentation By

Paul Minett
Managing Director, Trip Convergence Ltd

HOVERPORT

THANK YOU

My Purpose in Presenting to You

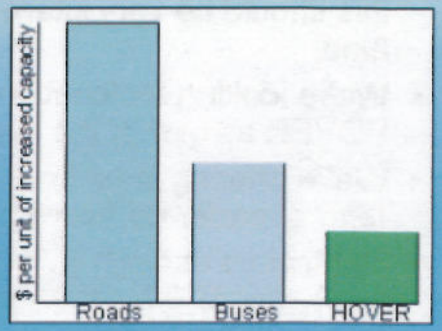
- Our mission at Trip Convergence Ltd is to help reduce the amount of time and resources people spend sitting in traffic
- Our team has developed a system called HOVER, (High Occupancy Vehicles in Express Routes), for significantly increasing the amount of carpooling
- My goal today is to make sure
  - you are all aware of HOVER and how it could make a difference to your commuters, and
  - any questions have been answered, and
  - you know how to get it

Preaching to the Converted

- I'm assuming that you are all familiar with, and convinced of, the benefits of car-pooling, both for individuals and society
- I'm also assuming that you agree, people will share rides with other people, even strangers, if the conditions are right
- At Trip Convergence Ltd we've focused our attention on the difficulties with carpooling, and designed the difficulties out of the system

HOVER makes Financial Sense

- HOVER costs a quarter as much as roads and half as much as buses for the same increase in capacity
- On a 'whole of community' basis, a HOVER Park will pay back its capital cost in under 2 years, compared with 20 years for a bus park and ride
- It's even more attractive if existing underused parking can be used
- HOVER leaves money in the local economy
- We hope to get insurance rebates for HOVER members



The Difficulties with Carpooling

- **We identified the main difficulties as**
  - The amount of effort needed to identify potential carpool partners, and form a carpool relationship
  - The inflexibility that exists in operating a carpool, because other people are relying on you to be there 'on-time'
  - The challenge of making sure it is fair on each of the people involved, that we all take turns or share gas money, and so on
- **I'm assuming that these are all difficulties you've encountered as you've suggested to people that they should consider carpooling as a way of saving money or reducing traffic**

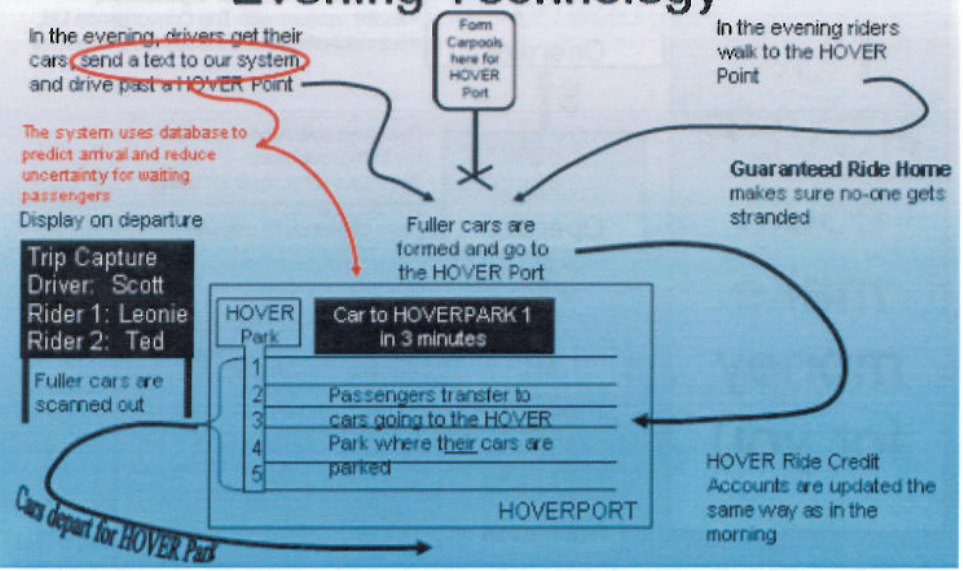
Details of a HOVER Trial

- Single 'convergence point to destination' pair based on analysis
- 2-6 months operation
- 100-150 parking spaces at convergence point, existing but un-used day-time parking
- Need drop-off and loading point in destination area
- Use existing ride-matching database for marketing to potential members
- Operate fully according to HOVER specification
- Canvas for registrations of interest using www.HOVERPORT.org
- Begin operations only once sufficient interest has been recorded (150 potential members)
- Establish details of trial as a project, calculate budget, then seek funding accordingly

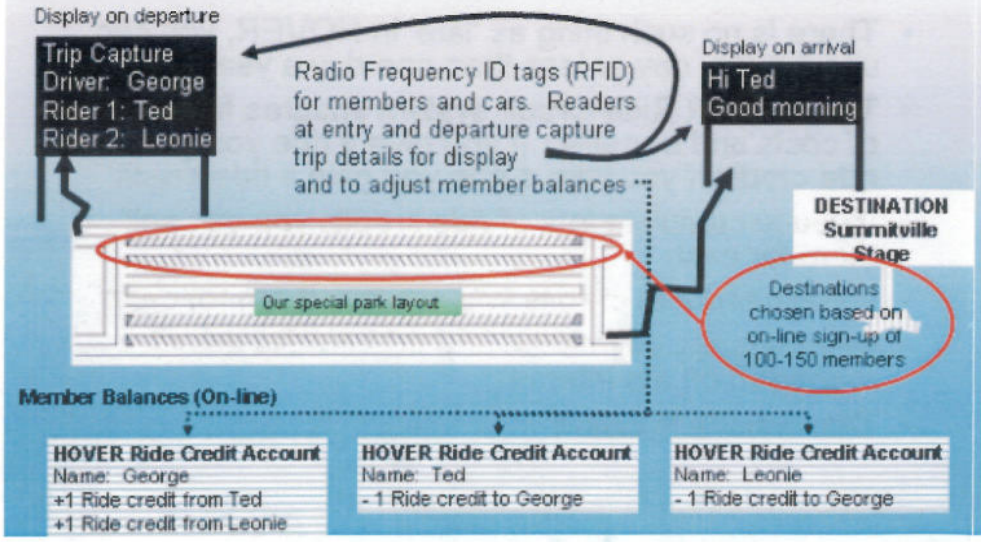
How the Solutions Solve the Problems

Problem	HOVER
– The amount of effort needed	• One off membership application and approval process
– The inflexibility	• HOVER is first come first served and there's no commitment, morning or evening
– The challenge of making sure it's fair	• HOVER Ride credits ensure a fair amount changes hands for the value buyer and seller agree exists

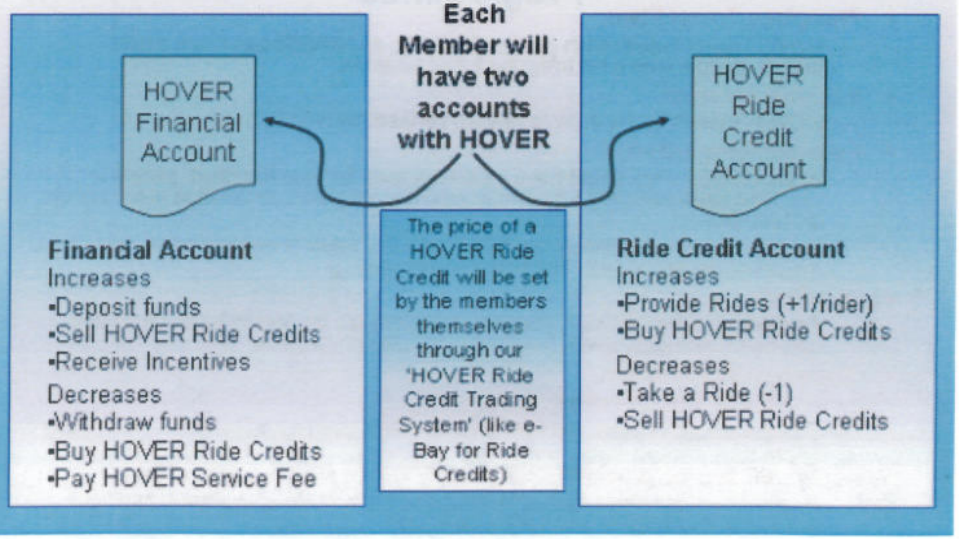
Evening Technology



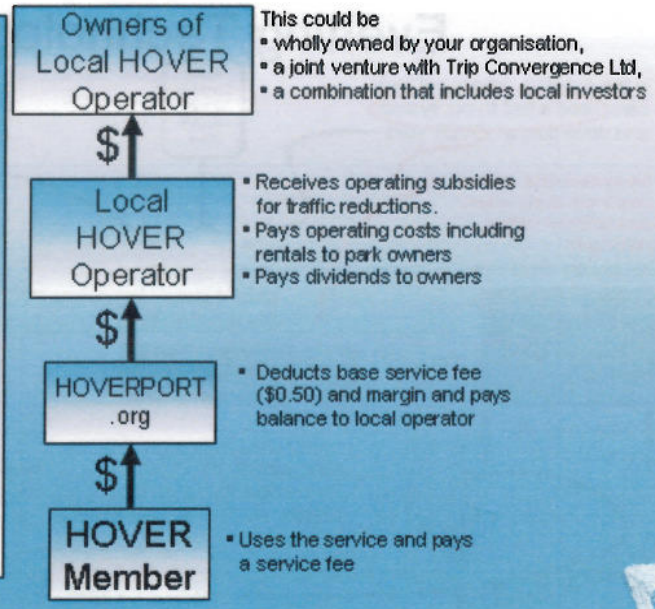
Our HOVER System Technology



HOVER Ride Credit System



How HOVER could make money for you



The Essence of HOVER (1)

- HOVER involves a once only membership process: HOVER vouches for members having done checks
- Members drive to a HOVER Park at the convergence point
- It's as if there is a carpool with 100-150 members who all go to the same destination area through the peak hour
- Parking is by destination, signage tells you where to park
- Carpools form on first come first served basis

How HOVER fits with existing TDM Programmes

- Workplace Travel Plans:
  - HOVER gives these much greater flexibility, as HOVER can more easily include people who have irregular travel patterns
- Incentive schemes:
  - HOVER makes it very easy to reward verified (by HOVER) ride sharing
- Ride-matching software:
  - a) the HOVER Park could have a parking area for 'ride-matched' people to use, and there will still be a need to help people who's destination is not set up within HOVER,
  - b) HOVER implementation could leverage the value of existing databases, as these are people already interested in car pooling
- Van Pools
  - As participants in HOVER, vanpool operators will be able to have fuller vans and be more viable, and increase the number of vanpools
- Sustainability Initiatives:
  - HOVER could earn carbon credits.
  - Businesses can encourage their employees to use HOVER with their company cars.
  - HOVER can report actual usage to verify impact of employer initiatives
  - Employers could subsidise HOVER usage the same way that they subsidise public transport usage and get tax benefits

The Essence of HOVER (2)

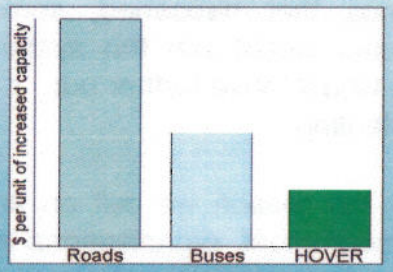
- There is no such thing as 'late' in HOVER, you can use it every day or less than one day a year
- The HOVER Ride Credit system ensures fair sharing of costs and benefits: If you give a ride you get a ride credit; if you take a ride you give a ride credit
- If you accumulate lots of ride credits you can sell them for cash
- If you need ride credits you can buy them for cash
- Membership, payments, and ride credits are all managed on the internet
- Our website is called www.hoverport.org

ITEM # 5

The next 1000 cars

The advantage of HOVER is that it uses the existing infrastructure, and saves on investments in buses and trains. Most buses are full during the peak, and there is ample provision for off-peak social services.

Our calculations, based on Auckland's long term land transport strategy, show that HOVER costs half as much as roads and a quarter as much as buses, to purchase the same amount of additional 'people carrying capacity'.



So where are the next 1000 cars to arrive in your region going to go? We know that under 20% use public transport. And anyway, the trains and buses are pretty full.

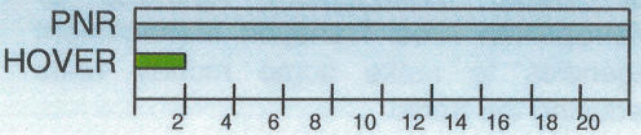
We suggest that the next 1000 cars need to be parked before the congestion point, if they are not going to make congestion worse. And if we could hold congestion in this way, then by parking cars faster than traffic grow: we could start to reduce congestion.

Keeping money local

In Auckland it costs about $1.50 per trip in bus subsidies for the public transport system, and there are government programmes to part fund roading programmes.

We have a choice to build 'bus park and ride' (PNR) or HOVER Parks. Our analysis has shown that the payback to the local community of building a 'bus park and ride' is about 20 years.

A HOVER Park, on the other hand, has a payback **of under 2 years**!



The reason for the difference: the cost of buses, drivers, fuel, especially when these are only going to be used during the morning and afternoon peaks. If this money isn't spent, it doesn't need to be recovered from passengers, and the result is more money in commuters pockets.

For more information please visit our stand or give us a call.
We are in New Zealand on
+64 9 412 7452, or +64 9 21 289 8444, or
on email at
paulminett@tripconvergence.co.nz, or
check out www.hoverport.org

HOVERPORT.org

The HOVER System from Trip Convergence Ltd

Trip Convergence is all about reduc congestion. In fact, our mission is reduce the amount of time a resources people spend sitting in traffi

Our team is based in Auckland, N Zealand, where we are working w local Council officials and Cent Government to test and enhance t HOVER system.

This brief flyer sets out some of t information we've gathered to h decision makers consider using HOV as part of their transportation solution.

Whether it's HOVER or not, we a interested in ways to help us achieve mission. We believe that it is o through understanding the problem t the ideas will be found that lead to solution. Please help us understand t problem.

Cars are here to stay

Many of the issues facing transportation systems are the same all over the world. The cost of motoring, in spite of rising fuel costs, continues to fall in absolute terms, fueled by competition between the car manufacturers.

Personal mobility has become one of the most basic of human rights, and the motor car has enabled levels of mobility unequaled in our history. And our human ingenuity is going to make sure that we continue to afford cars.

There are those who believe that the fossil fuel crunch, peak oil, and so on will lead to empty freeways. There are also those who trust in our ability to overcome obstacles, who believe that we'll find the answer to 'sustainable' motoring.

The HOVER system of parking and sharing rides is relevant for both futures. If the cost of motoring becomes prohibitive, or supplies of oil are limited, then having a system for parking and sharing rides will be invaluable.

If on the other hand we find ways to motor without oil, ever more cars will be trying to use the existing infrastructure, and a system that rewards commuters for sharing rides will be equally valued.

Needed: Better reward systems

In Auckland there is no-one who's paycheck depends on reducing the level of traffic congestion. No one person feels the pain of the collective wasted time caused by the traffic. So far as we can tell this is the same everywhere.

Perhaps the right incentives would help to find a solution.

We believe HOVER could be a mechanism for Traffic Management Agencies or Metropolitan Area Transport Management Agencies to make some money while reducing the traffic.

The benefits are massive, so we need to do research to figure out how to make it work, not to see if it will work or not. The land exists, and spending money on HOVER will save more elsewhere.

HOVERPORT.org

Not the whole solutio

Many transport planners believe that have lost the battle against congesti and that all that is left is to 'manage and use it to 'force' people to use pul transport.

HOVER is not a silver bullet that magically make congestion go aw However, a long term strategy of build and using parking will have an impa In Auckland we could take 15% of traffic off the busiest roads, enough get them flowing freely again.

But once that happened, some s more cars would join the system, a people would move further out. It see self defeating.

This is the reason we call on busine and government organisations to ta other realistic measures that will smo out the flow of traffic. They sho encourage people to live near wh they work, and organise the work-day that there are flexible start times.

The reason there is congestion because there are too many cars, a their drivers all want to take them all t way to their destinations, all at the sa time. As HOVER takes hold it will important to ensure that the gains a not lost. As traffic continues to increa more HOVER Parks will be needed.

ITEM # 5

First Come First Served Carpooling

HOVER is a carpooling system that makes much greater use of existing infrastructure. It's not ride-matching software. It's a system that resolves most of the problems associated with traditional carpooling.

We see the problems of traditional carpooling as being a) the effort and personal 'overhead' of finding people to carpool with and making the arrangements; b) the inflexibility of the arrangements once made; and c) the challenge of keeping it fair for all concerned.

In HOVER, members make a one-time application (and we check them out), and that's all. As members they can participate as often as daily and as infrequently as once a year (or less) without stuffing up the system.

Members drive each morning to the HOVER Park where they can help form a fuller car to their destination. They can decide beforehand, or right when they are in the HOVER Park, to be a driver or a rider.

The carpools are formed on a 'first come first served' basis. It's as if there's a carpool of 150 people, and they all get into the first car that is available. The parking is laid out in our special way to make it really efficient to get from a parked car to a driving car.

How to get HOVER

HOVER can be implemented right now in existing but under-used carpool parking lots, park and rides, stadiums or fairgrounds. These resources can often be used at low cost.

A feasibility study will establish the amount of 'trip convergence' and plan the traffic flows. It should recommend the location for the first HOVER Park, so it can be tested locally.

A local HOVER operating company should be formed. It will license the business processes and get training from Trip Convergence Ltd. It will also sign agreements with your local authorities for access and cost subsidization.

Trip Convergence Ltd will establish your location on www.hoverport.org, and ship the necessary technology to get you up and running. You work together with Trip Convergence to plan the marketing and launch of your system taking advantage of our accumulated experience.

For more information please visit our stand or give us a call.
We are in New Zealand on
+64 9 412 7452, or +64 9 21 289 8444, or
on email at
paulminett@tripconvergence.co.nz, or
check out www.hoverport.org
We are seeking local representatives and will be able to advise you of who they are.

HOVERPORT

What is The HOVER System?

Trip Convergence is all about reduc congestion. In fact, our mission is reduce the amount of time a resources people spend sitting in traffi

Our team is based in Auckland, N Zealand, where we are working w local Council officials and Cent Government to test and enhance t HOVER system.

This flyer describes the HOVER syste HOVER is an acronym for H Occupancy Vehicles in Express Rout The brand is fun, and carpooling is coo

There is little doubt that the demand personal mobility will continue to clin Whether passing peak oil results fewer cars, or we find alternative ways run our cars, there will be a need much more carpooling to make transport systems work.

Drivers get Ride Credits

HOVER parking is laid out by destination. In fact the members will likely only join when we are offering a service that goes to their destination. We look for 100-150 people wanting to go from a given HOVER Park to a given destination as a basis for 'opening' a route.

Because the parking is by destination, the people in a fuller car are all going to the same area. The driver will drop the riders at a designated drop off point within the destination zone.

For taking the trouble the driver will receive a HOVER Ride Credit from each of the riders. These can be used by the driver to be a rider at a later date, or sold for cash.

HOVER Commuter Communities

In the evening the system happens in reverse. Riders from the morning get a ride at a special 'HOVER Point' set aside by the local council. If there are multiple HOVER Parks there will also be a HOVER Port to help riders get cars to their HOVER Park.

We offer a Guaranteed Ride Home service to ensure no-one gets stranded late at night. And that also works for a personal emergency during the day.

Before long a community is formed as the 100-150 people get to know each other. As membership grows, so the destination areas become smaller, even though the residences may be spread far and wide.

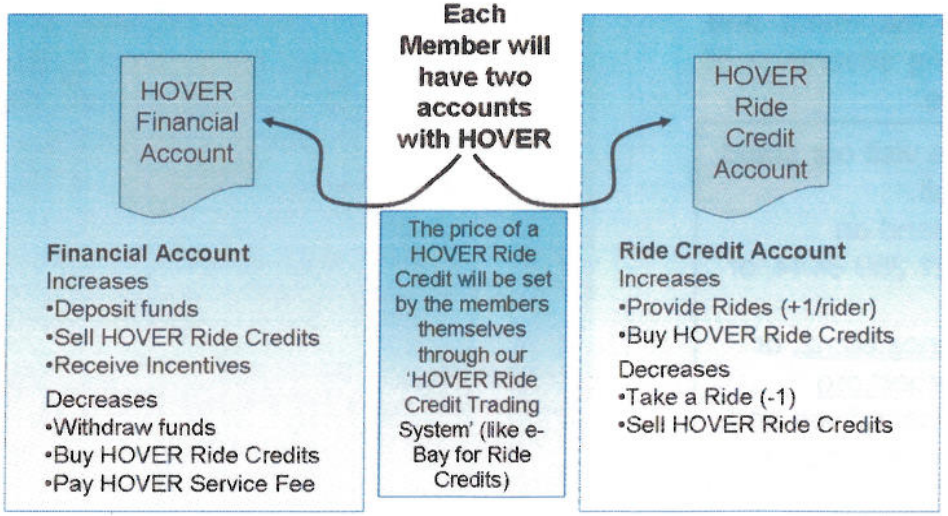
Cars parked = less traff

www.hoverport.org is an online serv for applying for membership a maintaining the financial and ride cre accounts that all members need. system use is tracked here.

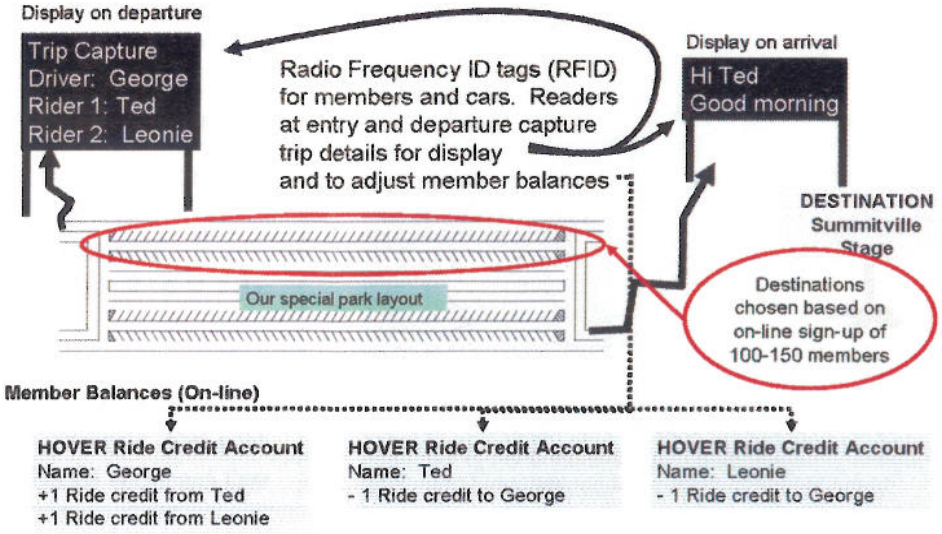
Trip Convergence Ltd charges a sn base service fee to each member ea time they use the system. An additio charge can be added to fund the lo operator, and possibly return funds the public authority providing the parki

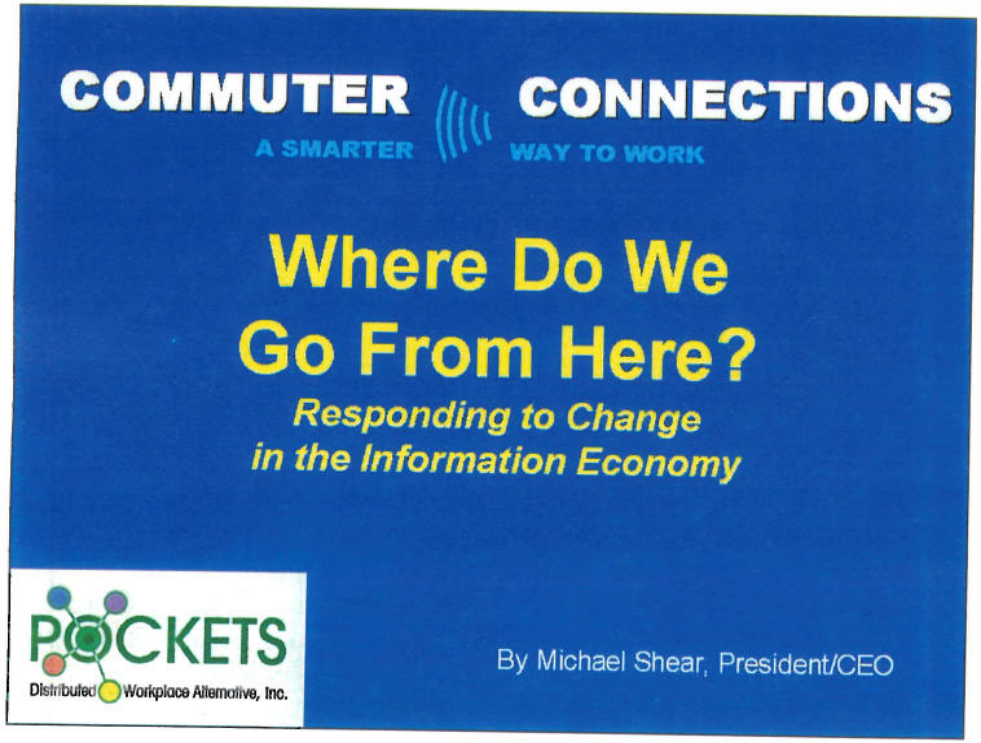
The number of parking spaces us each day represents a direct reductior the amount of traffic. The system can used to channel incentives directly participating commuters.

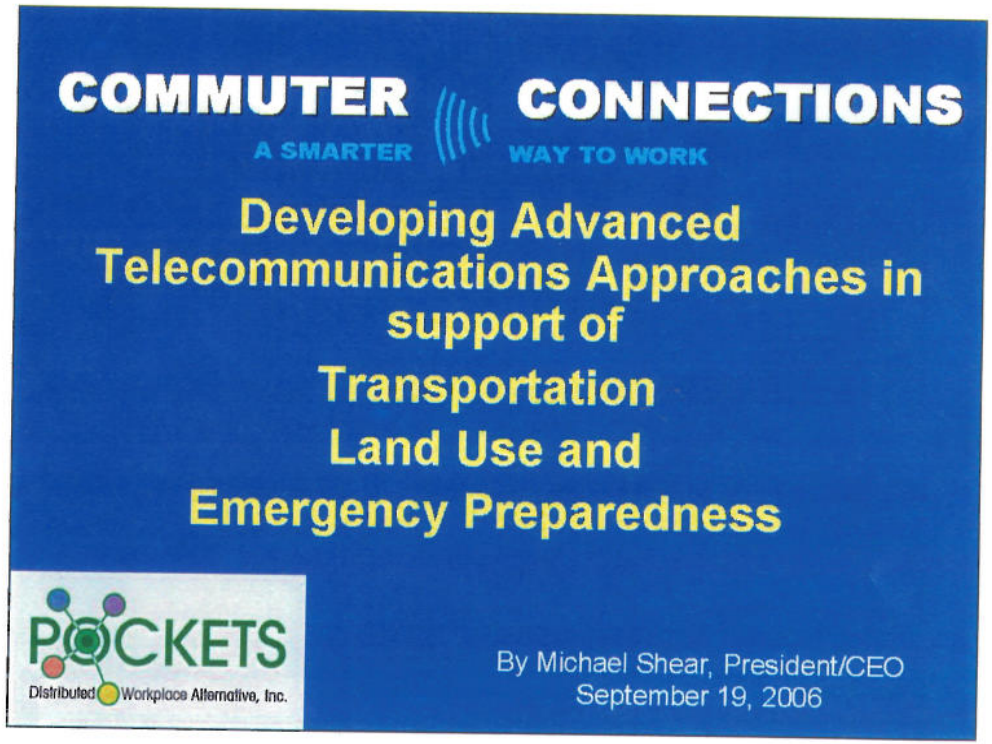
HOVER Ride Credit System



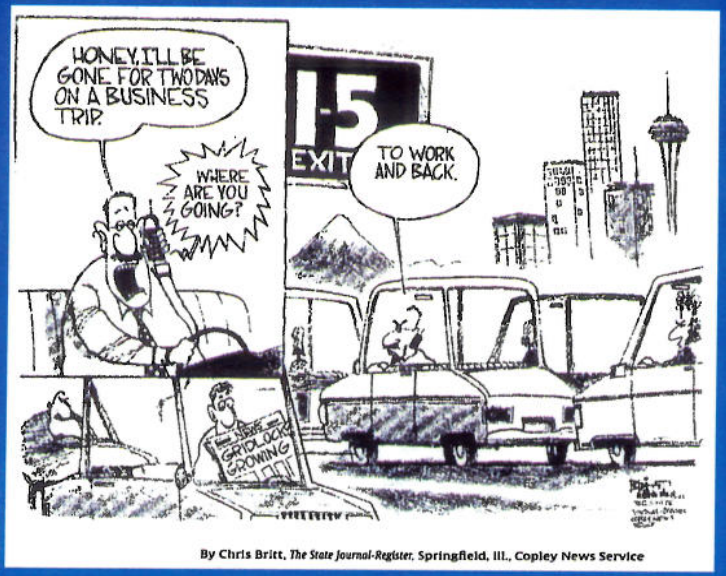
Our HOVER System Technology




COMMUTER CONNECTIONS
A SMARTER WAY TO WORK
Where Do We Go From Here?
Responding to Change in the Information Economy
POCKETS
Distributed Workplace Alternative, Inc.
By Michael Shear, President/CEO


COMMUTER CONNECTIONS
A SMARTER WAY TO WORK
Developing Advanced Telecommunications Approaches in support of
Transportation
Land Use and
Emergency Preparedness
POCKETS
Distributed Workplace Alternative, Inc.
By Michael Shear, President/CEO
September 19, 2006

USA TODAY – May 11, 2001

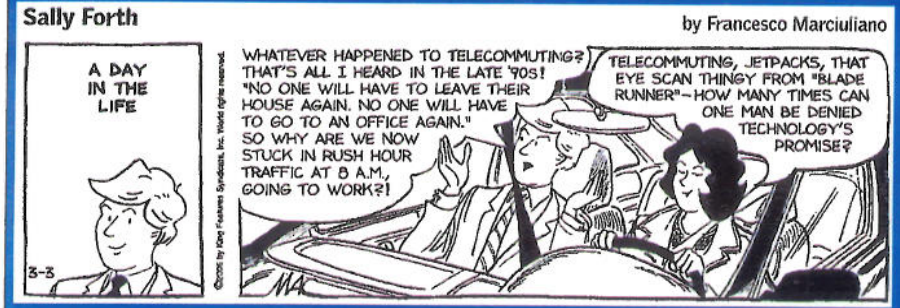


By Chris Britt, *The State Journal-Register*, Springfield, Ill., Copley News Service

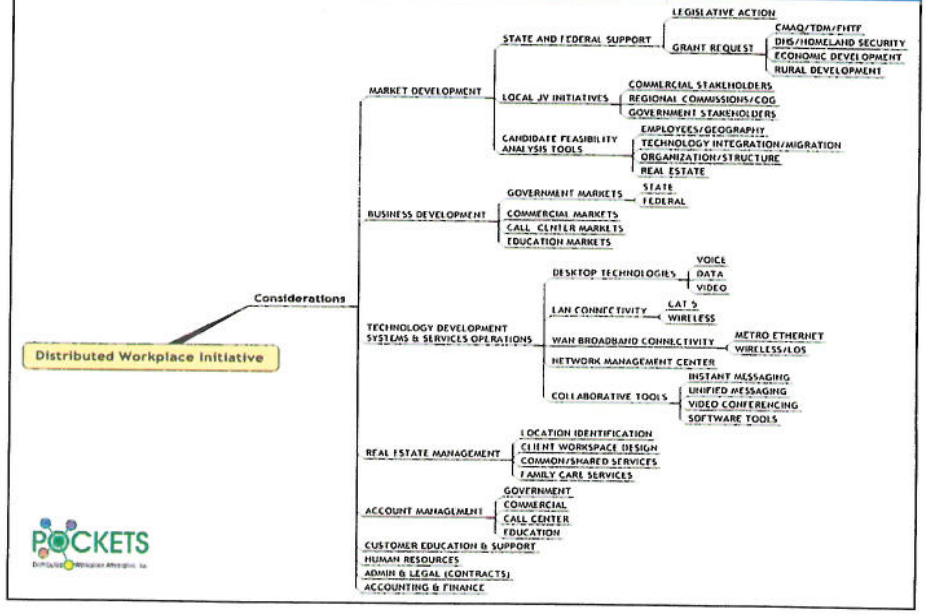
Federal Government Participation

- Seek GSA/PBS, DOT, EPA and DHS support of discovery phase reviews for certain designated federal and state agencies
- Engage GSA workplace guidance and support in working with individual agencies

Sally Forth March 3, 2006



Elements of Distributed Workplace



Proposed Joint Venture

Preparation Phase — Months 7 to 12

- Complete initial feasibility reviews and identify technology, connectivity, and real estate requirements
- Create ICT test and review processes (lab) for distributed workplace technologies evaluation
- Identify first tenants and target specific remote workers
- Develop workscape options with first tenants
- Develop human resources and technology migration plan for initial tenant's
- Select first real estate locations and begin phased build out

POCKETS

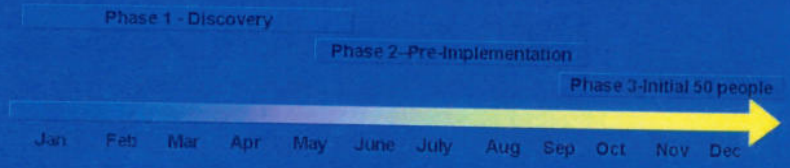
Issues We Are Struggling With

- Transportation
- Sprawl
- Air Pollution
- Reliance on Oil
- Economic Viability
- Emergency Preparedness
- Continuity of Operations Planning
- Quality of Life

POCKETS

Pilot's First 50 People

- Phase 1 - Discovery processes
- Phase 2 - Pre-Implementation planning
- Phase 3 - Implementation - (1000 to 1200 over 24 months)



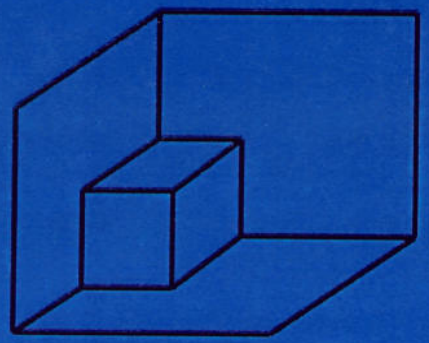
POCKETS

"We can't solve problems by using the same kind of thinking we used when we created them"

– Albert Einstein

POCKETS

Changing perception is sometimes a matter of



POCKETS

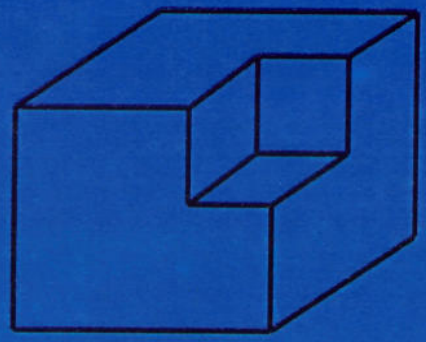
DISTRIBUTED WORKPLACE
METROPOLITAN JOINT VENTURE PILOT INITIATIVE

METROPOLITAN JOINT VENTURE PILOT INITIATIVE AND POCKETS

- **ESTABLISH MAJOR STAKEHOLDER PARTICIPATION**
- **PREPARATION PHASE**
  Funding from Grants and JV Members
  - Up to 12 Months
  - 6-12 Employees of JV
  - $800K to $1M
- **PLANNING & IMPLEMENTATION PHASE**
  Funding from JV Members, Government Incentives and Supplier Financing
  - Up to 24 Months
  - Grow to 65 JV Employees
  - 1050 Person Deployment in 3 Locations
  - $8M - Project Investment

POCKETS

Changing perception is sometimes a matter of



Changing the way we look at things

POCKETS

Proposed Joint Venture

Preparation Phase – Months 0 to 6

- Form North Central Texas JVI staff (3-8 individuals)
- Establish a planning group consisting of key North Central Texas businesses, organizations, and individuals
- Identify prospective initial tenants
- Develop a comprehensive pilot business plan for the North Central Texas area with support from stakeholders
- Apply for appropriate grant programs
- Define necessary feasibility reviews
- Add members as appropriate to the North Central Texas JVI

POCKETS

Converting Gasoline Dollars into Local Economy Dollars

Pilot Program Individual Savings Calculator

Assumptions	Centralized location	Distributed Workplace	Direct Savings/Person
Total # of miles (to and from work) each day	64 miles/day	10 miles/day	54 miles/day
Number of days/week you drive to work	5 days/week	5 days/week	5 days/week
	320 miles/week	50 miles/week	270 miles/week
	15,424 miles/year	2,410 miles/year	**13,014 miles/year**
20 miles per gallon	771 gallons/year	121 gallons/year	**651 gallons/year**
$2.99 / Gallon	$2,370 /year	$360 /year	**$2,010 /year**
2 weeks vacation			
3 personal days			
6 holidays			
241 workdays/year			
45 average # minutes each way	90 minutes/day	30 minutes/day	60 minutes/day
$64 Congestion excess fuel cost/yr	362 hours/year	121 hours/year	**241 hours/year**

Summmary Calculations

4 locations
300 people per location
1200 distributed knowledge workers
15,616,800 Vehicle Miles Reduced/year
780,840 gallons/year
$2,411,512 Gasoline Savings to Employees/year

POCKETS

Shifting Paradigms

- **Industrial Worker**
  - Deliverables are physical goods
  - Components of production need to be gathered at a physical location
  - Depletion of time and gasoline
- **Knowledge Worker**
  - Deliverables are information based
  - Components of production are assembled in cyberspace
  - Uses time to 'create' information value and reduces use of gasoline

POCKETS

Current Status

Project Name - Pilot Program to Assess, Plan and Implement a Telework and Distributed Workplace Program in North Texas

Project Supporters –

- North Texas Clean Air Coalition
- North Texas Commission
- Dallas and Fort Worth Chambers
- State Energy Conservation Office
- Verizon Communications
- Dallas EPA

POCKETS

Responses

- **Transportation Based**
  - Single Occupied Vehicle
  - Carpooling, vanpooling
  - Public transportation
  - Toll Roads
  - Flextime
  - Walk, cycle
- **Technology Based**
  - Telephone, fax
  - Voicemail, email, internet
  - Teleconferencing
  - Telework, instant messaging
  - Telework centers
  - Video conferencing
  - Wireless mobility
  - Unified Messaging
  - Collaborative Tools
  - 'Virtual Presence'

POCKETS

"Accessibility is a key ingredient of well-being and prosperity in contemporary societies."

AIR POLLUTION FROM GROUND TRANSPORTATION - 2002
UN and World Bank

Transportation = Mobility

Long Lead Times
5-7 Years

Access Methods

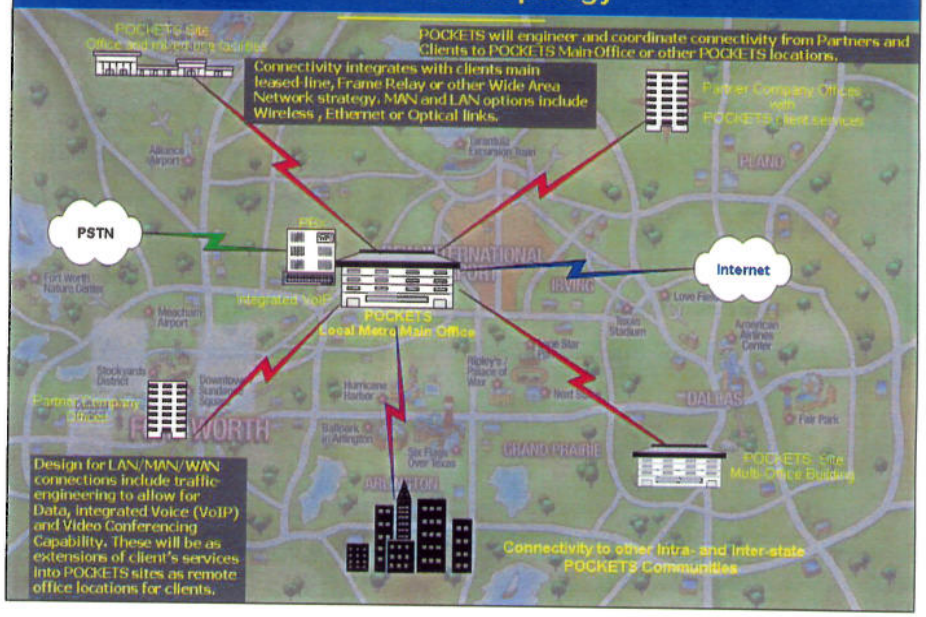
Telecommunications = Connectivity

Short Lead Times
1-2 Years

Land Use = Proximity

3 Methods of Access

North Central Texas Distributed Workplace Network Concept Metro-Area Topology



Connectivity *and* Content

MEDIA

VPN

Satellite
Wire Line
Cable
Wireless
FTTH
Radio
BPL
Cellular

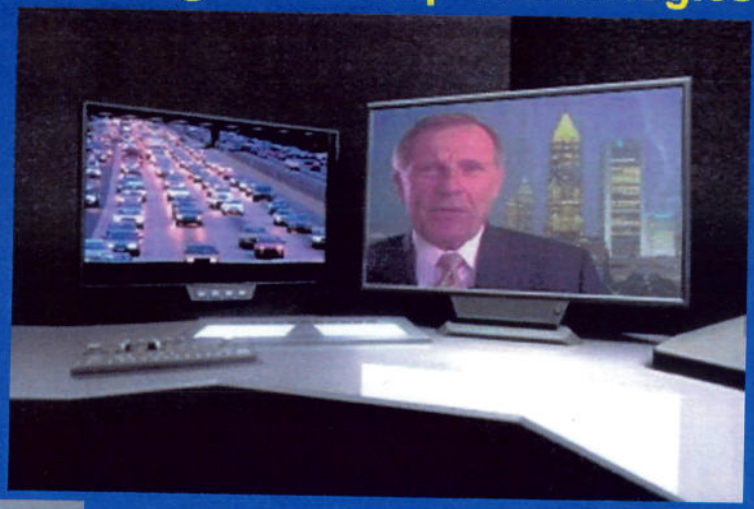
e-Government
e-Commerce
Distance Learning
Telemedicine
Emergency Services
Remote Work
Consumer Services

INTERNET

Work Location/Method Benefit Comparison

Factors	Single Location	Telework	Distributed Workplace
Productivity	0	1	1
Attraction & Retention	0	1	1
Lower absenteeism	0	1	1
Reduced stress	0	1	1
Employee satisfaction	0	½	1
Environmental impact	0	½	1
Security-people, systems, data	1	0	1
Time & money savings to employee	0	½	1
Business continuity	0	½	1
Management Oversight	1	½	1
Family emergencies, inclement weather, work-life balance	0	½	1

Converged Desktop Technologies



POCKETS

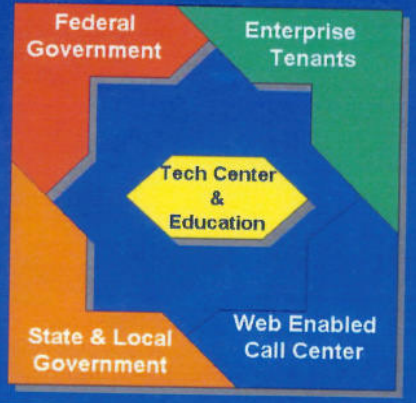
Distributed Workplace

A stepping stone in the 'network economy'

Building a Stronger America with Innovation and Technology

POCKETS

Distributed Workplace



Pilot Parameters

- 3-5 Locations – 1200 employees
- 5-8 TeleSuites/ Location
- 20-40 People /TeleSuite
- 20-30 Seat Distributed Call Center/location
- Broadband LAN/WAN Voice/Data/Video Connectivity
- End User Systems & Software Support
- $6,500 – $7,500 Investment/person

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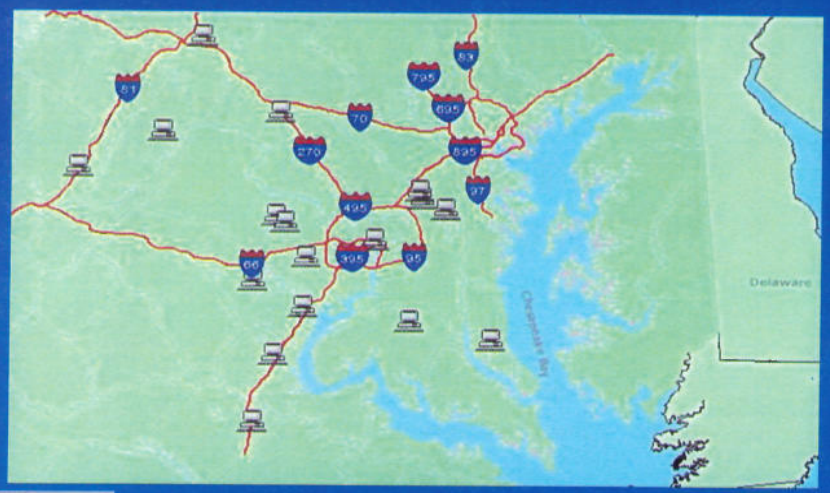
Evolution of IT Solutions for Remote Workers

- Telework (Home Based) – Early 1970's
- Telework Centers (Modest Real Estate) – Early 1990's
- Distributed Workplace (Strategic use of Real Estate)

POCKETS

Greater Washington Area Telework Centers



POCKETS

POCKETS Distributed Workplace

Distributed workplaces are the combined use of a broad range of information technologies and strategic use of real estate for sustainable and secure economic and social advantage.

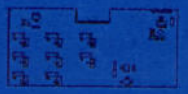
POCKETS

The Challenges of Telework

- Not for every knowledge worker
- Home environment
- Isolation factor/envy factor
- Many need separation of work and home
- Management oversight resistance
- Last mile technology, security and support
- Most teleworkers are "occasional" users
- Lack of predictability for TDM and COOP
- Relies on PSN

POCKETS

Enterprise Tenant Proof of Concept



POCKETS

TeleSuites are networked throughout a major metropolitan or statewide area

COMMUTER CONNECTIONS QUARTERLY BUDGET
COMMITMENTS AND EXPENDITURES
FOR COG FY06 (July 1, 2005 - June 30, 2006)

	BUDGET TOTAL	FUNDS COMMITTED*	FUNDS EXPENDED**	%FUNDS EXPENDED***
COMMUTER OPERATIONS CENTER	**$371,526**	**$371,526**	**$266,112**	**72%**
Data & PC	$49,500		$42,103	85%
Contract Services/Consultants	$0		$0	0%
COG/TPB staff, indirect & direct costs	$322,026		$224,009	70%
GUARANTEED RIDE HOME	**$509,308**	**$509,308**	**$465,842**	**91%**
Data & PC	$25,000		$24,013	96%
Contract Services/Consultants	$115,000		$124,620	108%
User Subsidies	$170,500		$155,765	91%
COG/TPB staff, indirect & direct costs	$223,808		$161,444	72%
MARKETING	**$2,100,564**	**$2,100,564**	**$1,594,680**	**76%**
Data & PC	$2,500		$0	0%
Contract Services/Consultants	$510,000		$442,163	87%
COG/TPB staff, indirect & direct costs	$1,588,064		$1,152,517	73%
MONITORING AND EVALUATION	**$407,468**	**$407,468**	**$293,563**	**72%**
Data & PC	$0		$0	0%
Contract Services/Consultants	$105,000		$63,228	60%
COG/TPB staff, indirect & direct costs	$396,968		$230,335	58%
EMPLOYER OUTREACH	**$841,260**	**$841,260**	**$780,170**	**93%**
Data & PC	$3,000		$1,202	40%
Contract Services/Consultants	$0		$0	0%
Pass-thru to local governments	$752,664		$714,585	95%
COG/TPB staff, indirect & direct costs	$85,596		$64,383	75%
TELEWORK	**$162,126**	**$162,126**	**$92,335**	**57%**
Data & PC	$0		$0	0%
Contract Services/Consultants	$0		$0	0%
COG/TPB staff, indirect & direct costs	$162,126		$92,335	57%
INFOEXPRESS KIOSKS	**$155,154**	**$155,154**	**$132,689**	**86%**
Data & PC	$0		$0	0%
Contract Services/Consultants	$75,000		$68,275	91%
COG/TPB staff, indirect & direct costs	$80,154		$64,414	80%
TOTAL	**$4,547,406**	**$4,139,938**	**$3,625,390**	**80%**

*** Committed funds are based on funding commitment letters received.**
**** Preliminary funds expended are through June 30, 2005**
***** Percentage is based on Budget Total Column**

15 SEPT 2006