

EXHIBIT 1

Raytheon Company's Highway Transportation Management Systems unit has several proposals to provide a Dedicated Short Range Communications System (DSRC) integrated into an Electronic Toll and Traffic Management System for deployment in the international market. The DSRC system to be deployed will be in compliance with the European Standard CEN TC278.

This experimental license is requesting operations at 5.8 GHz using the above CEN standard. This is for developing a Raytheon transceiver that meets the CEN standard for use in the international market. Raytheon has submitted proposals to several countries in Europe and Australia. CEN equipment developed by other manufacturers (Thales and Q-Free) will also be evaluated by Raytheon.

The DSRC system consists of Road-Side Equipment (often called a reader or a beacon) and On-Board Equipment (often called a transponder or a tag). The reader is an automatic vehicle identification device that transmits and receives radio frequency (RF) data to/from transponder equipped vehicles or assemblies. The reader works in conjunction with a host computer system to identify and log a transponder passing under a gantry, and then take actions such as reading the data stored on the transponder, writing a message to the transponder signaling the driver via lights and/or buzzers built into the transponder. The transponder re-radiates the signal from the reader using a 1.5 or 2.0 MHz sub-carrier at a maximum EIRP of -24dBm. The communications zone between the reader and transponder is less than 10 meters in the direction of the antenna boresite (approximately a 4.5 x 3.5 communications zone footprint). Antennas are pointed toward oncoming traffic, with an elevation angle of 10 to 90 degrees downward from horizontal. Up to 2 readers will be used per gantry, with up to 2 gantries to be operational at the Fullerton site.

The development and testing program to support this work is scheduled for two years duration.