



WorldWide Hydrogen Super Highways

The Interstate Traveler Company, LLC
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October 10, 2007

Re: Answers to Questions

To Whom It May Concern,

We at Interstate Traveler are appreciative of your efforts in assisting us with our project funding and would therefore like to thank you.

Our project began on March 19th 1995; progress toward the completion of the original business plan and technical integration summary was completed by 2002 and published with the US SBA. From 2002 to the present day, all efforts have been in building an international team of representatives and a stellar team of retired automotive leaders from the "Big Three". At the close of 2006, the company reported 60 Partners to the IRS. Presently we have over 80 Partners including top management and industry leaders; including but not limited to, Tool and Die, Human Resources, Labor Relations, Corporate Management, Financial Management, Production Operations, etc, etc...

The Traveler is being developed for the expressed purpose of upgrading the entire existing US Interstate Highway System to provide a quieter, cleaner, safer, faster, cheaper and more efficient national transportation network to be continually expanded onto hundreds of thousands of miles of rail-road rights-of-way and other road ways. Further, the system is scalable for local inter-urban and just-in-time-delivery systems for commercial production facilities. This modular system will form a transportation and municipal infrastructure web across the United States, and eventually every nation in the world as an emerging standard.

The Traveler operates as a public/private infrastructure network allowing the general public, civil and commercial entities to own and operate custom built transit vehicles within the network. The integration with the Interstate Highway network includes the construction of easy-access "Traveler Stations" built inside of the cloverleaf's at every Interstate interchange to facilitate access by the greatest number of people, vehicles and commercial services without having to purchase any additional lands. All existing "Park and Ride" facilities adjacent to Traveler Stations will be upgraded to support pedestrians and vehicular transit, as well as, terminal support for the major parcel carriers.



We have decided to begin our quest in the state of Michigan and our first project is called The Detroit to Ann Arbor (Alpha System). We feel Metro Airport with Willow Run Airport in the center, flanked by connections leading to Detroit to the east and Ann Arbor to the west. The local counties have already invested heavily in planning what they call an "Aero-Tropolis" which unites the two airports and develops large tracks of land between the two airports that has already begun to be developed as commercial real estate.

We currently have the support of several influential communities that have already passed formal resolutions in support of this project. Most notably, the Michigan State Legislature in 2003 unanimously passed House Resolution 23 and Senate Resolution 89 proclaiming the Interstate Traveler as the infrastructure system of choice for the state of Michigan and the Nation.

We have begun similar work in many other states and countries but Detroit has always been our primary focus. Case in Point: Detroit has no public rail system of any kind nor does it have a contiguous bus system worth mentioning.

Within the commercial industry we have met with Top UPS and FedEx representatives. They have expressed great anticipation realizing the potential for increased revenues by the reduction of delivery time and liability insurance cost. Also, top leaders in the Maritime and Port Security are following our development very closely as this system will revolutionize containerized cargo handling from the Sea Ports to the Inland Yards. As a former Key Note Speaker for the Detroit Intermodal and Ocean Freight Association and the Transportation Club of Detroit which consist of all the major trucking, ocean freight and rail companies that serve the Detroit based automotive industry, our Founder has carefully worked with them so that they are ready to reap the benefits.

In conclusion, the Detroit to Ann Arbor installation is based on premium architectural methods, built to last. The approximate cost of tooling for production and supply chain development could reach between 1.5 and 2 billion dollars. The ROI is less than three (3) years from completion of this project.



Interstate Traveler Operational Summary

The Interstate Traveler Hydrogen Super Highway is a modular maglev rail system that is laminated with solar-panels which create enough power to operate all the basic systems for transportation, communications, security, water and sewer, etc., facilitated by the large cluster of conduits contained within the central support beam of the rail. The conduit cluster can be used for virtually any liquid and vapor based materials. Multiple conduits will also be dedicated to fiber optic cables for communication and super conducting electrical cables for power distribution.

The unique integration of components described above creates a self sustaining solar powered energy production and distribution system that is used to propel thousands of transport vehicles on the rail, and produce hydrogen and raw electrical energy to power traditional wheeled vehicles on the road ways, and supply hydrogen as a fuel to the growing aerospace industry in the coming decades.

The benefits of a clustered network of conduits include flexibility to enable regional networks where the larger main conduits may be dedicated to the transport of completely different liquids or gases. As an example, a network of Interstate Traveler Rail in a geographic region that is rich in crude oil resources can dedicate the largest conduits for the movement of crude oil from the field to the refinery. In other areas, the larger conduits can move agricultural methane or electrolytic hydrogen into general distribution.

The suspension system of the magnetically levitated Traveler Transports have the ability to adapt to g-forces on the fly so that the passengers will feel a greatly reduced sense of lateral movement that is felt when accelerating, decelerating and banking. Also, the suspension system enables the optimization of aerodynamics to employ the fuselage as a wing to generate lift and reduce the energy required to levitate the Transports and increase the available power for propulsion. The expected performance of the system should allow a full champagne flute to stand on a table virtually undisturbed during all normal operations.

The goals and expectations for national security include transportation reliability and safety along with resilient municipal infrastructure that is not easily damaged by typical annual weather systems and earth quakes. The Traveler meets all of these attributes, providing also a means with which to organize and optimize hundreds if not thousands of transports for emergency relief operations such as the evacuation of large districts of people in harms way from hurricanes and flood waters.

The transportation diversity opportunity created by the Traveler Rail enables an open platform where virtually any type of transport can be devised for virtually any purpose. Starting with public transit transports, freight transports and personal automobile transports for you in your car, there will also be mobile hospitals with a full compliment of emergency medical response services along with private and commercial transports for mobile restaurants, corporate / executive transports for business meetings, trade schools, universities, resorts, national park lands, and cathedrals of worship. Fleet services for large public venues crafted to promote the home-team professional sports organizations will be early adopters of this system to help "Pack the House" with public transportation.

Finally, the new national network of Traveler Stations will lay the foundation for thousands of new lease-hold franchise businesses that will serve the Travelers, provide the best public restroom facilities anywhere in the world and gainfully employ thousands of people for generations to come. Page 3 of 4



Key Performance Metrics

The Interstate Traveler self sustaining solar and hydrogen powered magnetic levitation rail system, also known as the Hydrogen Super Highway, may be installed under the following performance expectations on a per-mile basis and may be factored accordingly. All performance numbers in this case are based on available solar energy with adjustments according to geographic location and persistent weather patterns yielding +/- 20% from the Equator to the northern and southern polar latitudes with dependence on the selection of energy conversion technologies employed.

Basic Performance Projections by the Mile

Solar Cells:	84,480	SqFt / Mile (rail only)
Solar Cell Output:	12	Watts / Solar-Hour / SqFt (industry average)
Solar Electric Generation:	1,013,760	Watts / Solar-Hour / Mile (raw solar power)
Remaining Energy:	434,469	57% Energy Loss - Hydrogen Electrolysis
Water Re-Generation:	30	Gallons / Solar-Hour / Mile
30 Day Generation Watts:	273,715,200	9 Solar-Hours / Day * 30 Days (273 Megawatts)
30 Day Generation Water:	8,100	Gallons of Water
Load Capacity:	868,937	Lbs-levitated / Solar-Hour / Mile (0.5 watts/lb)
Load Capacity over 24-hr day:	400,000	Lbs-levitated / Hour 24 hours (night & day est.)
Transport Capacity over 24-hr day:	10	Transports / Mile @ 40,000 lbs each

For municipal integration, the Load Capacity as described above using 100% of the energy available should be reduced according to desired surplus distribution of energy. As an example, a 100 mile system as described above will generate a minimum of 100 megawatts/solar-hour. If 50% were dedicated to municipal integration that would accumulate 50 megawatts/solar-hour. Factoring for a 9 hour solar-day, 450 megawatts/solar-day would accumulate 13,500 megawatts/month. With an average of 600 kilowatts/month/house demand, the 50% surplus distribution will power as many as 22,500 private homes or as many as 50,000 private homes if low-voltage systems modern architecture are employed for each home.

Return on Investment can be calculated at 1.2 years for most inter-urban systems of 25 miles or more factoring at \$10 Million USD / Mile capital costs.

STATE OF MICHIGAN



HOUSE OF REPRESENTATIVES

House Resolution No. 23

Offered by Representatives DeRossett, Adamini, Anderson, Brown, Ehardt, Elkins, Gielegheem, Gillard, Jamnick, Koetje, Lipsey, Meyer, Sheltrown, 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

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

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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 SENATE, 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 a copy 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 Senate, May 28, 2003.

