

Problem:

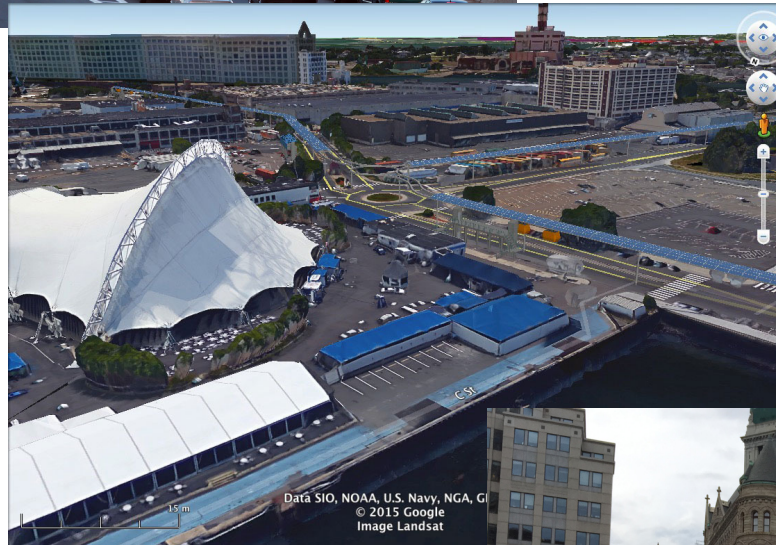
- Oil-dependent transport moves a ton to move a person in congested traffic.
- Traffic costs the people of Massachusetts \$19.9 billion per year
 - \$9.9 billion on gasoline
 - \$6.0 billion on accidents
 - \$3.0 billion on congestion

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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The City of

March 12, 2013

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

Dear Mayor Fellows:

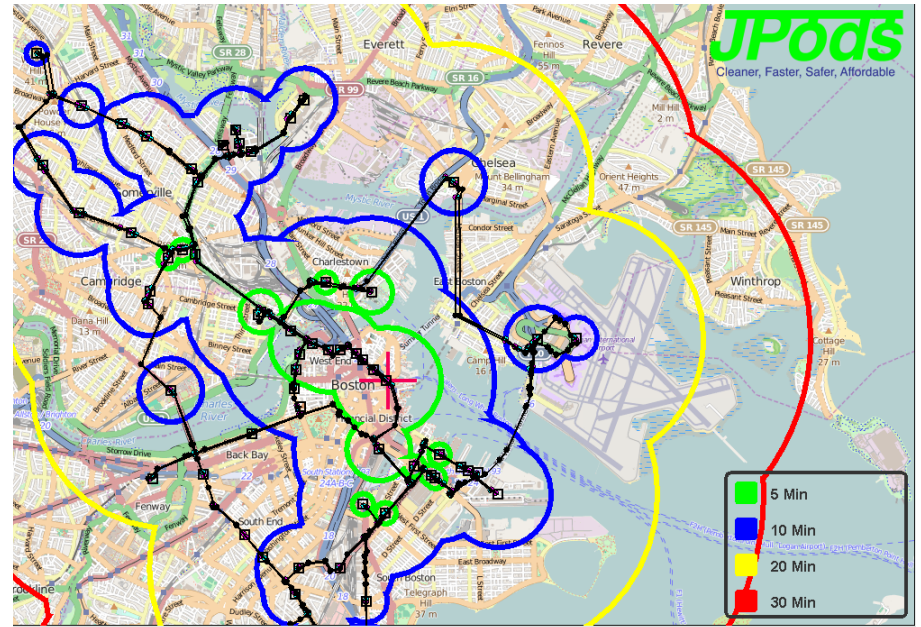
I am writing to support the endeavor of College Park, MD to bring a solar transportation network (Jpods) to the area. As you are already aware, Morgantown has had a Personal Rapid Transit system in place since 1975, which connects the three campuses of West Virginia University, as well as the downtown 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



Insights from 1973 Oil Embargo PRT

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510
September 10, 1974

Honorable John L. McClellan
Chairman
Committee on Appropriations
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

We would like to enlist your support for an increase in the scope of the urban mass transportation assessments currently being conducted for the Committee by the Office of Technology Assessment. As you will recall, one of these assessments is concerned with the question of the degree of automation which is technically feasible, economically justifiable or otherwise appropriate to rail rapid transit. The second assessment addresses the process by which communities select, plan and implement a new transit system or moderate an existing one.

While the need for these studies of conventional rail transit remains unchanged, there have been significant developments since the date of our original request to the Office of Technology Assessment which indicate that the coverage of the assessments should be expanded in two directions:

- First, it seems clear that we will be required to deal with the issue of "personal rapid transit" and related high technology projects earlier and in greater depth than had been anticipated.
- Second, the increasingly serious condition of the economy suggests that these assessments should be expanded to consider the development and potential of urban mass transit under conditions in which federal funding may be severely decreased -- or greatly increased in the event that unemployment becomes an overriding problem.

To expand on the first point, communities (such as Minneapolis and Las Vegas) are showing increasing interest in new types of fixed guideway systems. Personal rapid transit (PRT) systems are increasingly discussed as alternatives to more conventional rail transit. Implementation of new technologies may be proposed such as magnetically levitated vehicles. The considerable effort underway in other countries to advance the state of the art in fixed guideway systems should be further investigated. The current assessments do address some of these issues. However, if addressed



SUBJECT: Personal Rapid Transit (PRT), Senate Bill #1837

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

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's 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 1982. 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

President / CEO
Metriano Global Projects Ltd.
Auckland
New Zealand