



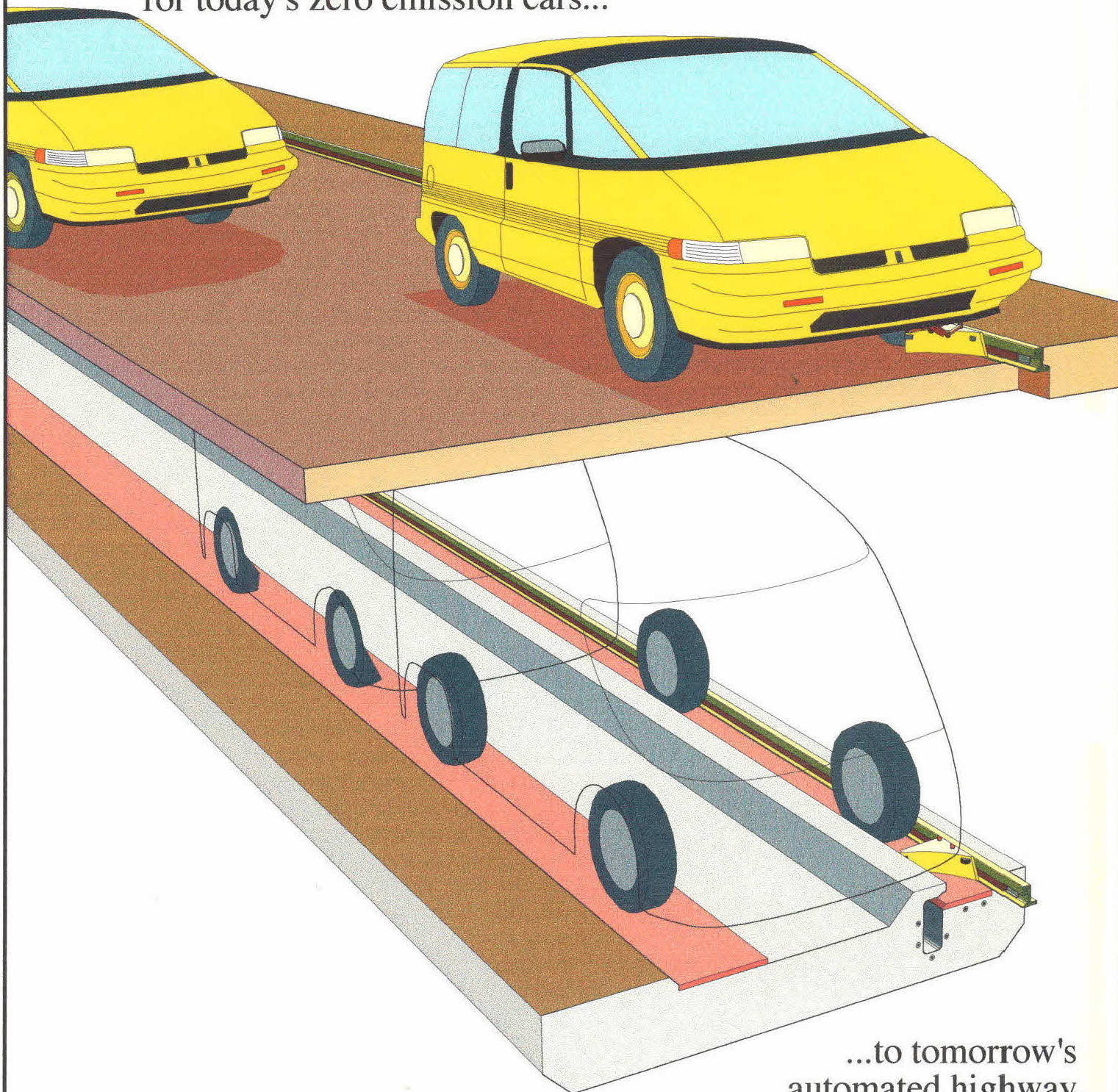
June 1993

presents:

TEMPO Beta

295 N. Mobil Ave. - Camarillo CA 93010
Ph: (805) 484-5032 - Fax: (805) 386-3386

From the electrified guidance curb
for today's zero emission cars...



...to tomorrow's
automated highway.



Fig. 2.1a The NorthEast Busway Adelaide - Australia

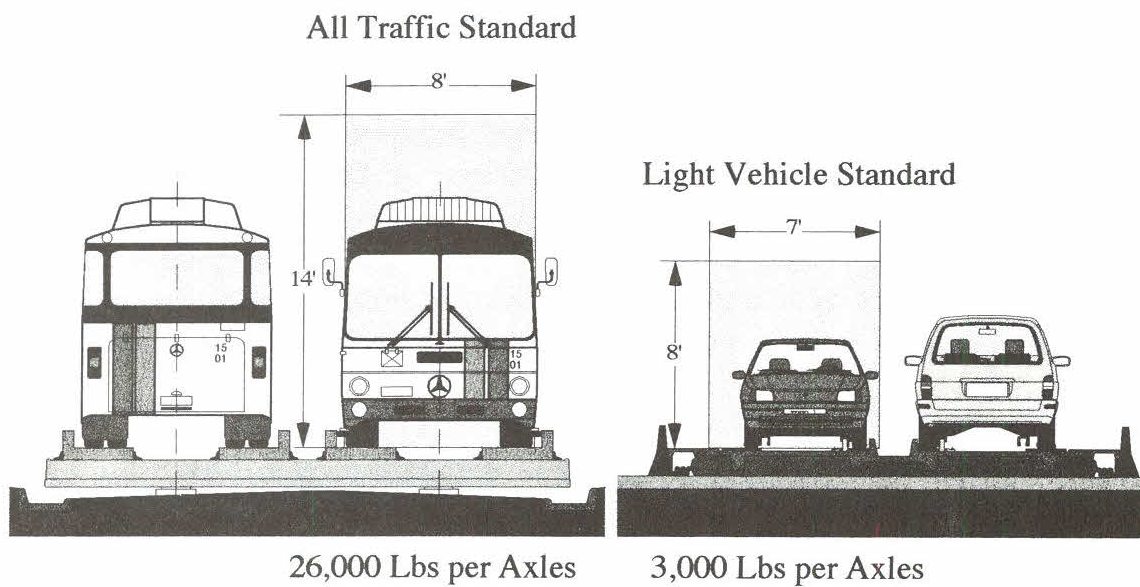


Fig. 2.1b Road Specification Comparison

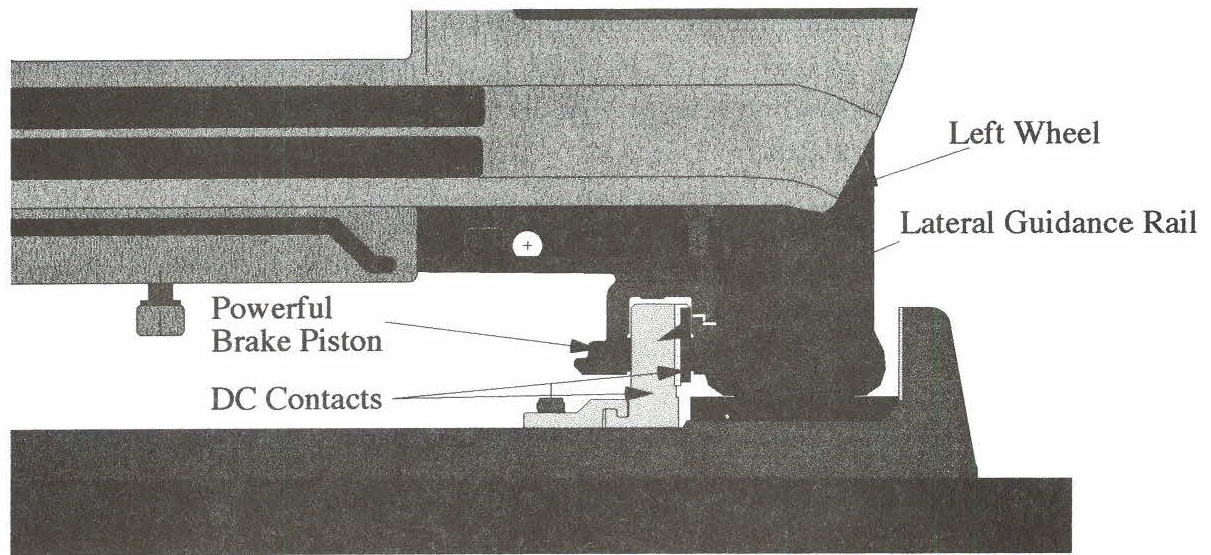
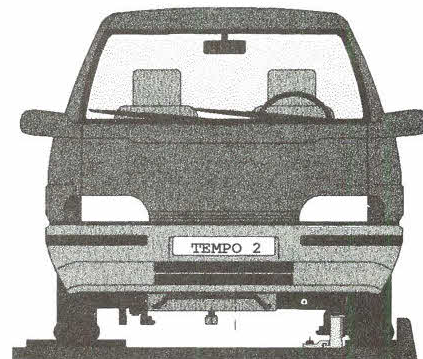
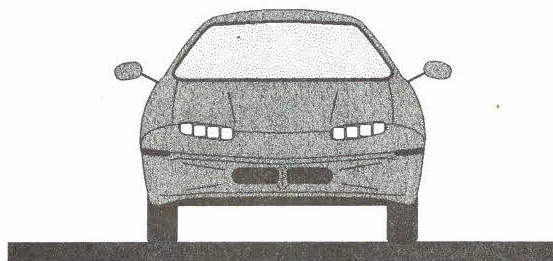


Fig. 2.4a Rail Functions

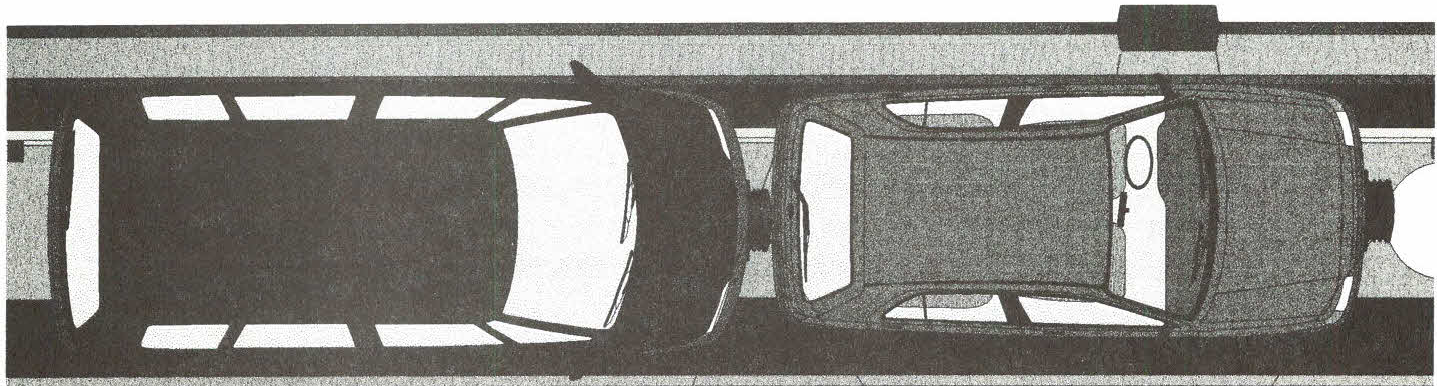
TEMPO Metropolitan Electric Car Specification

Current Electric Car Specification



Equivalent Fuel Economy :	100 mpg	25 mpg
Range :	80 - 100 miles	Unlimited with 20 miles off freeway
Design & Manufacturing :	Revolutionary	Evolutionary (3-5 years lead time)
Cost in 1998 :	\$100,000 (Sold at loss to fulfill 2% quota)	\$20,000
Market Size :	20,000 Vehicles per year	500,000 Vehicles per year
Market Type :	Niche Market, Home owner exclusively, will become collection car !	Metropolitan second and single car and commercial fleet
Result for the LA Basin :	Light driving vehicles will result in marginal air quality improvement and poor return on the investment. Legislation zero emission defeated !	Heavy driving vehicles will result in maximum return on total investment in air quality improvement

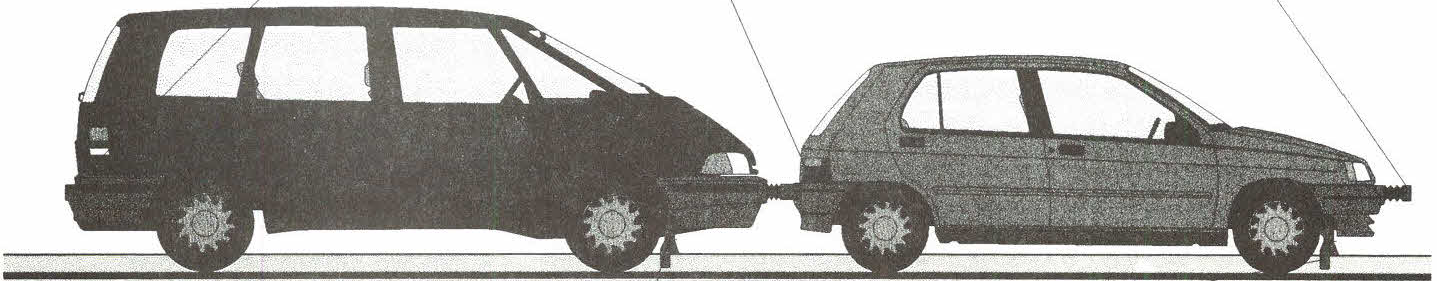
Fig. 2.4b Electric Car Specification Comparison



Rear Bumper Contact Plate

Platooning Nose comprising :
 - Cruise Control Piloting System
 - Inertial Braking System

Cruise Control
 Indicating Light

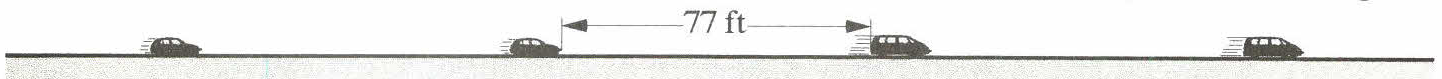


Guiding Calipers

Fig. 2.6a Mechanical Platooning

Today's...

3,200 Cars per Hour @ 55 mph



with Mechanical Platooning

5,500 Cars per Hour @ 55 mph



Fig. 2.6b Lane Capacity Comparison

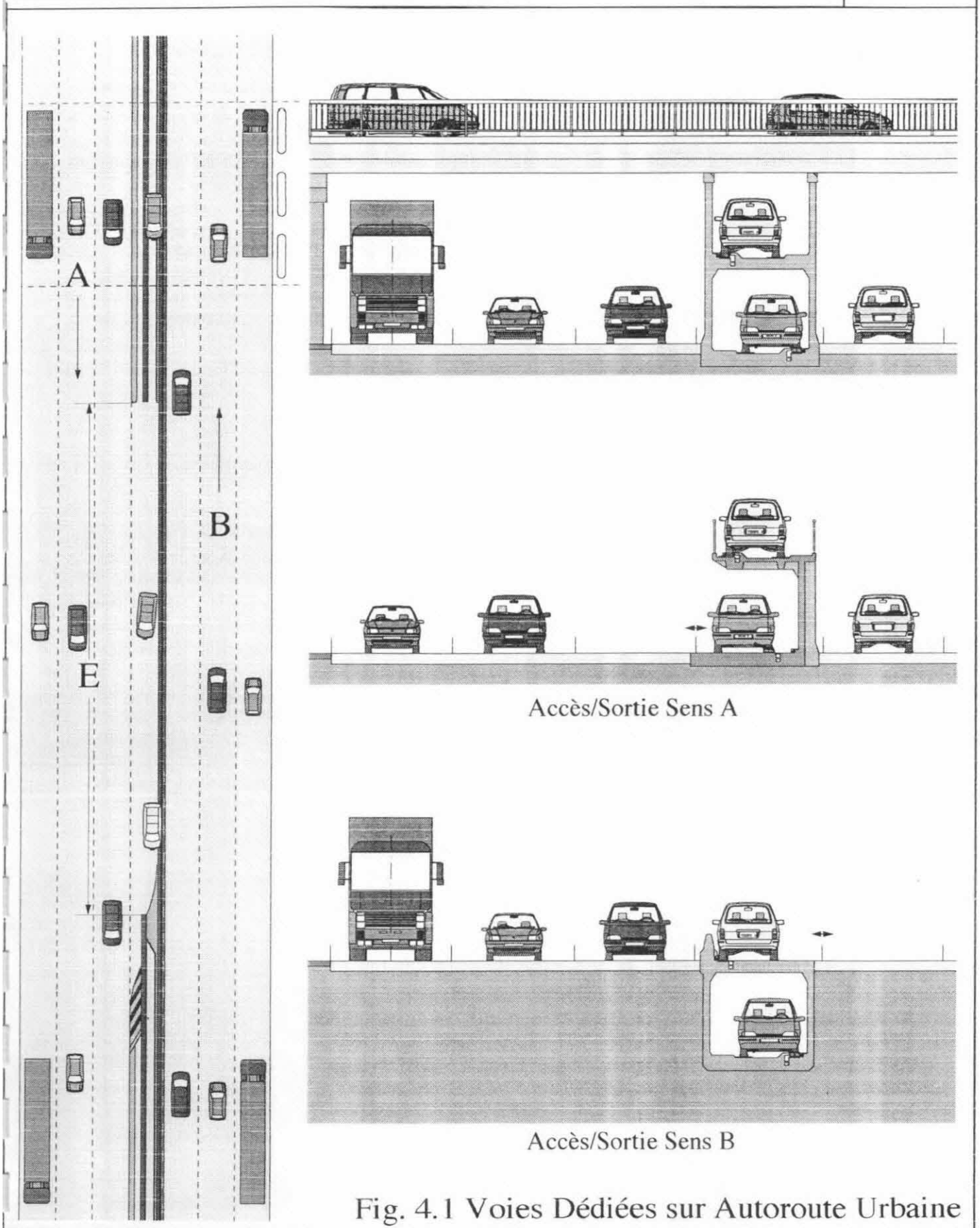


Fig. 4.1 Voies Dédiées sur Autoroute Urbaine



U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

OCT 06 1992

Reply to: HTV-10

Mr. John Nash
President
Tempo Research
295 N. Mobil Avenue
Camarillo, California 93010

Dear Mr. Nash:

Thank you for again bringing the TEMPO Dedicated Freeway concept to our attention with your August 5 letter to Federal Highway Administrator T. D. Larson and with Mr. Nobileau's visit here on September 10.

My staff has given your concept considerable attention subsequent to our August 7, 1991, letter and then, again, after receipt of your October 21, 1991, letter and your August 5 letter. The Federal Highway Administration (FHWA) staff also attended Mr. Nobileau's September 27, 1991, presentation to the Intelligent Vehicle Highway Society of America (IVHS AMERICA) staff and his presentation at the May 1992 IVHS AMERICA Annual Meeting.

As we discussed during Mr. Nobileau's visit, FHWA is not in the position to support individual unsolicited IVHS proposals. As he was aware when we met, FHWA has issued a solicitation for participation in the DOT IVHS operational test program. If TEMPO responds to the solicitation, that submission will be considered in competition with other responses we receive. Although FHWA has been unable to accept your previous proposal, we do appreciate your bringing the concept to our attention and appreciate the information that you have provided.

Sincerely yours,

Norman J. Van Ness
Director, Office of Traffic Management
and Intelligent Vehicle Highway Systems



January 6, 1993

John Nash, President
TEMPO America
295 North Mobile Avenue
Camarillo, CA 93010

Dear Mr. Nash:

LACTC staff have reviewed the material you forwarded on the TEMPO Electric Transportation System. The technology could have benefits if demand for electric vehicles materializes in the mid to latter part of this decade.

While LACTC does not have funding available to directly finance research and development of the TEMPO system, further development of the technology is important. We would like to see a demonstration of the technology to better understand its potential applications.

Sincerely,

James Ortner, PhD
Air Quality Transportation Administrator





818 West Seventh Street, 12th Floor • Los Angeles, California 90017-3435 • (213) 236-1800 • FAX (213) 236-1825

January 8, 1993

Mr. John Nash, President
TEMPO America
295 North Mobile Avenue
Camarillo, California 93010

Dear Mr. Nash:

Thank you for your recent presentation to me and members of my staff on the TEMPO Electric Transportation System. As I indicated to you at that time, SCAG is interested in your proposal and believes that it may have applications in the Los Angeles area.

As you requested, SCAG staff will be able to participate in a technical advisory committee established to guide your project.

We will be in contact with you in the near future to schedule a presentation to one or more of our Committees at SCAG.

Sincerely,

Steve Weisbach
for M GOSNELL, Director
Planning and Policy

John Longville City of Brea, President, Abe Seabolt Imperial County First Vice President, Judy Nishurger City of Monrovia, Valley Second Vice President, John Flynn Ventura County-Pasadena President • Richard Alstott City of Los Angeles, Michael Antonovich Los Angeles County, Robert Bartlett City of Monrovia, George Bass City of Bell, Ronald Bates City of Los Alamitos, George Botley, Jr. City of Burbank, Ernaul Bernedi City of Los Angeles, Hal Bernson City of Los Angeles, Walter Bowman City of Cypress, Tom Bradley City of Los Angeles, Marvin Braude City of Los Angeles, Susan Brooks City of Rancho Palms Verdes, Art Brown City of Buena Park, Jim Busby, Jr. City of Victorville, John Cox City of Newport Beach, Dana Los Angeles County, Rimer Digneo City of Loma Linda, Richard Dixon City of Lake Forest, Douglas Drummond City of Long Beach, John Ferraro City of Los Angeles, Mike Flores City of Los Angeles, Irwin Fried City of Yorna Linda, Terry Frizzell City of Riverside, Geraldine Furr City of Oxnard, Ruth Galanter City of Los Angeles, Sandra Gault City of Costa Mesa, Candace Haggard City of San Clemente, Garland Hurdeman City of Inglewood, Robert Hargrave City of Lomita, Mike Hernandez City of Los Angeles, Nate Holden City of Los Angeles, Robert Jamison City of Artesia, Jim Kelly City of South El Monte, Richard Kelly City of Palm Desert, Bob Kuhn City of Chindera, Abbe Land City of West Hollywood, Darlene McHane City of Agoura Hills, John Mellon City of Santa Paula, Niell Mendoza City of Brawley, Barbara Messina City of Alhambra, Jon Mikels San Bernardino County, Judy Mikels City of Sun Valley, David Myers City of Palmdale, Kathryn Nock City of Pasadena, Gwenn Norton-Perry City of Chino Hills, Ronald Parks City of Temecula, Irv Pickler City of Anahem, Jay Pleun City of Los Angeles, Beatrice Pron City of Bea Rivera, Larry Rhinehart City of Monclair, Robert Richardson City of Santa Ana, Mark Ridley-Thomson City of Los Angeles, Albert Robles City of South Gate, Bob Stone City of Bellflower, Thomas Sykes City of Walnut, Jeff Thomas City of Tustin, Laurie Tully-Payne City of Highland, Joel Wachy City of Los Angeles, Harriett Wiedor Orange County, Rita Walters City of Los Angeles, Evelyn Wells City of Lynwood, Michael Woo City of Los Angeles, Judy Wright City of Claremont, Zev Yaroslavsky City of Los Angeles, Norton Younglove Riverside County.

DEPARTMENT OF TRANSPORTATION
DIVISION OF NEW TECHNOLOGY, MATERIALS AND RESEARCH
5900 FOLSOM BLVD.
P.O. BOX 19128
SACRAMENTO, CA 95819-0128



FAX (916) 739-2822
HQ TDD (916) 654-4014

916-227-7130

January 8, 1993

Mr. John Nash, President
Tempo America
295 N. Mobile Ave.
Camarillo, CA 93010

Dear Mr. Nash:

Your concept for an electrified rail to provide vehicle guidance and power to electric vehicles is interesting and represents the type of ideas the California Department of Transportation (Caltrans) considers for possible development for California's transportation system.

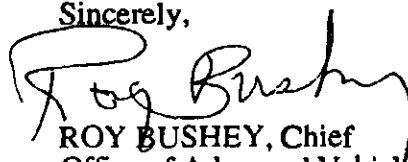
The concept that you describe appears to address a number of issues related to automated vehicle control and alternative power for electric vehicles. The concept of mechanical control for vehicle guidance and providing power for electric vehicles appears to solve two problems with one system. This system could have an application for transit vehicles or shuttle buses.

As the agency responsible for the design, construction and maintenance of our state highways, we are aware of the obstacles that must be overcome in order to implement a major infrastructure modification that will be required to develop a rail system similar to the one you propose. Any new system that we consider must be evaluated against alternative concepts that may offer similar benefits to our transportation system. A demonstration of your technology would be of interest to Caltrans.

The initial cost to install hardware is only a small percentage of the total cost required to operate a system of this magnitude. Caltrans must consider the maintenance costs required to keep the system safe and reliable and the energy requirements necessary to supply electricity to vehicles operating on the highway. The total life cycle costs vs. benefits and consideration of who bears the cost of the system (state vs. private/individual) needs to be addressed. Additionally, liability issues associated with an electrified rail that is exposed to the public needs careful consideration.

Thank you for your interest in the development of California's transportation technology and for sharing your ideas on innovative solutions for improving the safety and performance of California's transportation system.

Sincerely,


ROY BUSHEY, Chief
Office of Advanced Vehicle and
Infrastructure Development

Department of Water and Power  the City of Los Angeles

TOM BRADLEY
Mayor

Commission
MICHAEL J. GAGE, *President*
RICK J. CARUSO, *Vice President*
ANGEL M. ECHEVARRIA
DOROTHY GREEN
CONSTANCE L. RICE
JUDITH K. DAVISON, *Secretary*

DANIEL W. WATERS, *General Manager and Chief Engineer*
ELDON A. COTTON, *Assistant General Manager - Power*
JAMES F. WICKSER, *Assistant General Manager - Water*
PHYLLIS E. CURRIE, *Chief Financial Officer*

January 11, 1993

Mr. John Nash
President
Tempo America
295 North Mobile Avenue
Camarillo, California 93010

Dear Mr. Nash:

This is in response to your letter dated December 17, 1992, and recent conversations between your Mr. Phileippe Nobileau and Mr. Scott Briasco of my staff.

As you know, the Los Angeles Department of Water and Power (LADWP) is a very active proponent of electric vehicles and electric mass transit. We believe that the commercialization of these technologies will provide significant environmental and social benefits to both the local region and nation.

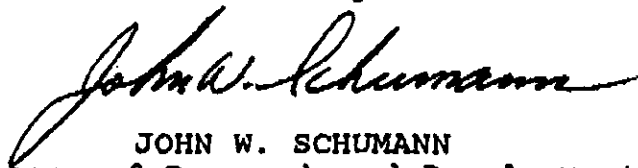
I believe the concept of an electrified highway has many potential benefits. These systems, in the future, may complement the use of electric vehicles. Consequently, I think your Electrified Roadway and Rail Guidance System is intriguing.

LADWP has a number of electric transportation programs currently under way. We are committed to these programs; therefore, we are unable to fund your system at this time.

As you proceed to develop and test your system, we would be pleased to receive updates on your progress.

Best of luck in your endeavors.

Sincerely,



JOHN W. SCHUMANN
Manager of Research and Development

c: Mr. Phileippe Nobileau, Tempo of America
Mr. Scott Briasco

Water and Power Conservation . . . a way of life



295 N. Mobil Ave. - Camarillo CA 93010
Ph: (805) 484 5032 - Fax: (805) 386 3386

January 11, 1993

Attention Contracts Office, MS-18
California Energy Commission
1516 Ninth Street, 1st Floor
Sacramento, CA 95814

Ref: RFP Number 500-92-501

Gentlemen,

Please find enclosed our proposal for the funding of the TEMPO 93 Demonstration Program in response to the above referenced RFP related to the Energy Technologies Advancement Program.

Following TEMPO presentations made to the California Energy Commission in October 1992, it was mentioned that the California Energy Commission would not consider to fund a transportation project unless the interest of the program is supported by the California Department of Transportation (CalTrans).

In response to this requirement we have approached the Division of New Technology, Materials and Research and you will find enclosed a letter expressing the position of CalTrans on the TEMPO Technology.

In order to provide the California Energy Commission with information on the value of the program and the difficulties to finance a demonstration, we have enclosed copies of self explanatory letters received from various Los Angeles Basin Agencies.

If required, we are available to supply any clarification or information needed for the fair review of our proposal.

Yours sincerely,


John T. Nash - President

Encl. CalTrans - Jan 8, 93 - Office of Advanced Vehicle & Infrastructure Development.
Southern California Association of Governments - Jan 8, 93 - Office of Planning & Policy
Los Angeles County Transportation Commission - Jan 6, 93 - Air Quality Administration
Department of Water & Power - Jan 11, 93 - Research & Development
1 "ORIGINAL" Color in Binder
17 "COPY" Black & White in Binders