

DIGGS DEVELOPMENT GROUP INC.

# Capital & Investment Partners

## TRACK A • FEASIBILITY CAPITAL & STRATEGIC PARTICIPATION

For private investors, infrastructure and development funds, family offices, corporate strategic partners, and sponsors.

### THE CURRENT ASK

Fund or co-fund the feasibility and corridor study; where appropriate, support the presentation program and introductions to aligned co-investors.

Adapt-a-Modal | Lehigh Valley Regional Infrastructure Concept

Infrastructure • Transportation • Development

Prepared as a first-meeting information packet. Adapt-a-Modal is a documented concept moving toward feasibility; it is not yet an approved, funded, permitted, or engineered construction project.

# Executive Brief

A concise orientation for a first meeting.

## Project status

Adapt-a-Modal is a documented transportation and infrastructure concept moving toward a feasibility and corridor study. DDG develops, coordinates, and presents the concept; qualified partners would perform study, engineering, environmental, construction, certification, and operating work as the project advances.

# The three questions

|                        |                                                                                                                                                                                                              |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. What is it?         | One proposed elevated corridor designed to carry multiple missions: passenger, freight, cold-chain medical cargo, mobile medical care, emergency response, water-treatment support, and resource protection. |
| 2. Why does it matter? | The concept seeks to spread fixed infrastructure across multiple public-service and commercial functions while connecting existing regional assets.                                                          |
| 3. What is DDG asking? | Fund or co-fund the feasibility and corridor study; where appropriate, support the presentation program and introductions to aligned co-investors.                                                           |

# Investment Case

## Why this stage matters

DDG has completed the concept-definition stage: the system architecture, specialized fleet concepts, station typology, regional corridor concept, public-benefit narrative, and multi-path revenue framework are documented. The next value-creation milestone is independent feasibility work that converts the concept into a costed, testable development scope.

## What feasibility should answer

Alignment options; ridership and freight demand; right-of-way constraints; utilities; order-of-magnitude capital and operating costs; station logic; delivery phasing; environmental considerations; and the commercial assumptions that warrant deeper engineering.

## Investor proposition

This is not a request to underwrite full construction. It is an opportunity to participate at the stage where disciplined study can reduce uncertainty, define bankable workstreams, and establish the evidence base required for later public and private capital formation.

# Adapt-a-Modal at a Glance

|                                                                                                                                                  |                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>One adaptive corridor</b><br><br>A proposed elevated light-rail or monorail spine designed to support multiple missions on a shared guideway. | <b>Passenger mobility</b><br><br>Regional access connecting communities, jobs, healthcare, recreation, airports, and town centers.                                       |
| <b>Freight &amp; cold chain</b><br><br>Consignment freight plus temperature-controlled medical and pharmaceutical logistics.                     | <b>Emergency &amp; resilience</b><br><br>Conceptual mobile medical, fire/hazmat, water-treatment, and resource-protection units using the same corridor.                 |
| <b>Three station types</b><br><br>Regional hub, community, and local-stop stations scaled to the communities and services they support.          | <b>Economic platform</b><br><br>Potential revenue from fares, leases, logistics, service contracts, partnerships, parking, advertising, tourism, energy, and other uses. |

# Commercial Logic

## Shared fixed infrastructure

The core thesis is that one permanent corridor can serve multiple operating missions rather than dedicating a separate fixed asset to each function.

## Diversified revenue hypothesis

The concept contemplates passenger fares, station and vendor leases, freight and cold-chain services, healthcare and emergency-service contracts, airport partnerships, tourism, advertising and naming rights, parking, renewable-energy opportunities, and related commercial uses. These remain hypotheses to be validated during feasibility.

## Air-rights and development potential

DDG also views station-area development, corridor-related leases, and other real-estate or air-rights structures as potential long-term value drivers, subject to ownership, zoning, legal, market, and public-sector review.

## Risk discipline

No revenue stream should be treated as committed until validated through demand analysis, partner letters, contracts, concessions, or other appropriate evidence.

# Use of Feasibility Capital

## Study procurement

Engage qualified transportation, engineering, planning, financial, environmental, and legal advisors.

## Demand validation

Test passenger, freight, medical-logistics, institutional, and emergency-service demand.

## Corridor diligence

Evaluate alignment, right-of-way, utilities, constructability, station locations, and interface with the canal and D&L; Trail.

## Cost & phasing

Develop order-of-magnitude capital/operating estimates and practical implementation phases.

## Commercial validation

Translate the thirteen-path revenue framework into conservative scenarios, sensitivities, and partner-specific opportunities.

## Capital roadmap

Define the later-stage mix of grants, public participation, private capital, sponsorship, project finance, and strategic partnerships.

# Proposed Engagement

## Step 1 — Briefing

30–45 minute executive briefing focused on project stage, study objectives, risk, and the investor's mandate.

## Step 2 — Materials review

DDG provides the project portal, executive e-book, corridor material, revenue framework, and study-scope discussion materials.

## Step 3 — Feasibility participation

Determine whether the partner will fund, co-fund, sponsor, advise, or introduce additional aligned capital.

## Step 4 — Governance

Any capital participation should be documented with defined scope, milestones, reporting, rights, and use-of-funds controls.

# Next Conversation

**Diggs Development Group Inc.**

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The recommended next step is a focused briefing matched to your role. DDG can provide the project portal, executive e-book, regional corridor material, public-benefit and economic materials, and the relevant concept information for discussion.

## Important notice

This packet is informational and conceptual. It is not an offer to sell securities, a solicitation of investment, a procurement document, an engineering certification, an environmental finding, a legal opinion, or a representation that governmental approvals, funding, rights-of-way, technology suppliers, service users, or project partners are committed. All technical, financial, ridership, freight, revenue, safety, regulatory, environmental, property, and delivery assumptions require independent validation during feasibility and subsequent project-development stages.

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