

Problems:

Oil-dependent transport moves a ton to move a person in congested traffic.

Solution:

The general welfare requires liberty for inventors to offer choices and liberty for the people to choose between choices in free markets.

1. Wisdom from the Many. The aggregated wisdom of all of us, each of acting in our own self-interests, is wiser than the wisest of us at choosing between choices. Read, *The Wisdom of Crowds*.

2. Who sets choices is critically important. Liberty is society's tolerance of disruptive minorities. There is no minority as tiny and disruptive as inventors.

Example Benefit:

After the Federal communications monopoly was declared unconstitutional in 1982, liberty to invent and choose communications infrastructure was restored to the people.

Nearly a century of rotary telephone under central planning was displaced by Star Trek inventions. Millions of jobs were created delivering better services at lower costs.

Execution:

Repeat in transportation the success in communications.

Concept: Computer controlled, ultra-light JPods rail networks move people and cargo on-demand; a Physical-Internet; a circulatory system for an economic community.

Capacity: 20 times buses at 50 seats and 5 minutes apart.

Market Niche: On-demand mobility for highly repetitive, commuter-range transport of cargo and people.

Safety: > 2,000 times safer than cars.

Emissions: Zero.

Congestion: Zero.

Start small. Iterate relentlessly.

300 meter commercial grade network creates understanding.



Incremental change in free markets.



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The City of

March 12, 2013

Andrew M. Fellows, Mayor
5807 Bryn Mawr Road
College Park, MD 20740

Dear Mayor Fellows:

I am writing to support the endeavor of College Park, MD to bring a solar transportation network (Jpods) to the area. As you are already aware, Morgantown has had a Personal Rapid Transit system in place since 1975, which connects the three campuses of West Virginia University, as well as the downtown area. Some benefits of the system include, but are not limited to:

- ↔ It has proven to be a reliable system of automated transit that is relatively inexpensive to operate.
- ↔ It has offered on-time service rates far better than the bus system it replaced, boasting a 98% reliability and availability rating
- ↔ It has eliminated much of the gridlock of traffic which existed in the hub of downtown Morgantown.
- ↔ It has proven to be safe, with no serious injuries reported since the operation began in 1975.
- ↔ Approximately 16,000 riders take advantage of the system on a daily basis.

There have been several proposals to extend the line on both ends of the system, which could take place in the near future. Since the Morgantown PRT operates chiefly as a student-mover, it runs primarily during class days. During Fall and Spring semesters, hours of operation are from 6:30 a.m. - 10:15 p.m. weekdays, and 9:00 a.m. - 5:00 p.m. on Saturdays. Summer hours are 6:15 a.m. - 6:30 p.m. The system is closed on Sundays year round, as well as during Thanksgiving, Christmas, and Spring breaks.

A system such as this would be a great asset to your City, and I wish you well in your endeavor!

Jim Manilla, Mayor
City of Morgantown

- Morgantown's PRT is self-regulated, so it fails to provide a replicable model.
- DOTs fail to provide a model by blocking Morgantown's success, wiping out half the freight railroads, causing Climate Change and traffic congestion.
- Theme parks provide a model of communities designed for pedestrians, young and old, with repeatable enforcement:
 - Safety record thousands of times better than DOTs.
 - Well established enforcement industry.
 - Well established insurance industry.
 - Well established common law.
 - Joyful. People enjoy mobility in theme parks and hate government traffic.
 - Proper roll of government to police bad behavior, not apply police powers to mandate buying cars and oil to be economically competitive.

The screenshot shows the official website of the 189th General Court of the Commonwealth of Massachusetts. The page is titled "Bill S.1837" and describes "An Act relative to personal rapid transit systems". It lists the sponsor as Robert L. Hefford and provides a status of "Referred to Joint Committee on Transportation". The main content area displays the text of Section 76, which outlines criteria for granting rights-of-way to Personal Rapid Transit providers, including requirements for privately funded construction, no government subsidies, fuel efficiency, safety performance, and adherence to ASTM standards.