Boston, MA -- - www.JPods.com

Problem:

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

Traffic costs the people of Massachusetts \$19.9 billion per year

- \$9.9 billion on gasoline
- \$6.0 billion on accidents
- \$3.0 billion on congestion

Solution:

Recover \$9 billion per year by moving only the person above roads. Also moves freight.

Solar-powered transportation is safer, faster, cleaner and affordable.

On-demand mobility regardless of age, ability or wealth.

Life requires energy. Energy self-reliance.

Execution:

Physics: It costs less to move less.

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

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.

Efficiency: 200 watt-hour per mile. Mobility savings are amplified by the 6x Net Energy of solar over oil.

Power: Solar collectors gather 25,000 vehicle-miles of power per mile of rail per day. Distributed transportation grid harvests distributed natural power.

Reference: www.jpods.com/boston



Senate Bill #1837

- Converts \$9 billion/year of traffic cost into:
 - \$6 billion in jobs.
 - \$3 billion in savings.



www.jpods.com/boston

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Office of the Mayor

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:

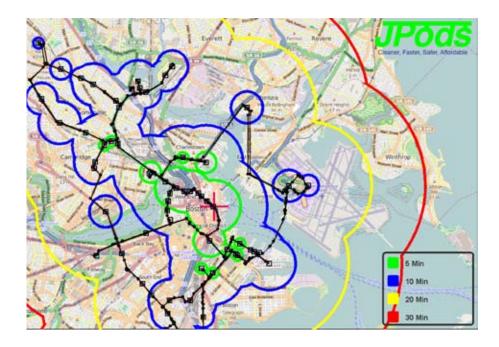
- ∠ It has proven to be a reliable system of automated transit that is relatively inexpensive to operate.
- ∠ It has offered on-time service rates far better than the bus system it replaced, boasting a 98% reliability and availability rating
- ∠ It has eliminated much of the gridlock of traffic which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

Jim Manilla, Mayor City of Morgantown



Insights from 1973 Oil Embargo



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> First, it seems clear that we will be expected to deal with the lease of "personni rapid transil" and related high behinding projects netter and in produce depth than had been emblyoned.

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SUBJECT: Personal Rapid Transit (PRT), Senate Bill #183

Dear Senator McGee, Representative Straus and Members of the Joint Transportation

Bill James related to me information about Massachusetts Senate Bill #1837. I would like to affirm that if Massachusetts passes such a Performance Standard law, my company will make every practical effort to identify, capitalize, build factories and deploy networks in Massachusetts.

The 110 million rides of oil-free, injury-free performance of the PRT network in Morgantown, WV underscores the viability of PRT technology. I have been working for 10 years to deploy PRT networks. During this long effort, the barrier to modernizing the success of Morgantown PRT network has been the lack of the rule of law that Senate Bill #1837 establishes.

Capital did not invest in the Internet until after the rule of law established free markets in 198

Capital will not invest in funding a physical version of the Internet until the rule of law establishes a regulatory environment based on Performance Standards.

My company is currently working towards deployment of our METRINO PRT in Delhi, India and 12 other cities in Brazil and Europe.

Kind Regards

Ollie Mikosza

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President / CEO Metrino Global Projects Lt Auckland