

MEMORANDUM OF UNDERSTANDING, Economic Development of Solar Mobility Networks

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is entered into as of the _____, by and between the _____ (CITY) and JPods LLC. (JPODS), or assigns ("TBD"), each a Party" and collectively the "Parties".

WhereAs:

1. Mobility is physical liberty. Access to mobility should be equitable and sustainable.
2. Traffic congestion, pollution, and rising gasoline prices require innovative solutions.

Scope:

1. This MOU is intended to enumerate the general terms for the future FRANCHISE AGREEMENT ([link](#)) to implement JPods patent for solar-powered transportation networks and establish a solar manufacturing facility in Atoka. This MOU is non-binding the Parties. Patent aspects:
 - 1.1. **Grade-separated networks of self-driving cars:** "A method of controlling a transportation System for moving people, freight, and any combination whereof using a distributed network of intelligent devices without requiring the aid of a human driver"
 - 1.2. **Solar-powered mobility networks:** "The method... providing... Solar and wind power generators integrated into the physical Structure of Said transportation System...."
2. The FRANCHISE AGREEMENT implements a 5X5 Standard, restoring liberty to innovate transportation networks in free markets:
 - 2.1. Network construction must be privately funded.
 - 2.2. Networks operate without government subsidies.
 - 2.3. Networks must exceed 5 times the efficiency on existing roads (125 mpg or equivalent energy efficiency).
 - 2.4. Networks pay 5 percent of the gross transportation revenues to the aggregate rights-of-way holders.
 - 2.5. Networks exceed safety performance of transportation modes already approved for use in the Rights of Way.
 - 2.6. Networks (optional) gather more than 2 megawatt-hours of renewable energy per network mile per typical day.
 - 2.7. Governments will grant Rights of Way access using the existing Rights of Way policies for communications and energy networks.
 - 2.8. Governments will use existing state laws to regulate safety of grade-separated guideways. Networks must be designed, fabricated, installed, insured, and inspected in compliance with existing ASTM International ASTM F2291. This provides a 3,000X better safety record than roads.

Date
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Title

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