

Problem: Moving a ton to move a person costs 140 times the cost for freight railroads to move the same payload.



Traffic costs the people of Massachusetts \$19.8 billion per year.

- \$9.8 billion for foreign oil.
- \$6.0 billion for accidents.
- \$3.0 billion for congestion

Repeat Bain's success with Kiva Systems applying robotic packet-switching in factories to cities.

Solution: Strive to move only the person or payload.



Start small,
Iterate relentlessly.

Starting at the Convention Center or Grand Junction Line, ramp to convert \$9 billion/year of current costs into \$6 billion/year of profitable revenues and \$3 billion/year of customer savings.

**MASSACHUSETTS
CONVENTION CENTER
AUTHORITY**

Honorable Rep. William Straus
Chairman
Joint Committee on Transportation
Dear Representative Straus,

April 20, 2016

I am writing this letter to express the Massachusetts Convention Center Authority's (MCCA) support of Senate Bill No. 1837. I recently met with representatives from iPods, who gave a presentation about Personal Rapid Transit (PRT) and how this type of transportation may alleviate some of the South Boston Waterfront's growing transportation issues.

Currently, public transportation options in the area, like the Silver Line and the Route 7 bus, are over capacity, and area parking lots are being turned into new developments. Additionally, roadways are over capacity as well, creating daily traffic during the morning and evening rush hours that is exacerbated by large events we host at the BCEC. Ease of transportation is a key consideration for event planners when selecting a location, and we want Boston to remain a top destination of choice. As the growth in this area is quickly out-pacing transportation improvements, we have been exploring a variety of options, including private shuttle consolidation and ferry services in an attempt to alleviate the growing congestion in the area. Personal Rapid Transit would be another possible solution to these issues.

The MCCA believes that there may be additional benefits and opportunities associated with implementing PRT in the South Boston Waterfront and Downtown Boston, and that this mode of transportation warrants further study. A transportation alternative that does not interfere with street traffic that is also environmentally friendly would align with the neighborhood's reputation as the "Innovation District" and address several of the issues identified in the South Boston Sustainable Transportation Plan.

Thank you for your consideration of this matter. Please feel free to reach out to me at your convenience if you would like to discuss this topic further.

Sincerely,

David Gibson
Executive Director
Massachusetts Convention Center Authority

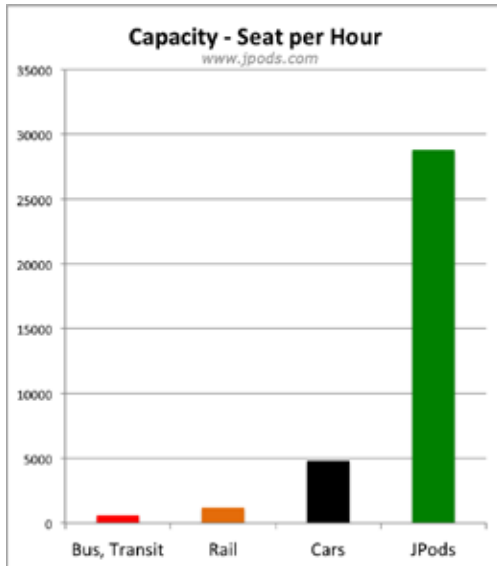
What gets measured, gets done.

Cleaner, Faster, Safer, Affordable
Thomas Edison, 1910:

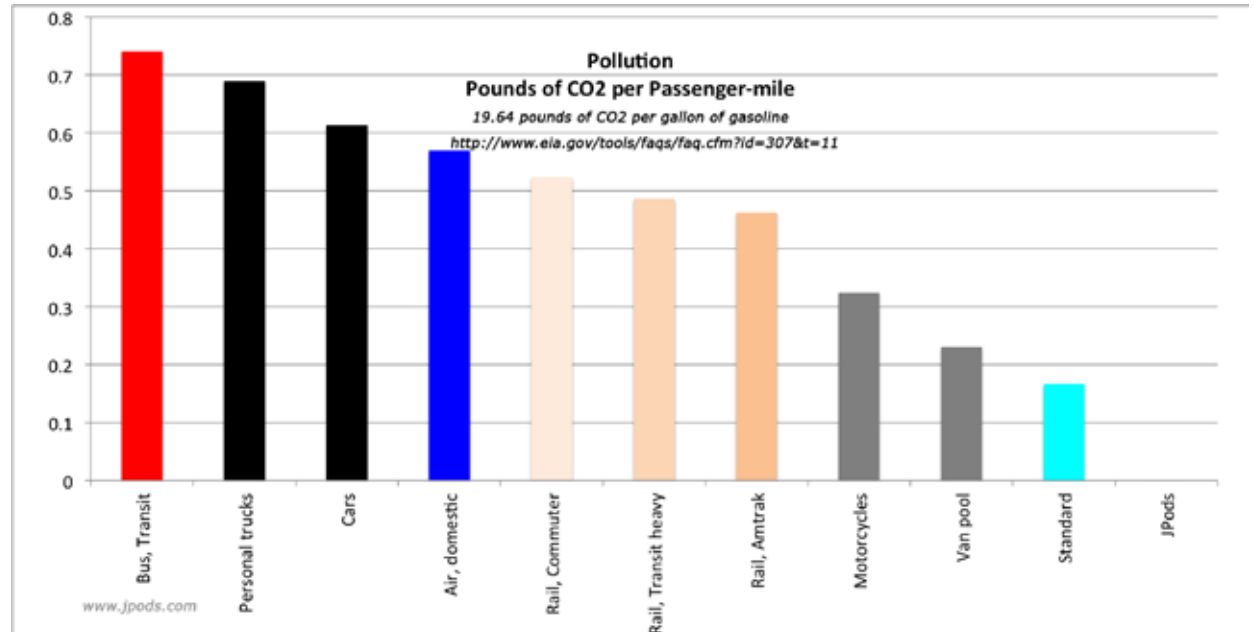
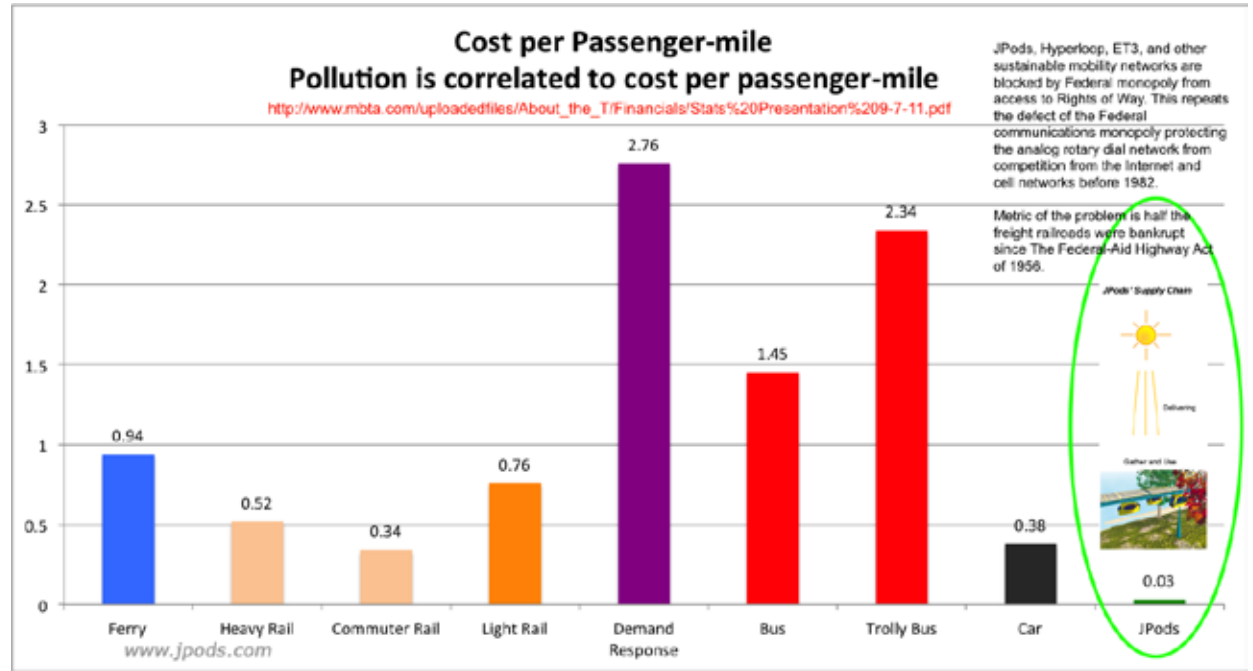
"Sunshine is spread out thin and so is electricity. Perhaps they are the same, Sunshine is a form of energy, and the winds and the tides are manifestations of energy."

"Do we use them? Oh, no! We burn up wood and coal, as renters burn up the front fence for fuel. We live like squatters, not as if we owned the property."

"There must surely come a time when heat and power will be stored in unlimited quantities in every community, all gathered by natural forces. Electricity ought to be as cheap as oxygen...."



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Nothing Like It in the World is a book by Stephen Ambrose on the building of the Transcontinental Railroads. How these railroads were financed and build provides a model for how to retool transportation infrastructure today.

Building the Physical Internet® requires single purpose companies with a customer focus:

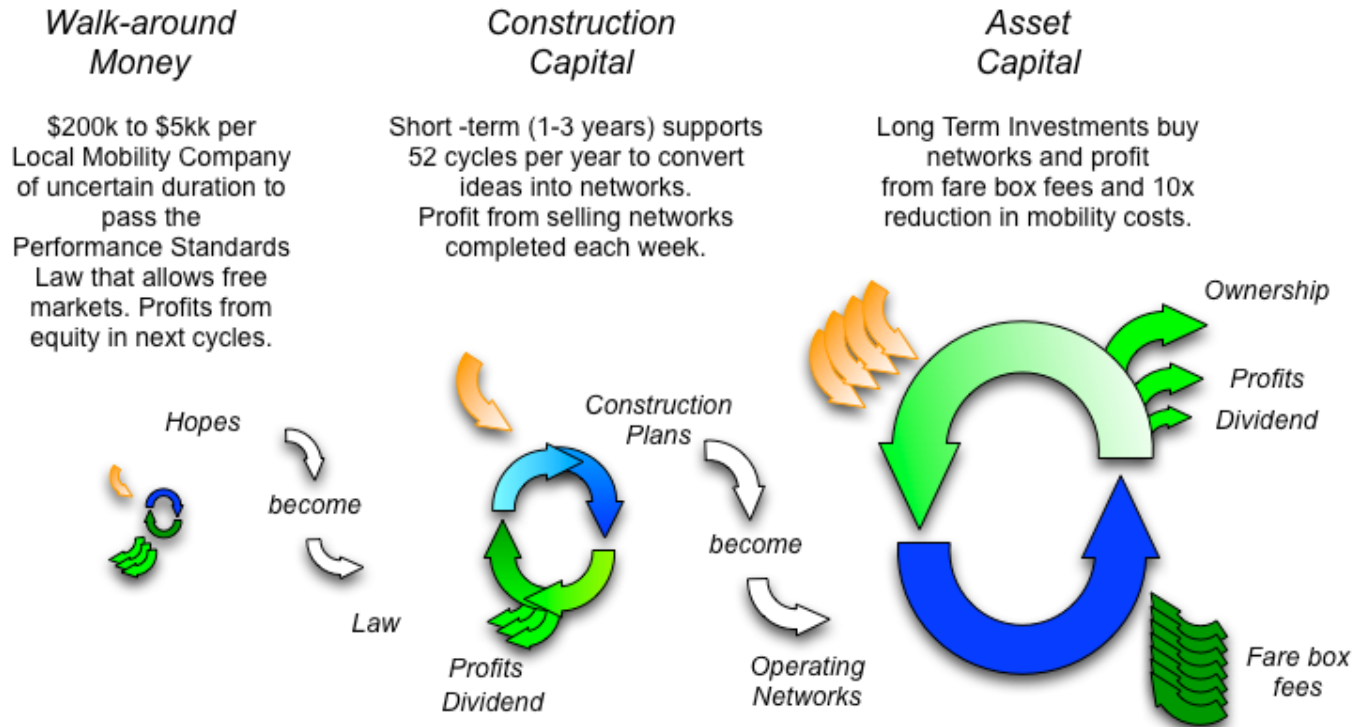
- Master Mobility Companies® (MMCs) build networks for their customers which are Local Mobility Companies (LMCs).
- Local Mobility Companies® (LMCs) operate networks for their customers, the farebox payers. LMCs are the Internet Service Providers (ISPs) of the Physical Internet.

Three types of capital to reward three types of risks:

- "Walk-around" is used to obtain a regulatory framework that allows the Physical Internet® to be built.
- Construction capital is used by Master Mobility Companies (MMCs) to build networks, to convert designs into specific networks. The money is obligated for 1 to 3 years and returns a higher rate of return. It requires 6 to 9 months from survey to certification to put a network into operation. Rails completed each week will be sold each week.
- Asset capital is use by Local Mobility Companies (LMCs) to buy the certified networks from MMCs.

Transcontinental Railroad Model for JPods Networks

Three Types of Capital to isolate risks and paybacks



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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:

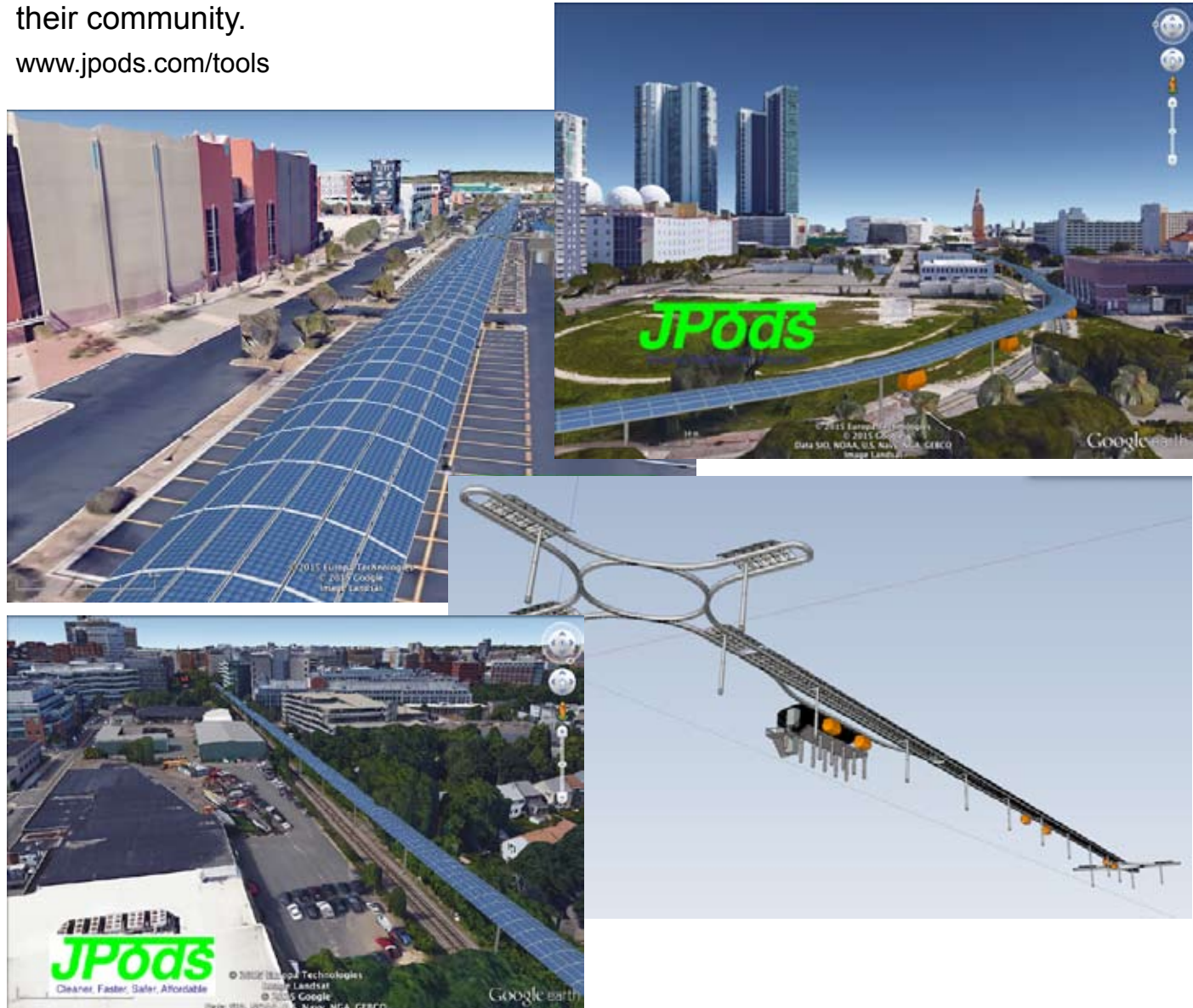
Performance Standards Law repeats in transportation what was accomplished in communications in 1982. JPods got the law passed with Secaucus Ordinance 2014-23 and Massachusetts Senate Bill #1837.

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Start small. Iterate relentlessly.

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

www.jpods.com/tools



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

RouteTime™ software allows people to locate stations, traffic circles, and rail lines. The software then simulates the network operating to:

- Determine travel times.
- Estimate the number of JPods vehicles.
- Provide graphs of savings in energy, time.
- Tool to locate emergent leaders.

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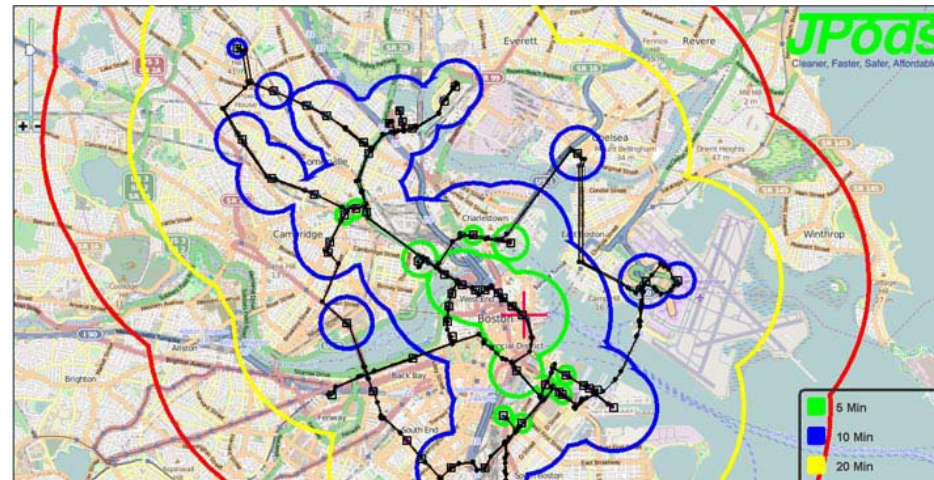
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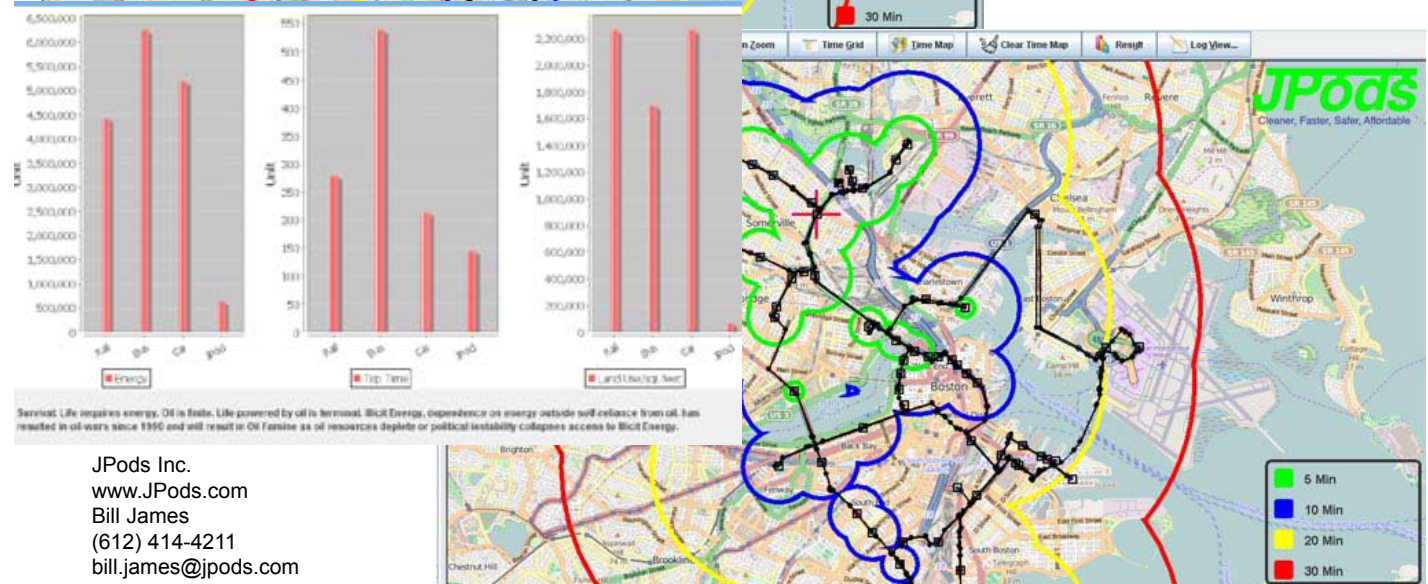
RouteTime™ software provides a means for everyone to learn how JPods will cut congestion and reduce commute times.

www.jpods.com/tools



Anyone can download and design RouteTime JPods networks for your community. From the Red Cross:

- Green is 5 minutes.
- Blue is 10 minutes.
- Yellow is 20 minutes.
- Red is 30 minutes.



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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 is displaying "Bill S.1837" titled "An Act relative to personal rapid transit systems". It lists the sponsor as Robert L. Hefford and the status as "Referred to Joint Committee on Transportation". The main content area shows the text of the bill, specifically Section 76, which outlines the criteria for granting rights-of-way to Personal Rapid Transit providers. The criteria listed are: (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. There is also a sub-section (b) regarding the Department's role in promulgating rules or regulations based on similar criteria.