

County Commissioners and City Commissioners (MTPO) Members:

001488
Karty
Janowitz

This financing, in our conclusion, enables our UltraRail \$60,000,000 Startup funding

In our startup, UltraRail plans a 10.2 mile trainset for our inventory for Gainesville and other sites, preliminary alignment on our Website: Union Street Connection

2001 JUN 11 AM 9:42
CITY OF GAINESVILLE
CITY COMMISSION



Direct Te/FX 352 335 0643

www.UltraRail.com

e-imike@gru.net

American 3rd Millenium All Elevated Private Express Rail

Gainesville, June 8, 2001

FAX - Norma Page 1 of 5

202 366 3956

Norman Y. Mineta U.S. Department of Transportation Secretary
400 7th St. SW Washington DC 20590
e- Copy President Bush, Vice President Cheney, FL Senators Graham and Nelson
Representatives Thurman, Mica

\$3,500,000 UltraRail Final Science Loan Guarantee
Link - <http://www.ultrarail.com/RutterLtr-4-12.htm>

Secretary Mineta,

In April -on the 12th - we communicated a request for a Federal Loan Guarantee as we put in place the final science of our new fiberglass UltraRail elevated express rail, based on U.S. Patents and including a new fiberglass source that's commended by N.I.S.T.

Alan Rutter, President Bush's designate for the post hasn't been formally nominated, much less discussed and appointed. Mr. Rutter will have many items to deal with, - not just this new alternative for Amtrak that you recently commented is in serioius question of viability for any further federal participation.

You are skilled in the procedures in Washington, Secretary Mineta. As a businessman, it seems to me, you'd be helping everyone to act on our request in the absence of Mr. Rutter. Mr. Rutter may well appreciate another taking the burden of starting an alternative to Amtrak and to surface express rail, that interferes with our present surface freight carriers now seeing return to robust business.

I'm at your disposal, please advise. A copy of my letter follows, and is on our website at the above link.

Kindly,

Mike Hofgren
5*StarUltraRai CEO

Copy Bankers

<http://www.ultrarail.com/RutterLtr-4-12.htm>



Mike Hofgren
C E O Seatec Industries
Managing Partner
UltraRail DEVELOPMENT

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1961 Historic marker at the Gulf Swimming beach, Cedar Key

Atlantic to Gulf Railroad

Florida was provided with its first cross-state railroad in 1861 when the Florida Railroad Company line reached Cedar Key. Overcoming early financial troubles, the line had begun construction from Fernandina on the Atlantic, in 1856, but building was intermittent. It had been incorporated in 1853 with David L. Yulee as President. The railroad received grants from Federal and State governments.

UNION PACIFIC CORPORATION



DICK DAVIDSON
CHAIRMAN

November 18, 1999

Mr. Mike Hofgren
UltraRail Development
P.O. box 90100 Gainesville, Florida 32607-0100

**NB Union Pacific are
railroad operators
not manufacturers**

**Seatec Industries' (7) manufacturing industrialists have a clear 30 (LOCAL)
and 40 month (Expr150) realization plan, - based on our proven experience.**

Dear Mr. Hofgren,

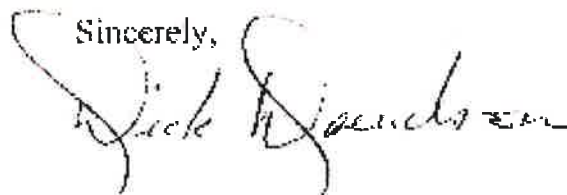
Thank you for the information that you have provided over the last few months regarding UltraRail. Our Engineering people have thoroughly reviewed and analyzed this material.

It is our understanding that you propose to develop new fiberglass technology that can be manufactured at much lower cost than conventional fiberglass. You envision applying this technology to an elevated light axle load, fixed rail mass transit system that will replace heavy passenger rail as we know it today. Additionally, you believe that there are many more potential railroad applications such as cars, wheels and structural support beams. Your request of Union Pacific is to make an equity investment in your research in the amount of \$600,000.

In our efforts to determine if Union Pacific should participate in this project, we weighed several factors. First and foremost is the fact that Union Pacific's core business is moving freight. All of our energy and resources are focused on reliably and safely moving our customer's products. The technology you are developing is primarily focused towards passenger rail. Although Union Pacific does share its track with passenger trains in some locations, it is minimal when you look at our entire system. While there may be future applications for freight railroads, the technology is still in its infancy and a great deal of development work must be done to complete a prototype for field testing.

While the technology that you are developing may have some future application for our railroad, it is not something that we feel we can invest in at this time. Therefore, we must decline your request. However Union Pacific will continue to follow your progress as you continue to develop this new technology over the next few years.

Best of luck to you, and thank you for your interest in partnering with Union Pacific.

Sincerely,


Copies to:
Elbridge T. Gerry, Jr.
Ike Evans
Dennis Duffy
Bill Wimmer
Tom Ogee
David Connell