



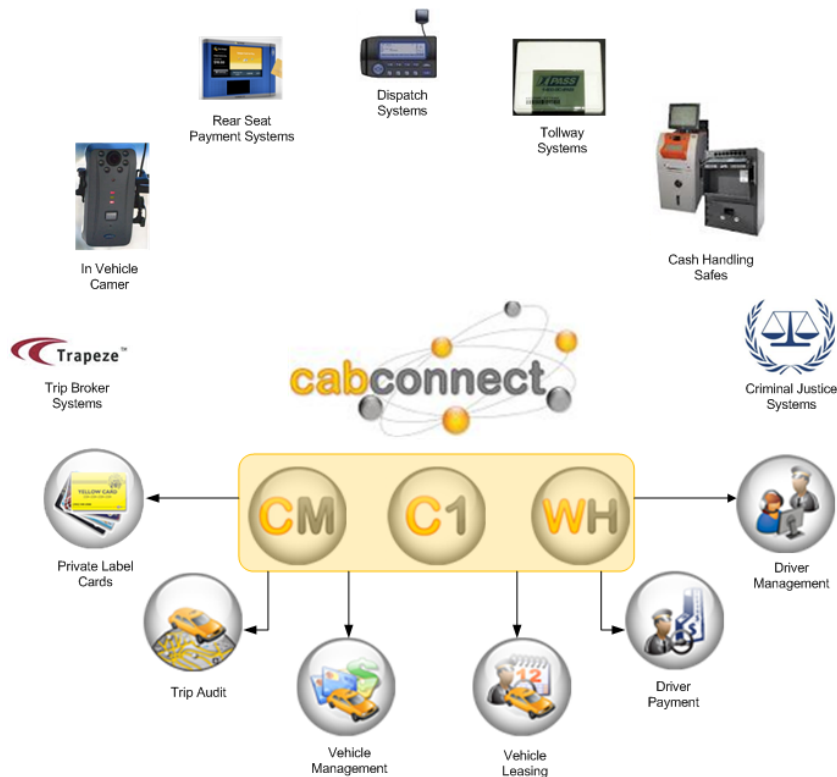
October 3, 2012

James R. Ney, Director
Taxicab & Limousine Division
Philadelphia Parking Authority
2415 S. Swanson Street
Philadelphia, PA 19148

Dear James,

As a software provider for the transportation industry, Cabconnect has always prided itself in delivering solutions creating not only efficiencies within our customers operations, but also allowed new programs to emerge enabled by technologies available inside taxicabs today. Taking the data generated by these technologies we can automate processes, reduce errors, and provide real-time access to information. Transportation programs can now be created and managed with little effort while providing a much needed service to the public.

Below is an illustration of the various in-taxi equipment (ITE) as well as third-party systems that generate data the Cabconnect product suite can manage:



In Chicago for example, there are over 7,000 taxicabs servicing the city comprising of over 25 taxi companies utilizing many different ITEs from many



vendors. As a whole each taxi company is required to have some form of ITE to process credit card payments and record pickup and drop off addresses using GPS data. One of Cabconnect's key feature is the integration to all of the many ITEs being used in Chicago. This "device agnostic" feature allows on one hand each taxi company to have choices in ITE systems while at the same time providing consistent data and interface to the Paratransit program managers.

Cabconnect's products are the technology backbone managing the paratransit program. Here are some of the features:

- Enforcing patron eligibility
- Allowing patrons to activate and reload their Paratransit transportation card
- Auditing all transactions
- Managing the payments to taxicab companies
- Providing data mining for program analytics

In San Francisco, Cabconnect's products are also used to manage the city's Paratransit program. The taxicab company's ITEs are Cabconnect certified and fully integrated into Cabconect's products allowing for a consistent service level throughout the city. The San Francisco Municipal Transportation Agency (SFMTA) uses the data to reward wheelchair drivers servicing the wheelchair community and to penalize taxi drivers that are not meeting the minimum requirements.

In New York, Cabconnect's products are used as central repository of all data generated by the wheelchair accessible dispatch program. By integrating into their dispatch system and the GPS data obtained in the taxicab, our product can track the deadhead miles and pays deadhead payment to the taxi driver (based on a distance-from-pickup formula) as an incentiveservice wheelchair riders. Our system managespayments and money transfers directly into the driver's account.

While these programs provide great value to each city's riding public, there are costs associated with the program and its management. Depending on local ordinances the program may not charge the wheelchair passenger any extra fees for the trip and taxi drivers should be incentivized to service a trip. Financing the programs is always a concern. Besides Federal grants or being paid by local taxes, here are examples of other options we have encountered:

- Paid by the taxicab owners -The program budget is divided equally per each licensed taxicab (not just wheelchair cabs).
- Paid by the riding public through a meter fare increase -Monies are collected from this increase arefunding the program.

If you have any additional questions or if you need more information, please do not hesitate to ask.