



**WORLDWIDE
HYDROGEN SUPER HIGHWAYS
ELEVATED RAIL SYSTEM
PRELIMINARY PROPOSAL**

**DETROIT - ANN ARBOR - LANSING
@FULLSCALE 12' GAUGE
&
CAPITOL LOOP TO MERIDIAN MALL
@HALFSCALE 6' GAUGE**



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- www.InterstateTraveler.us -
- www.ElevatedRailSystems.com -
- www.HydrogenSuperHighway.com -
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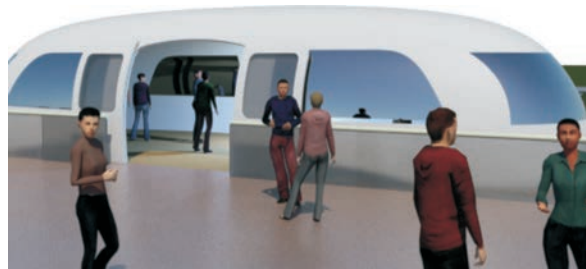


HYDROGEN SUPER HIGHWAY

PRELIMINARY ELEVATED RAIL SYSTEM PROPOSAL

FOR THE GREATER TEN COUNTY REGION OF DETROIT, ANN ARBOR AND LANSING

**INCLUSIVE OF:
TRI-COUNTY REGIONAL PLANNING COMMISSION
AND
SOUTH EAST MICHIGAN COUNCIL OF GOVERNMENTS**



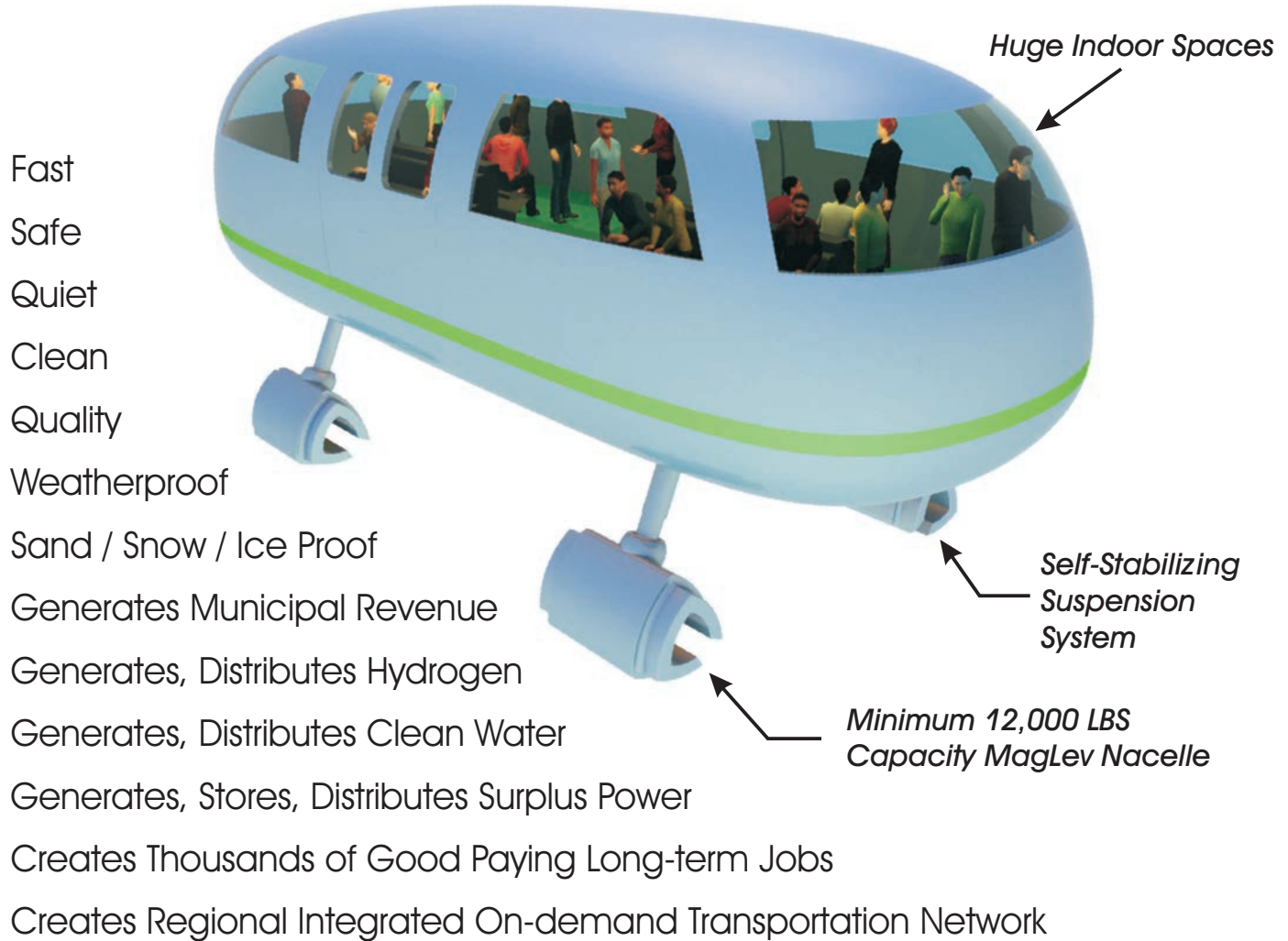
**AUTHORED, TYPESET & DESIGNED BY JUSTIN ERIC SUTTON
EDITED BY JIM M. JUNG CEO**

**MADE POSSIBLE BY THE SUPPORT OF
THE INTERSTATE TRAVELER COMPANY, LLC
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APRIL 28TH 2020

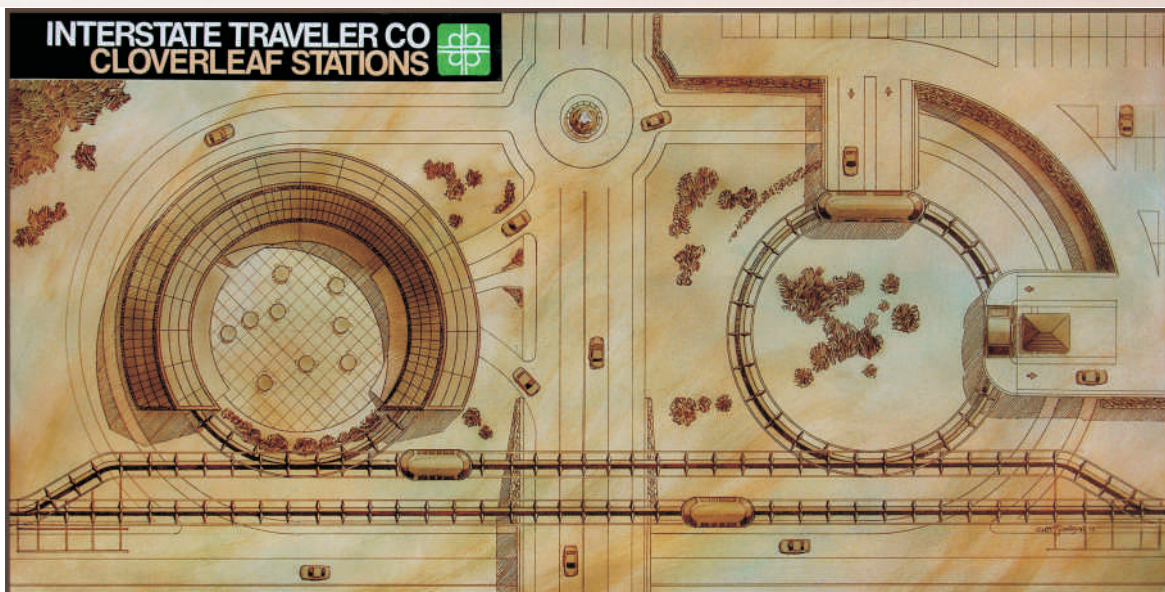
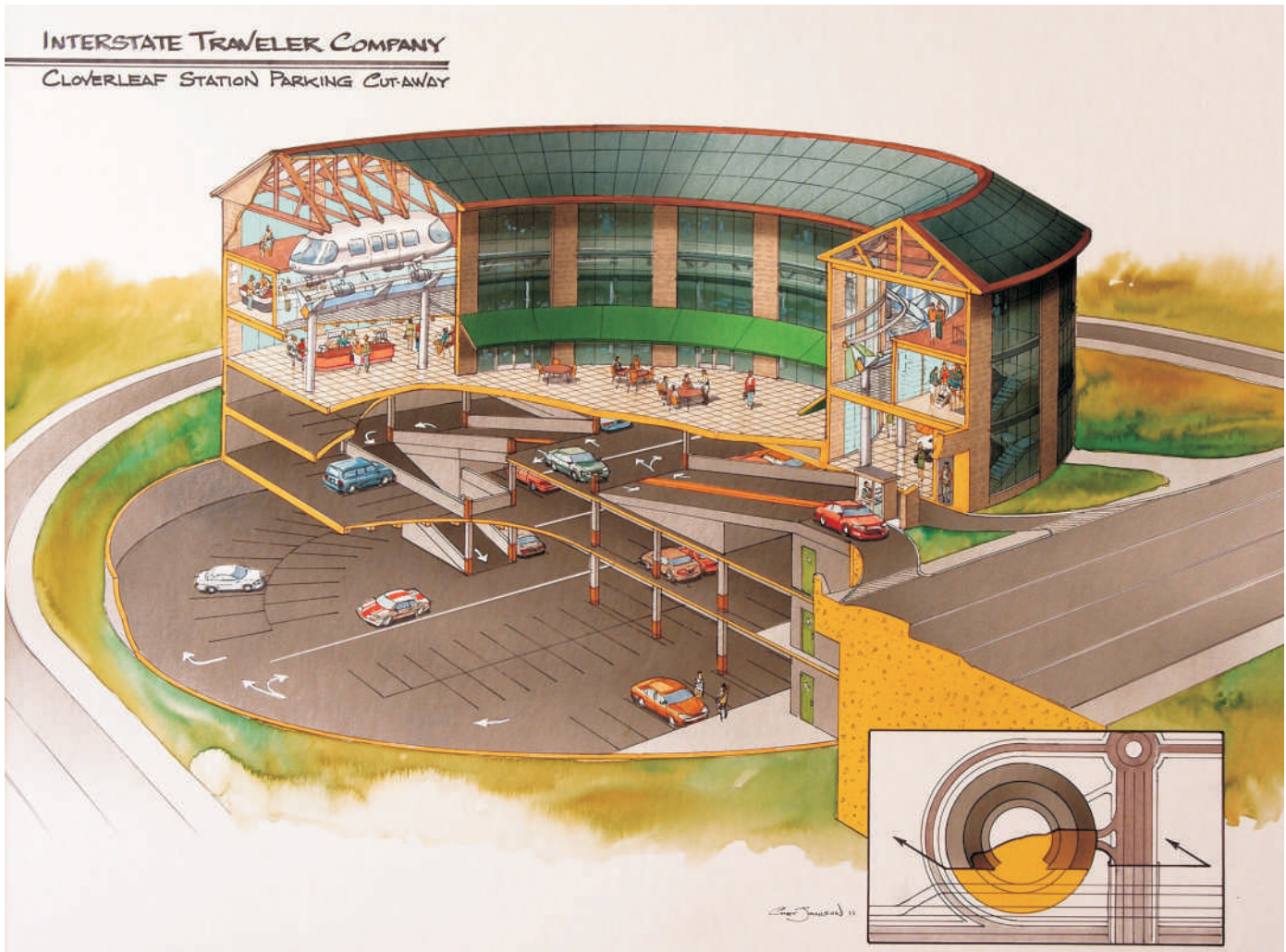
The Interstate Traveler

Hydrogen Super Highway (HSH) - MagLev Public Transit Network



The Traveler Station

The keys to success for public transportation infrastructure systems are accessability and availability. The Traveler Stations ensure maximum access with a seamless integration of local transit with the HSH system. Traveler Stations built within the cloverleaf landlocked spaces at highway interchanges will enable easy access to parking, ride share, vehicle rental services and amenities that, in form and function, will rival any public transit stop in the world.



Per Capita Revenue Share



50 / 50 Revenue Share on Public Rights of Way

In the United States, the Interstate Traveler Company, LLC has established a Per Capita Revenue Share model where half of the revenue gathered from operations on public rights of way are paid over to the same via our proposed P3 agreement that will govern the revenue share distribution to all municipal governments State by State. The architecture of the P3 agreement is activated by executive authority of the Governor granting right of way (Interstate Highway) to build the HSH establishing the revenue share structure at the same time.

National standardization is key so that All municipalities become beneficiary to the revenue of the Public rights of way generated by the HSH system. The State level authorization insures that All municipalities State-wide become immediate beneficiaries of the HSH system with the opening of the first 100 mile segment no matter where it is built in the State. Along with the direct municipal revenue share the general Public will be able to apply for Grants from any of the four Public Trusts established forthwith.

Estimated Revenue Share on a 100 Mile HSH installation with 100 Stations and 300 Transports in dense urban development such as proposed herein is projected to exceed \$1.0B USD/Year and will increase as the system is expanded. Revenue estimates are as follows:

1/8th to the Federal Treasury	12.5%	\$125M USD/Year
1/8th to the State Treasury	12.5%	\$125M USD/Year
1/8th to the Counties Per Capita	12.5%	\$125M USD/Year*
1/8th to Local Gov Per Capita	12.5%	\$125M USD/Year*
1/8th to State Trust for Medical	12.5%	\$125M USD/Year
1/8th to State Trust for Educational	12.5%	\$125M USD/Year
1/8th to State Trust for Recreational	12.5%	\$125M USD/Year
1/8th to State Trust for Historical	12.5%	\$125M USD/Year

Other Rights of Way such as existing Toll Roads, Rail Roads and utility rights of way will each receive the full and undivided 50% revenue share.

* for a population of 10,000,000 people in residence of the State the per capita revenue paid is \$12.50 per person in residence as reported by the most recent US Census.

Ten Primary Deliverables

Rapid Transit	= \$ /minute
Advertising	= \$ /sign
Hydrogen	= \$ /kilogram
Electricity	= \$ /kilowatt
Energy Storage	= \$ /kilowatt
Fiberoptics	= \$ /bandwidth
Fuel pipelines	= \$ /gallon or Ft ³
Liquid waste	= \$ /barrel
Brand New Water	= \$ /liter
Internet / Telecom	= \$ /minute

Regional Economic Development

Long term employment from the construction, operations and expansion of the HSH Elevated Rail System will lead to sustained regional economic development as well as stabilization of municipal revenue, property values and access to municipal services by the general public.

The presence of reliable transportation and infrastructure that is resilient to extreme weather and will even withstand hurricanes, floods, tornados and earthquakes gives greater confidence to businesses looking to invest in the local market. The HSH gives greater access to markets for a larger percentage of the population limited by unreasonable drive times by car. The HSH increases access to employment opportunities city by city and will create a general increase in land value to support the investments in Opportunity Zones.

Interconnecting local, regional and airport transit systems the HSH will bridge the gap of time and distance for travelers of every destination, increasing access to employment opportunities city by city with a safer, faster and more reliable long distance transportation system increasing the quality of life for everyone.

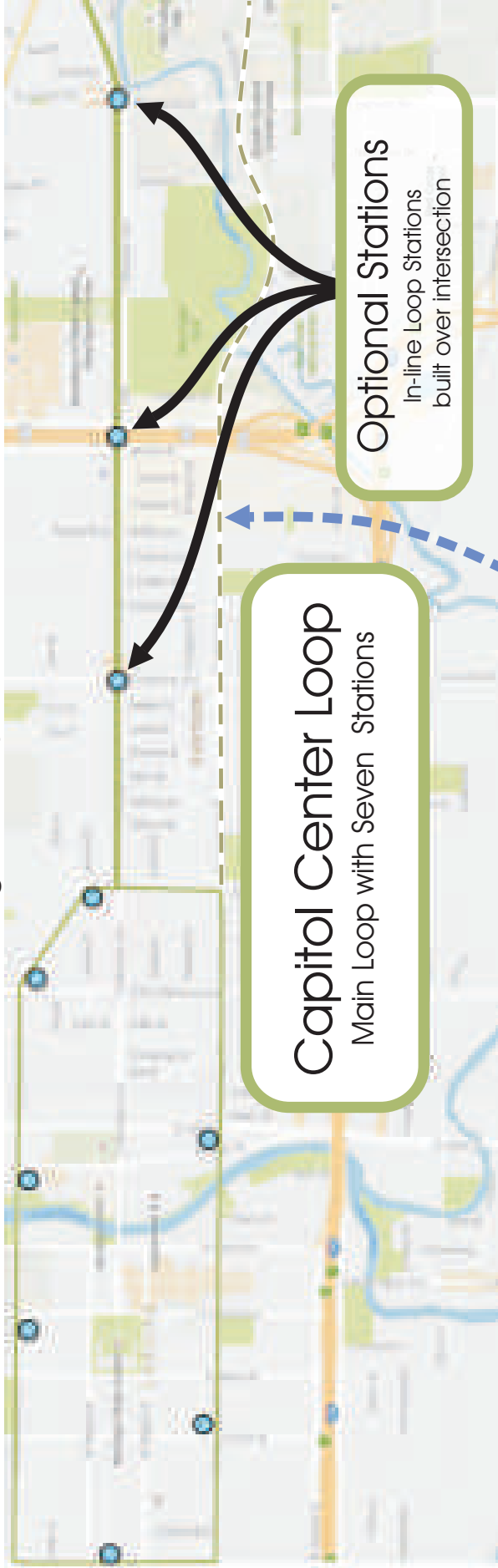
From the Lansing Capitol Center to Meridian Mall

HSH Elevated Rail System 6' Gauge (1/2 Scale)

9 Mile Parallel Track - 22 Stations - 22 Transports - 440 Jobs - \$464M USD

Lansing Population: 118,427 ^ East Lansing Population 48,844 ^ Meridian Township 39,688

Total Regional Population: 206,959

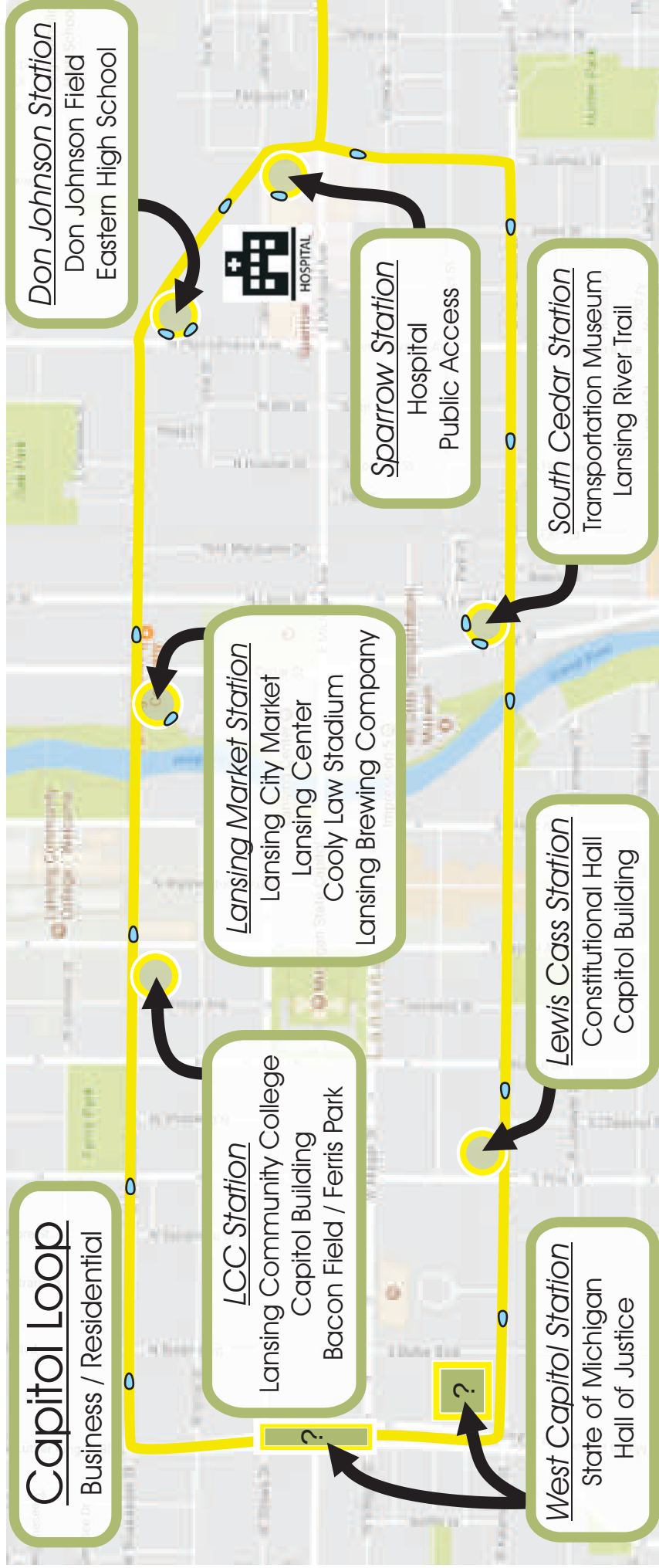




Capitol Loop

Detail

HSH Elevated Rail System 1/2 Scale
Seven Public Access Stations
Lansing Population 118,427

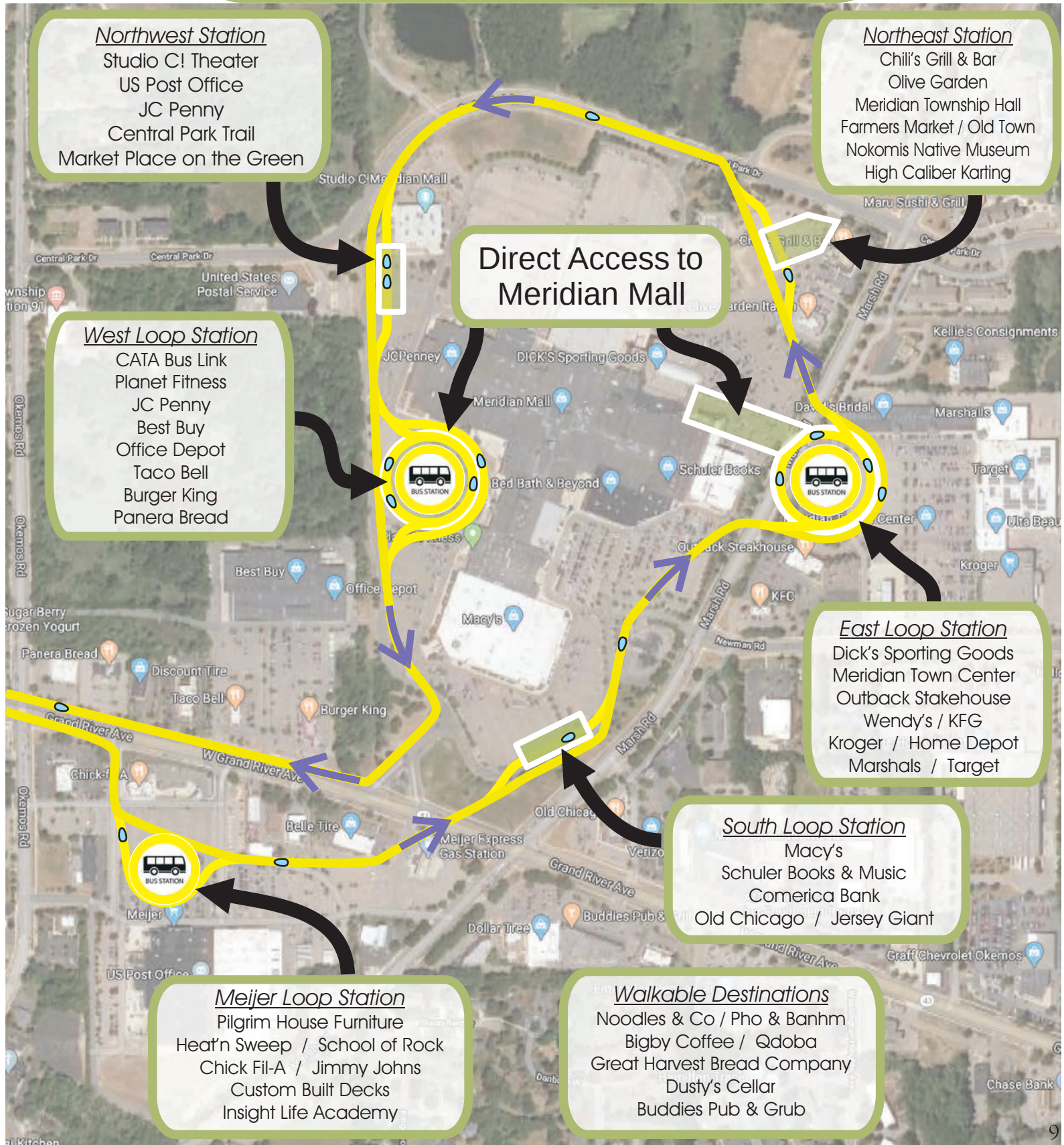


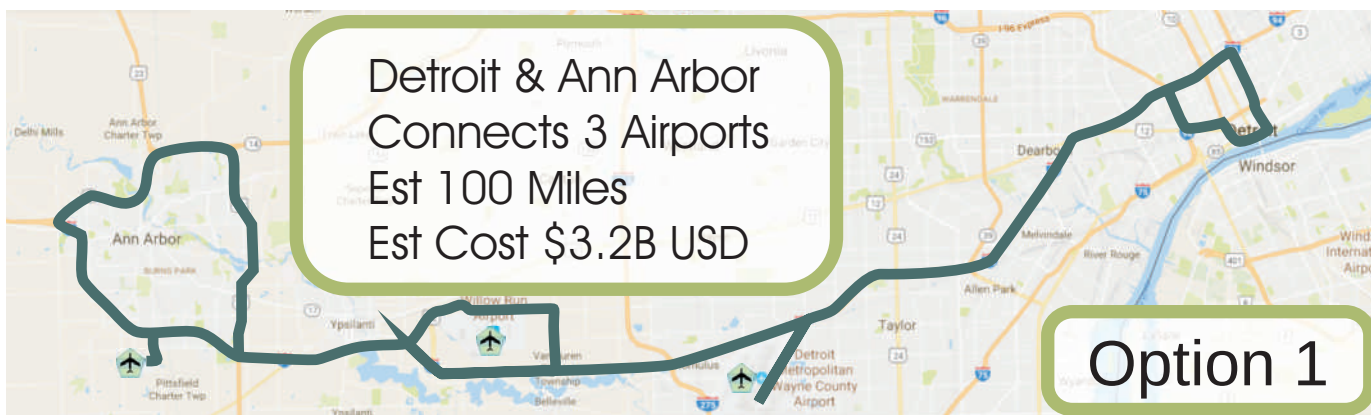
Meridian Mall Detail

122 Stores

Main Loop with Six Public Access Stations

Meridian Township Population 39,688





Detroit, Ann Arbor & Lansing

Option 3

Detail

Connects 5 Airports
Est 212 Miles (341km)
Est Cost \$9.4B USD

Est Per Capita Revenue Share \$53.75

Interstate Traveler Company, LLC		
<i>Detroit, Ann Arbor and Lansing</i>	Total KM of Primary Rail	341.18 KM
Edit Values in Yellow to Recalculate		
Project Summary and Analysis Tool		
Total Miles (Including Side Track and Main Line)	307.82	
Total Kilometers (Including Side Track and Main Line)	495.68	
Total Pedestrian Passenger Transports	403	
Total Simultaneous Passenger Capacity	40,000	
Total Car Transports	200	
Total Freight Transports	200	
Total Square Feet of Solar (Rail)	26,004,404	pv-sqft
Total Area of PV in Acres:	597	/acres
Total Watts / Square Feet	20	
Total Watts / Hour	520,088,076	
Total Solar Hours	6	
Total Watts per Day	3,120,528,458	
Total Watts per Year	1,138,992,887,071	
Total KW per Year	1,138,992,887	
Average Value / Kw	\$0.10	
Average Annual Kw Value	\$113,899,288.71	/year
Total Cost for System	\$9,407,229,966.21	
Projected Annual Revenue	\$8,750,653,120.00	(Fairbox, Rent, Advertising only)
Return on Investment (after operational 100% Revenue)	1.08 Years	
Return on Investment (after operational 50% Revenue)	2.15 Years	
Return on Investment (50% Rev +Startup Time)	3.53 Years	
Public Share on Public ROW	50%	
Projected Annual Private Share	\$4,375,326,560.00	
Projected Annual Public Share	\$4,375,326,560.00	
Total Expected Direct Employment	10,140	JOBS Hospitality and Concierge

Detroit, Ann Arbor and Lansing	
308	Miles of Rail
204	Traveler Stations (Not Including Car Transport Ramps)
3	Lease Hold Business / Station
612	Total Business
10	Employees / Business
6,120	Total Employees in Traveler Stations
804	Transports on System
5	Concierge / Transport
4,020	Concierge Employees
10,140	Total Employees (estimated)

Interstate Traveler Co. LLC

January 28, 2020

Rail Installation Analysis Detroit, Ann Arbor and Lansing

341.18

Total KM of Primary Rail

1 mile = 5,280 feet

1 Kilometer = 3278 feet

212.00 miles

Rail and Utility Substation Costs/Kilometer

Qty	Units	Description	Cost	Amount	Notes
4	Kilometer	AMSC HTS Super Conductor Wire	\$120,000.00	\$480,000.00	
2	Kilometer	Solar Panel 72" wide x 1 Kilometer long	\$871,948.00	\$1,743,896.00	8' x 1' section of panel at \$266.00/foot
2	Kilometer	Concrete 3'x3' x 12' concrete Piers	\$0.00	\$0.00	
2	Kilometer	Steel for Rail Tubing / Stanchion / Central Support	\$1,273,532.80	\$2,547,065.60	20.9436183371449 % of total cost / KM
33	Kilometer	Supplemental Conduit	\$3,278.00	\$108,174.00	\$1 / per foot
2	Kilometer	Fiber Optics	\$16,000.00	\$32,000.00	figured at \$5/ft
0.25	Units/Kilometer	Full Function Utility Substation	\$3,000,000.00	\$750,000.00	One every 4 KM (2.5 Miles)
1	Labor/Kilometer	100 people working simultaneously / 1 week	\$100,000.00	\$100,000.00	\$52k / Annual Salary~ \$1K / week
5	Kilometer	Site work / demolition / adjustment to overhead lines	\$100,000.00	\$500,000.00	
9	Kilometer / pair of rails	Solid-state Electromagnetic Solenoid Components	\$655,600.00	\$5,900,400.00	\$200 / foot * 3278 for Pair or Rails
HSH Elevated Rail Structure + Fractional Utility Substation Costs / Kilometer				\$12,161,535.60	
		Section Length (Feet)		88	
		Cost per Lineal Foot		\$3,710.05	
		Cost per Section		\$326,484.18	

Traveler Stations

Qty	Units	Description	Cost	Amount	Notes
0	Each	Grand Terminal Stations	\$80,000,000.00	\$0.00	
0	Each	Cloverleaf Stations "Traveler Station"	\$5,000,000.00	\$0.00	
0	Each	Car Ramp for Car Ferry w/ Parking Structure	\$1,200,000.00	\$0.00	
0	Each	Air and Sea Port Construction / Integration	\$90,000,000.00	\$0.00	
0	Kilometer	Sidetrack to access to Traveler Stations (.5KM/Station)	\$12,161,535.60	\$0.00	
0	Kilometer	HSH Service Station + Staging Area Budget	\$20,000,000.00	\$0.00	
0	Each	Basic Access Point, parking, freight access, etc	\$500,000.00	\$0.00	
				\$0.00	

Transports

Qty	Units	Description	Cost	Amount	Notes
0	Each	Grand Public Car	\$8,000,000.00	\$0.00	
0	Each	Commuter Public Car	\$2,000,000.00	\$0.00	
0	Each	Freight Car	\$1,500,000.00	\$0.00	
0	Each	Car Ferry	\$1,500,000.00	\$0.00	
0	Each	Medical Transport	\$5,000,000.00	\$0.00	

Rail Installation Check List

20 Enter Watts/SqFt value for Solar Panels here

Qty	Units	Description	Cost	Amount	Notes
341.18	Kilometer	Primary Right of Way	\$12,161,535.60	\$4,149,272,716.01	
154.50	Kilometer	Sidetrack to access to Traveler Stations (.5KM/Station)	\$12,161,535.60	\$1,878,957,250.20	
212.00	Miles	Essential Lineal Parallel Track			
Stations and Terminals					
4	Each	Grand Terminal Stations	\$80,000,000.00	\$320,000,000.00	
200	Each	Cloverleaf Stations "Traveler Station"	\$5,000,000.00	\$1,000,000,000.00	
100	Each	Car Ramp for Car Ferry w/ Parking Structure	\$1,200,000.00	\$120,000,000.00	
10	Each	Basic Access Point, parking, freight access, etc	\$500,000.00	\$5,000,000.00	
2	Each	HSH Service Station + Staging Area Budget	\$20,000,000.00	\$40,000,000.00	
5	Each	Air and Sea Port Construction / Integration	\$90,000,000.00	\$450,000,000.00	
Transports					
3	Each	Grand Public Car (GPC)	\$8,000,000.00	\$24,000,000.00	
400	Each	Commuter Public Car	\$2,000,000.00	\$800,000,000.00	
200	Each	Freight Car	\$1,500,000.00	\$300,000,000.00	
200	Each	Car Ferry	\$1,500,000.00	\$300,000,000.00	
4	Each	Medical Transport	\$5,000,000.00	\$20,000,000.00	
403	Total Commuter Cars	Total Cost for Interstate Traveler Installation		\$9,407,229,966.21	
200	Total Car Ferry	Cost of Steel at 1200 dollars per ton at 30 tons per section		\$975,165,143.04	12%
603	Total Transports	Balance		\$8,432,064,823.17	90%
309	Total Stations + Airports				
2.60	Total Cars / Station				
495.7	Total Kilometers				
307.8	Total Miles				
0.729	Stations / Essential Lineal Mile				
3.79	Cars/mile				
804	Total Cars				
Cost per Kilometer Complete System			\$18,978,433.60		
Cost per Mile Complete System			\$30,561,084.70		

Interstate Traveler Co. LLC

January 28, 2020

ROI Detroit, Ann Arbor and Lansing

Return On Investment via Fairbox Collections, Freight, Rent, Advertising Only

Grow budget by X percent: **0%**

		307.82	Total Miles of Track
Steps:		495.68	Total KM of Track
1	Passenger Fee / Minute	\$1.00	
2	Car Transport Fee / Minute	\$5.00	
3	Freight Fee / Ton Mile	\$1.00	Ton Mile
4	Total Tonnage Per Freight Transport	10	Tons
5	Average Distance in Miles per Ton on Freight	80	Miles
6	Number of Freight Cars	200	
7	Total Simultaneous Capacity in Tonnage	2,000	
8	Total Ton / Mile in Freight @ 80 Miles	160,000	Ton/Miles Per Day
9	Freight Transports Total Projected Use Annually	11,680,000	Ton/Miles per Year
10	Average Freight Delivery Time of 80 Miles @ 100MPH	0.80	Hours
11	Total Number of Freight 0.8 Hour Time Blocks / Day	6,000	Time Blocks Per Day
12	Freight Transports Projected Use as an Average over 24 hours	20%	Percent of Capacity
13	Number of Pedestrian Transports	400	
14	Passengers Per Car	100	People
15	Average Time of Trip for Pedestrian	12	Minutes
16	Total Simultaneous Capacity (Pedestrians Only)	40,000	
17	Total Number of 12 Minute Time Blocks / Day	120	
18	Total Daily Capacity (Average Time * Total Capacity)	4,800,000	
19	Pedestrian Projected Use as an Average over 24 hours	40%	Percent of Capacity
20	Pedestrian Total Projected Use Daily	1,920,000	Rides
21	Pedestrian Total Projected Use Hourly	80,000	
22	Pedestrian Total Projected Revenue Daily	\$23,040,000.00	
23	Pedestrian Total Projected Use Annually	700,800,000	Rides
24	Pedestrian Total Projected Revenue Annually	\$8,409,600,000.00	
25	Number of Car Transports	200	
26	Average Time of Trip for Car Transport	10	Minutes
27	Total Number of 10 Minute Time Blocks / Day	144	
28	Car Transports Projected Use as an Average over 24 hours	40%	Percent of Capacity
29	Car Transports Total Projected Use Daily	11,520	Rides
30	Car Transports Total Projected Revenue Daily	\$57,600.00	
31	Car Transports Total Projected Use Annually	4,204,800	Rides
32	Car Transports Total Projected Revenue Annually	\$210,240,000.00	
33	Pedestrian Revenue / Trip / Single Pedestrian at \$1 /minute for 12 minutes	\$12.00	Fee For Use on a Trip
34	Car Transports Revenue / Trip / Single Car Transport at \$5 /minute for 10 minutes	\$50.00	Fee For Use on a Trip
35	Efficiency Average Speed Traveled	100	Miles per hour
36	Efficiency Possible Distance Covered Traveling at 100mph for 12 minutes	20.0	Miles (Pedestrian)
37	Relative Cost Per Mile Traveled for Pedestrian	\$0.60	Dollars / Mile
38	Revenue All Transports/ Annually	\$8,619,840,000.00	Annual
39	Revenue for all Freight Transports	\$11,680,000.00	Annual
40	Advertising Revenue Calculations	\$99,957,120.00	Annual
41	Rent Revenue Calculations	\$19,176,000.00	Annual
	Total Annual Revenue for All Transports / Advertising / Rent	\$8,750,653,120.00	Annual
	Budget>> Cost for Installation for 307.82 miles	\$9,407,229,966.21	Cost
	Total Projected Annual Revenue	\$8,750,653,120.00	Annual Revenue
	Return on Investment at 100% of Revenue	1.08	ROI in Years if appeared overnight
	Enter Debt Service Fund Percentage	50%	
	Total Annual Debt Service Fund (P/P Partnership)	\$4,375,326,560.00	
	Return on Investment using Debt Service Fund	2.150	Years

STATE OF MICHIGAN



HOUSE OF REPRESENTATIVES

House Resolution No. 23

Offered by Representatives DeRossett, Adamini, Anderson, Brown, Ehardt, Elkins, Gielegghem, Gillard, Jamnick, Koetje, Lipsey, Meyer, Sheltroun, Woodward, Zelenko, Amos, Bradstreet, Gleason, Hager, Howell, Murphy, Nofs, Pastor, Shackleton, Stakoe, Tobocman, Vander Veen, Voorhees, Ward and Paletko

A RESOLUTION TO MEMORIALIZE CONGRESS TO ENACT LEGISLATION TO SUPPORT RESEARCH, DEVELOPMENT, AND CONSTRUCTION OF THE INTERSTATE TRAVELER PROJECT THROUGH THE REAUTHORIZATION OF THE TRANSPORTATION EQUITY ACT OF THE 21ST CENTURY (TEA-21) AND/OR OTHER RELATED FEDERAL PROGRAMS

WHEREAS, The Interstate Traveler Project is an elevated maglev (magnetic levitation) rail mass transit system that is based upon a conduit cluster concept powered by hydrogen and solar power. The project promises to provide travelers with a clean, quiet, safe, reliable mode of transportation. The intent of the project is to create the world's first switchable maglev rail network that will provide inter-urban/inter-city pedestrian, automobile, and light freight transit services. The project will simultaneously produce, store, and distribute hydrogen, which will not only serve as an alternative energy resource, but also will give Michigan's automakers the incentive to produce hydrogen internal combustion engines, fuel cell cars, and the manufacturing opportunity to build maglev rail cars; and

WHEREAS, By fully integrating with the interstate highway system, existing transportation infrastructure, and mass transit systems, the Interstate Traveler Project seeks to reduce traffic congestion and air pollution while improving traffic safety and efficiency. The Interstate Traveler Project substations will utilize the existing interstate highway system's entrances and exits, providing a seamless link of private automobiles, pedestrian traffic, existing municipal bus routes, and taxi services. These substations will also support the hydrogen distribution system, as well as fiber optics, water, electricity, and other utilities. Although the Interstate Traveler Project is ideally suited for the interstate highway system, it may also be integrated with existing and abandoned railroad right-of-ways or along other appropriate lands; and

WHEREAS, The Interstate Traveler Project is consistent with the 2003 State-of-the-Union address which called on Congress to appropriate \$1.2 billion for hydrogen fuel cell technology; now, therefore, be it

RESOLVED by the House of Representatives, That we memorialize Congress to enact legislation to support research, development, and construction of the Interstate Traveler Project through the reauthorization of the Transportation Equity Act of the 21st Century (TEA-21) and/or other related federal programs; and be it further

RESOLVED, That copies of this resolution be transmitted to the President of the United States Senate, the Speaker of the United States House of Representatives, and the members of the Michigan congressional delegation.

Adopted by the House of Representatives, April 10, 2003.



Sally E. Randall
CLERK OF THE HOUSE OF REPRESENTATIVES

STATE OF MICHIGAN



MICHIGAN SENATE

Senate Resolution No. 89

Offered by Senators Allen, Kuipers, Jelinek, Prusi, Cropsey, Cassis, Goschka, Gilbert and Clarke

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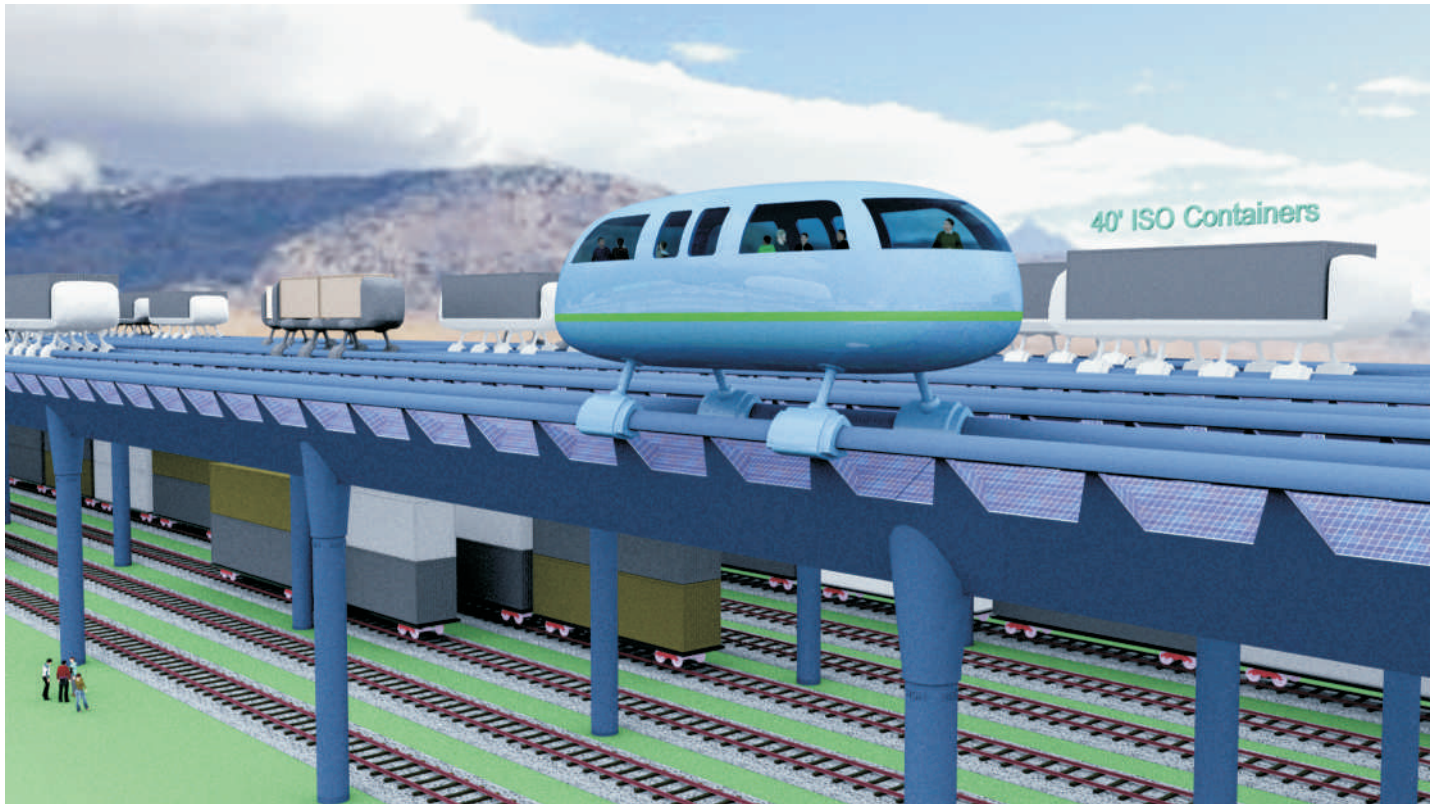
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Adopted by the Senate, May 28, 2003.





HYDROGEN SUPER HIGHWAY

THE INTERSTATE TRAVELER COMPANY, LLC

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2020