

Problem:

Moving a ton to move a person creates pollution, oil-wars, and traffic jams.

Solution:

Start small. Iterate relentlessly.

Widely distribute software tools so anyone can design JPods networks and learn how they will impact their lives.

- Visualize in 3D and GoogleEarth.
- Tool to locate emergent leaders.

Create Market Support for Sustainability:

The barrier to innovation is not technology. Read the book **Crossing the Chasm**. Market support is required.

After the Federal communications monopoly was declared unconstitutional in 1982:

- Liberty to invent was restored allowing companies such as Apple and Google to become communications companies.
- Liberty to choose communications infrastructure was restored to the people. In the Darwinian crucible of free markets long dormant innovations of the Internet (created in 1969) and radio telephones (created in 1946) were able to commercialize.

Nearly a century of rotary telephones under the Federal monopoly was displaced by Star Trek inventions. Millions of jobs were created delivering better services at lower costs as the "general welfare" was allowed to operate.

Establish the Rule of Law:

Performance Standards Law repeats in transportation what was accomplished in communications in 1982. JPods got the law passed with Secaucus Ordinance 2014-23 and Massachusetts Senate Bill #1837.

JPods Inc.
www.JPods.com
Bill James
(612) 414-4211
bill.james@jpod.com

Start small. Iterate relentlessly.

JPods3D™ software provides a means for everyone to visualize how JPods will look in their community.

www.jpod.com/tools





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

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 'An Act relative to personal rapid transit systems'. It is the 189th (Current) session. The bill is sponsored by Robert L. Hedlund. The status is 'Referred to Joint Committee on Transportation'. There are links to 'Download text', 'View Formatted Document', and 'Download PDF'. The bill text is displayed in a table with columns for 'Current Bill Text', 'Bill History', and 'Miscellaneous'. The text of the bill is as follows:

SECTION 1. Chapter 6C of the Massachusetts General Laws, as appearing in the 2014 Official Edition, is hereby amended by adding at the end thereof the following new section:-

SECTION 76. (a) Non-exclusive assess to rights-of-way in the Commonwealth of Massachusetts may be granted to Personal Rapid Transit providers meeting the following criteria:

- (1) Privately funded construction;
- (2) Privately operated without government subsidies;
- (3) Exceed 120 passenger-miles per gallon, or equivalent efficiency; and
- (4) Exceed safety performance of transportation modes already approved for use.

(b) The Department shall promulgate rules or regulations for Personal Rapid Transit systems based on the following criteria:

- (1) System design, fabrication, installation, safety, insurance, inspection practices consistent with the ASTM International, Committee F24 on Amusement Rides and Devices;
- (2) Environmental approvals based on a ratio of energy consumed per passenger-mile of the innovation versus transport modes approved to operate in the rights-of-way; and
- (3) All taxes and fees assessed on the Personal Rapid Transit system providers, passengers and cargo being limited to 5% of gross revenues and paid to the aggregate rights-of-way holders by Personal Rapid Transit (PRT) providers.