

**Problem:**

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

**Solution:**

Start small. Iterate relentlessly.

Kitty Hawk Networks™ are the stepping stones, unleashing the "general welfare:"

- Wisdom from the Many. The aggregated wisdom of all of us, each of acting in our own self-interest, is wiser than the wisest of us at choosing between choices. Read, **The Wisdom of Crowds.**
- Who sets choices is critically important. Liberty is society's tolerance of disruptive minorities. There is no minority as tiny and disruptive as inventors.

Kitty Hawk Networks provide a means to constrain risks in offering options and gather the wisdom from the many.

**Example Benefit:**

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.

Start small. Iterate relentlessly.

300 meter commercial grade network creates understanding.



Example of how small Kitty Hawk Networks can cross connect malls, cross freeways, connect hospital building, and other limited scale Horizontal Elevators™.



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 Massachusetts General Court. The main heading is 'The 189th GENERAL COURT OF THE COMMONWEALTH OF MASSACHUSETTS'. Below this, there are navigation links for 'Massachusetts Laws', 'Bills', 'State Budget', 'People', 'Committees', 'Reports', 'Educate & Engage', 'Events', and 'MyLegislature'. The current page displays 'Bill S.1837' titled 'An Act relative to personal rapid transit systems'. It is sponsored by Robert L. Hefford. The status is 'Referred to Joint Committee on Transportation'. There are links to 'Download text', 'View Formatted Document', and 'Download PDF'. The main content area shows the text of the bill, including Section 76(a) which lists criteria for granting rights-of-way to Personal Rapid Transit providers:

- (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.

Subsection (b) states: '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 F34 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.