



White pathways are too deep for Hyrail deployment and will require an alternative mode of transport, i.e., hydrogen ferry service, etc.

Mass Transit and Public Infrastructure

Solar and Hydrogen powered High Speed Elevated Mag-Lev with embedded public utilities conduit that houses;

- Super Conducting Cable for distribution of electricity
- High density fiber optics for communications and internet
- Conduit with the ability to flow liquid and/or vapor fuels.
- Produces one megawatt of electrical power per solar hour per mile.
- Only uses about half the energy it creates for operation of transit system and sub systems.



MAGNETIC VARIATION

Magnetic variation curves are for 2008 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, Geological Survey, Corps of Engineers, U.S. Coast Guard, and British Admiralty charts.

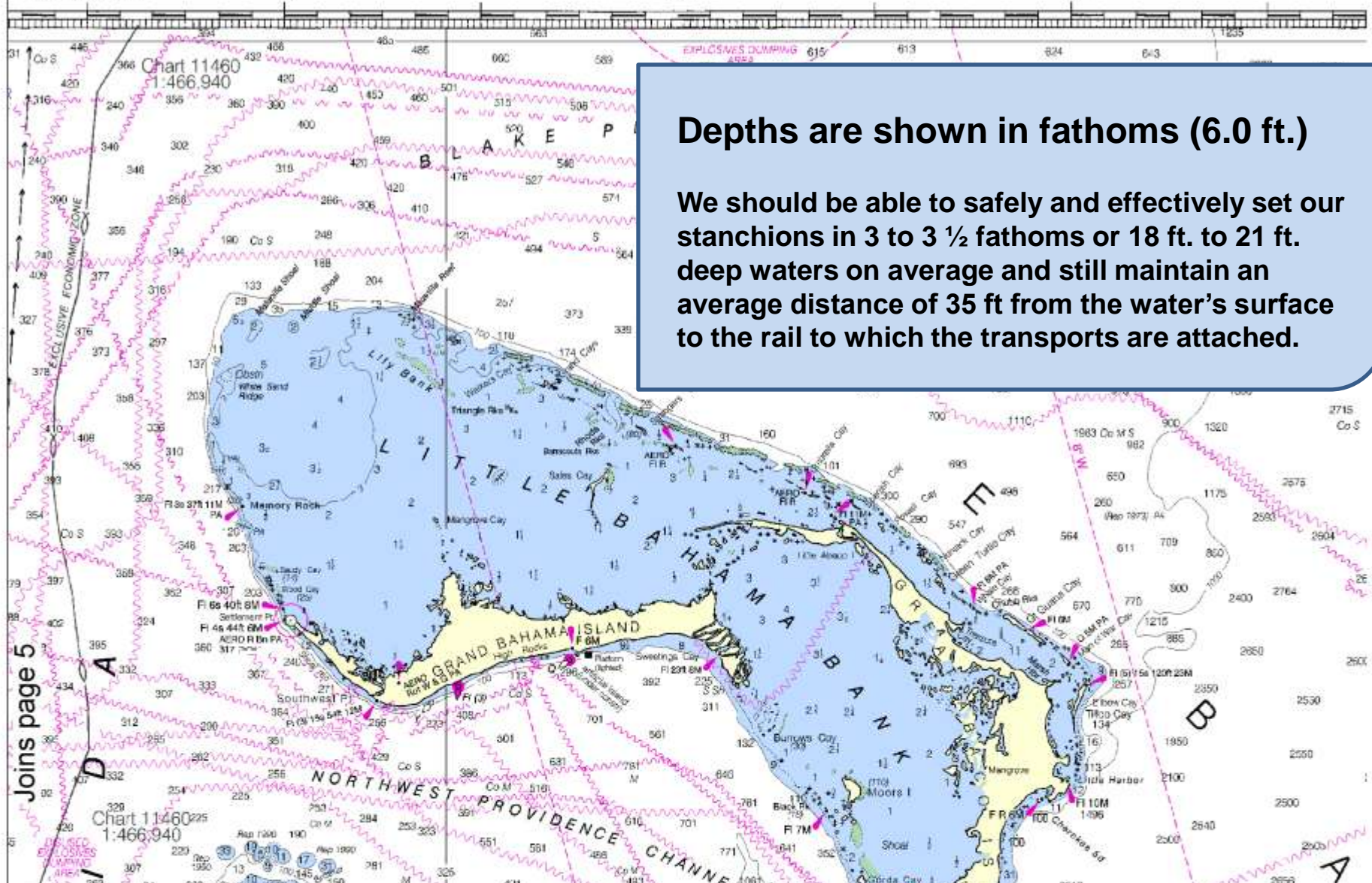
Hydrographic and Topographic Survey, July 1960 C-1906-61 KAPP 379

JOINS CHART 11059

79°

78°

77°



Depths are shown in fathoms (6.0 ft.)
We should be able to safely and effectively set our stanchions in 3 to 3 1/2 fathoms or 18 ft. to 21 ft. deep waters on average and still maintain an average distance of 35 ft from the water's surface to the rail to which the transports are attached.

Joins page 5

Chart 11460
1:466,940

A



Little Bahama Bank

Great Abaco

Little Abaco Island

Grand Bahama Island

Freeport

Mores Island

Great Abaco Island

Berry Islands

NORTHWEST
PROVIDENCE CHANNEL



Great Bahama Canyon

Russel Island

Royal Island

Harbor Island

Nassau International Airport to Freetown
140 mi./ 225 km

Current Island

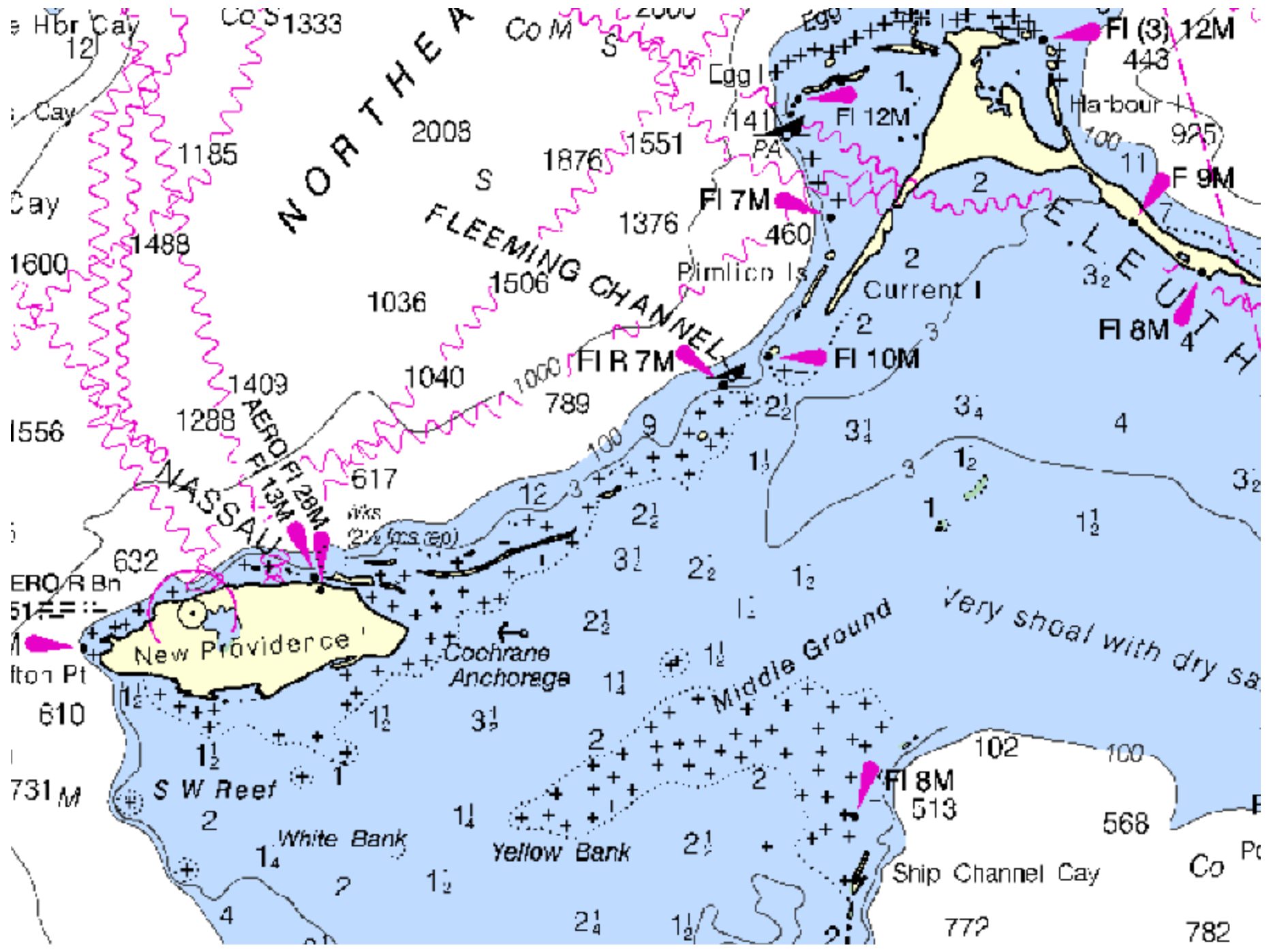
Paradise Island

Nassau

Rose Island

New Providence Island

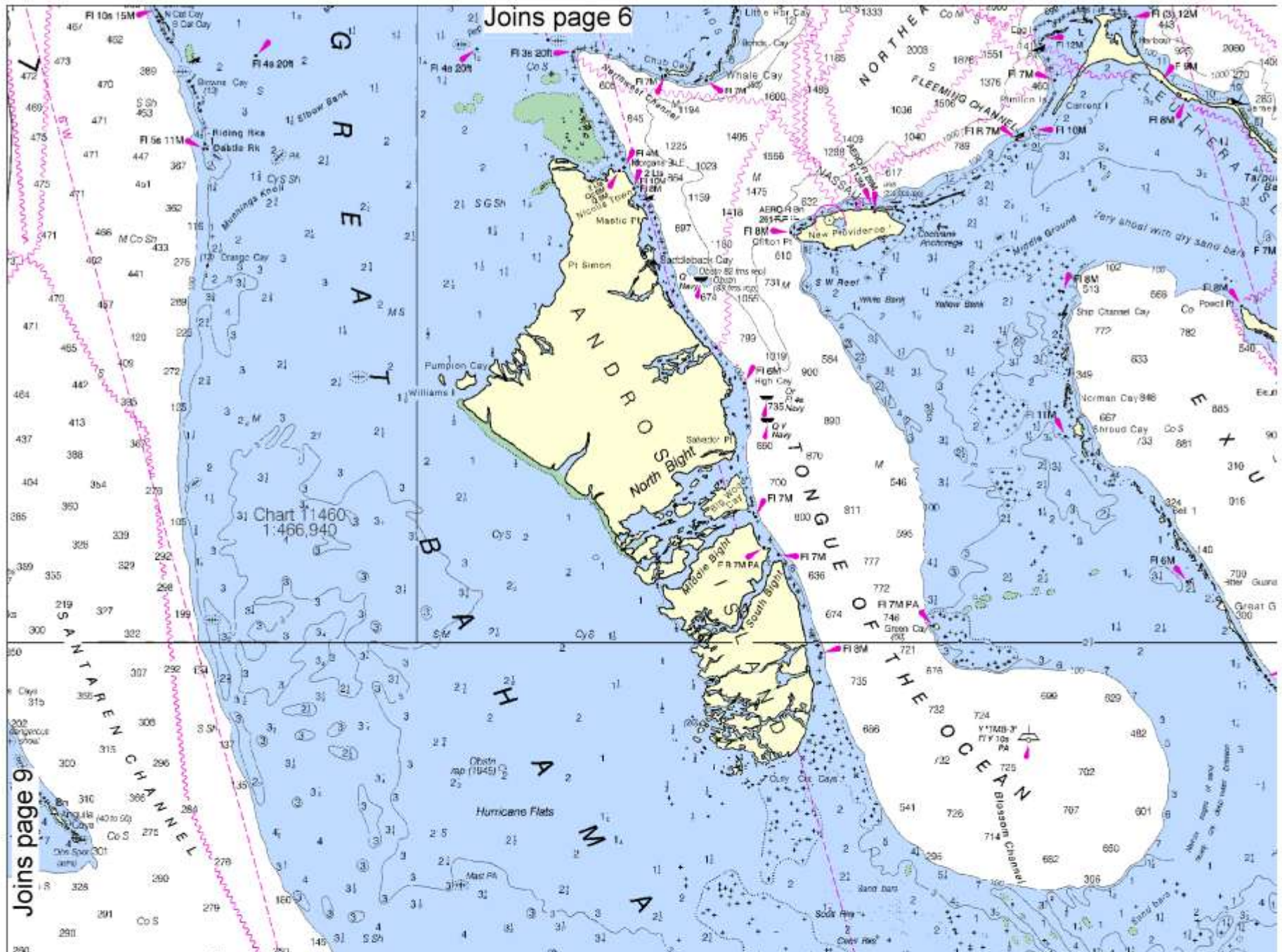
Eleuthera Island



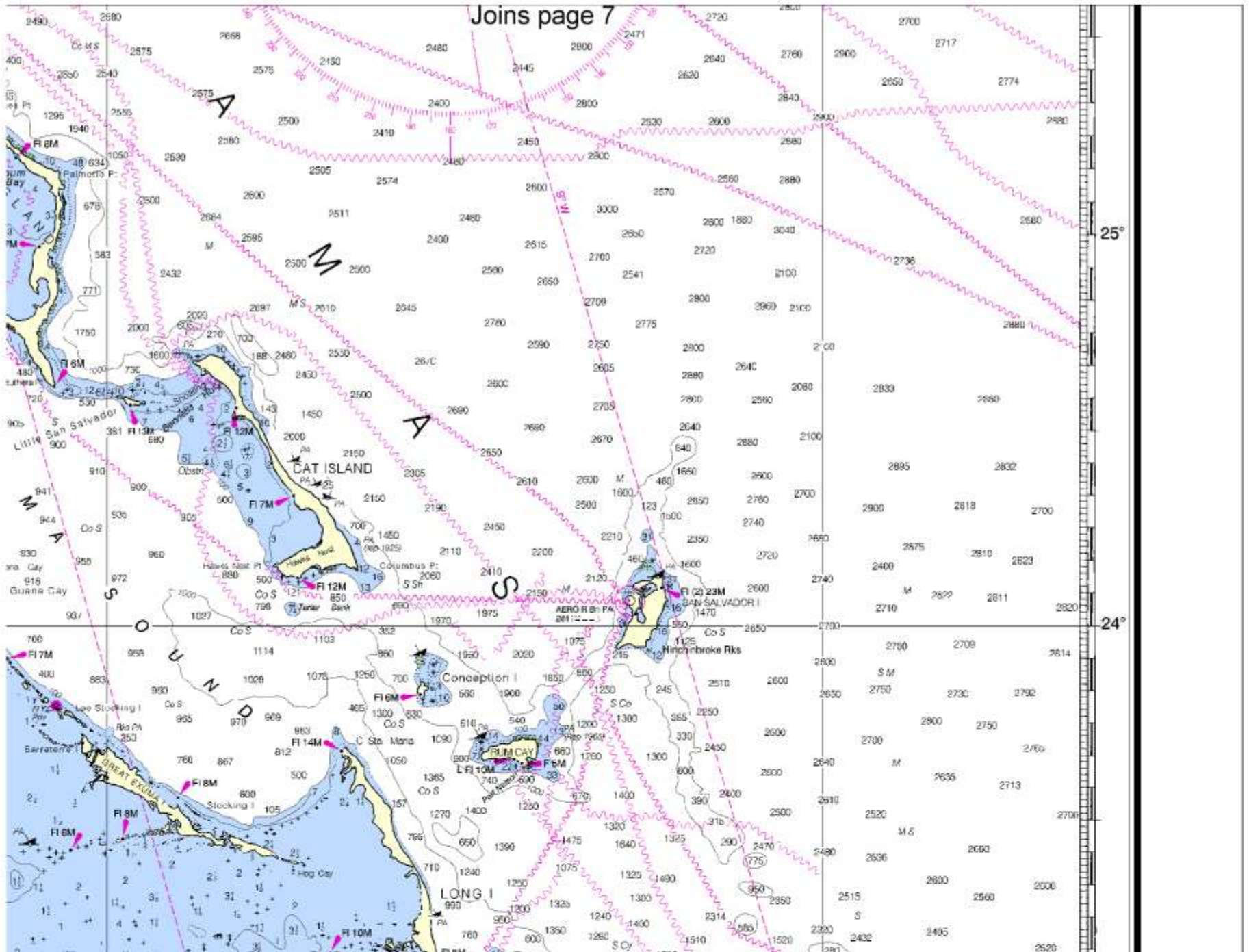


Tongue of the Ocean

Joins page 6



Joins page 9



25°

24°



12 mi. / 19.4 km.





Total components required to build one kilometer of rail including utility sub stations, Site work, demolition, adjustment to overhead lines and labor cost.

Cost Per Item

Total cost to construct rail and substructure Including embedded public utilities conduit

ITC Rail Installation Analysis

#Cost per Mile lock stock and barrel

1 mile = 5,280 feet 1 Kilometer = 3278 feet

Interstate Traveler Rail Costs/Kilometer

Qty	Units	Description	Cost	Amount	Notes
1	Kilometer	AMSC HTS Super Conductor Wire	\$120,000.00	\$120,000.00	
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 3x3' x 12' concrete Piers	\$17,482.67	\$34,965.33	
2	Kilometer	Steel for Rail Tubing / Stanchion / Central Support	\$1,336,112.80	\$2,672,225.60	41.1142565557548 % of total cost / kilometer
8	Kilometer	Supplemental Conduit	\$3,278.00	\$26,224.00	\$1 / per foot
1	Kilometer	Fiber Optics	\$16,000.00	\$16,000.00	figured at \$5/ft yet may be purchase at \$.35/ft
0.25	Units/Kilometer	Full Function Utility Substation	\$1,500,000.00	\$375,000.00	One every FOUR kilometers (2.5 Miles)
1	Labor/Kilometer	100 people working simultaneously / 1 week	\$100,000.00	\$100,000.00	\$52k / Annual Salary equivalent or \$1K / week
1	Kilometer	Sitework / demolition / adjustment to overhead line	\$100,000.00	\$100,000.00	
2	Kilometer / pair of rail:	Solid-state Magnets	\$655,600.00	\$1,311,200.00	\$200 / foot * 3278 for Pair of Rails
Total cost of the InterState Traveler /Kilometers				\$6,499,510.93	
		Section Length (Feet)		66	
		Cost per foot		\$1,982.77	
		Cost per Section		\$130,862.64	

Total cost per kilometer of rail sections and utilities conduit

Terminal Stations

Qty	Units	Description	Cost	Amount	Notes
0	Each	Grand Terminal Stations	\$8,000,000.00	\$0.00	
0	Each	Cloverleaf Stations "Traveler Station"	\$3,000,000.00	\$0.00	
0	Each	Car Ramp for Car Ferry w/ Parking Structure	\$2,000,000.00	\$0.00	
0	Kilometer	Sidetrack to Local Public Station (1Kilometer)	\$6,499,510.93	\$0.00	
0	Each	Remote Public Station, and parking (Private Land)	\$1,000,000.00	\$0.00	
Additional Cost for individual transport vehicles				\$0.00	

Interstate Traveler Public Cars

[Table of Contents](#)

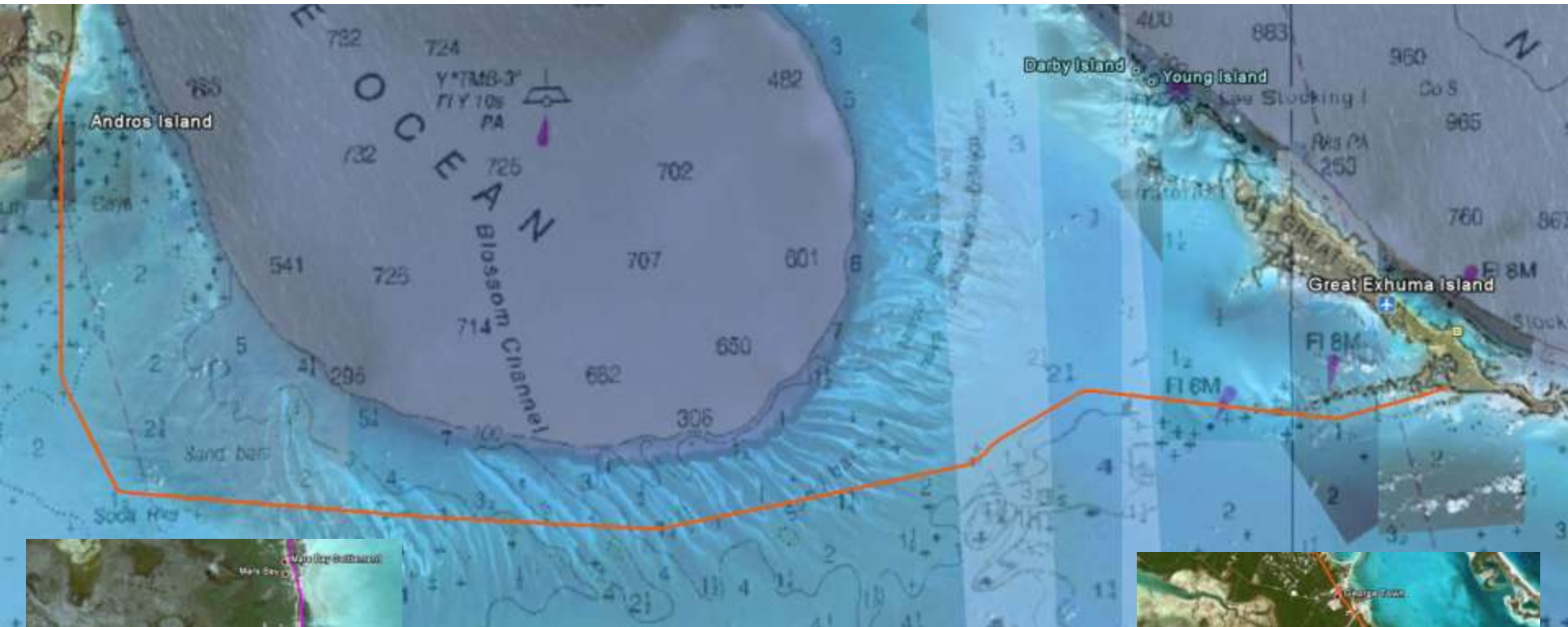
Qty	Units	Description	Cost	Amount	Notes
0	Each	Grand Public Car	\$1,000,000.00	\$0.00	
0	Each	Commuter Public Car	\$500,000.00	\$0.00	
0	Each	Car Ferry	\$300,000.00	\$0.00	

Nassau International Airport to Paradise Island Rail Installation Check List

Qty	Units	Description	Cost	Amount	Notes
19	Kilometer		\$6,499,510.93	\$126,090,512.11	
-	Kilometer		\$6,499,510.93		
-	Kilometer		\$6,499,510.93		
1	Each	Grand Terminal Stations	\$8,000,000.00	\$8,000,000.00	
-	Each	Cloverleaf Stations "Traveler Station"	\$3,000,000.00	\$0.00	
3	Kilometer	Sidetrack to Local Public Station (1Kilometer)	\$6,499,510.93	\$19,498,532.80	
-	Each	Car Ramp for Car Ferry w/ Parking Structure	\$2,000,000.00	\$0.00	
5	Each	Remote Public Station, and parking (Private Land)	\$1,000,000.00	\$5,000,000.00	
-	Each	Grand Public Car (GPC)	\$1,000,000.00	\$0.00	
36	Each	Commuter Public Car (60 Passenger)	\$500,000.00	\$18,000,000.00	
	Each	Freight Car	\$300,000.00	\$0.00	
	Each	Car Ferry	\$300,000.00	\$0.00	
36	Total Commute Cars	Total Cost for InterState Traveler Installation		\$176,589,044.91	
0	Total Car Ferry	Cost of Steel at 1200 dollars per ton at 30 tons per section		\$44,068,147.20	33%
1	Total Stations	Balance		\$132,520,897.71	75%
36	Total Cars / Station				
22.4	Total Kilometers				
13.9	Total Miles				
0.036	Pairs of Stations/Mile				
2.59	Cars/mile				
36	Total Cars				
		Cost per Kilometer Complete System		\$7,883,439.50	
		Cost per Mile Complete System		\$12,694,749.61	

*Plus additional cost for construction over water

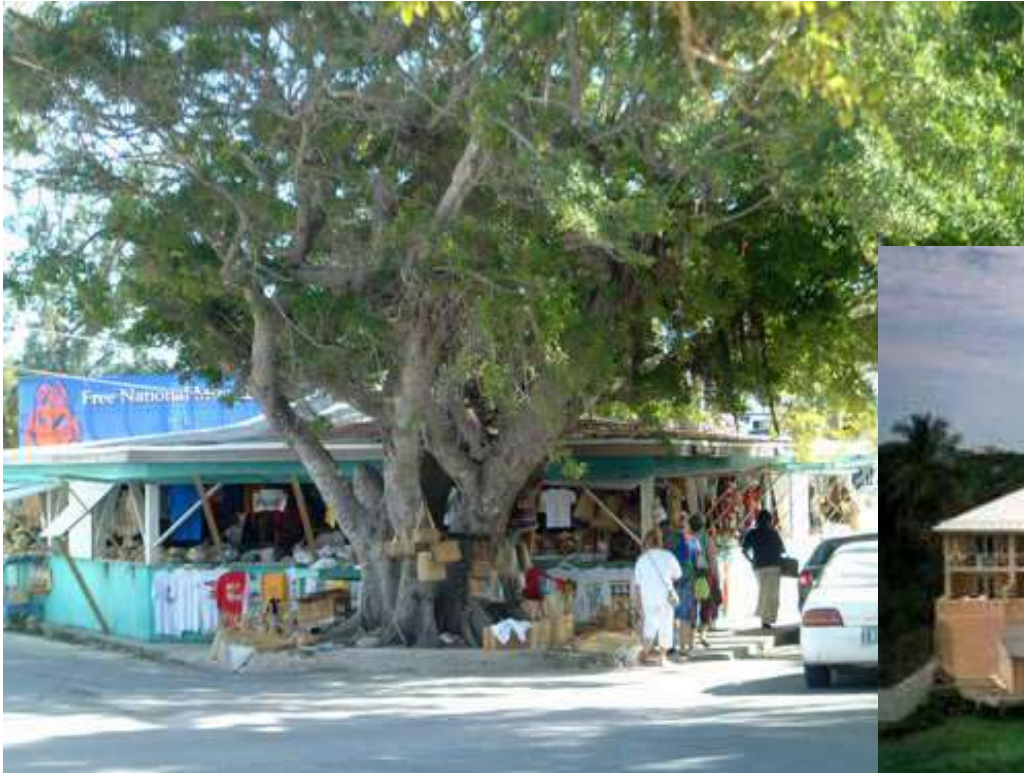
Great Exhuma Island to Andros Island Water Route





The water route from Nassau would come ashore at the upper portion of the island chain in the southern portions of Exhuma, connecting all of the smaller islands and supplying water, electricity and communications, not to mention transportation.

Straw market in Georgetown



The amount of usable land would grow exponentially and new areas would be quickly populated attracting new businesses and greatly increasing commerce.

CLUB PEACE AND PLENTY
9137 QUEENS HIGHWAY
ELIZABETH HARBOUR
GEORGE TOWN, 29055 BS
The Exumas



24 January 2011 Last updated at 06:32 ET

Report: Urgent action needed to avert global hunger

By Pallab Ghosh

Science correspondent, BBC News

A UK government-commissioned study into food security has called for urgent action to avert global hunger.

The Foresight Report on Food and Farming Futures says the current system is unsustainable and will fail to end hunger unless radically redesigned. It is the first study across a range of disciplines deemed to have put such fears on a firm analytical footing.

The report is the culmination of a two-year study, involving 400 experts from 35 countries. According to the government's chief scientific adviser, Professor Sir John Beddington, the study provides compelling evidence for governments to act now.

The report emphasizes changes to farming, to ensure that increasing yields does not come at the expense of sustainability and to provide incentives to the agricultural sector that address malnutrition. It also recommends that the most resource-intensive types of food are curbed and that waste is minimized in food production. "We know in the next 20 years the world population will increase to something like 8.3 billion people," he told BBC News. "We know that urbanization is going to be a driver and that something of the order of 65-70% of the world's population will be living in cities at that time. "We know that the world is getting more prosperous and that the demand for basic commodities - food, water and energy - will be rising as that prosperity increases, increasing at the same time as the population."

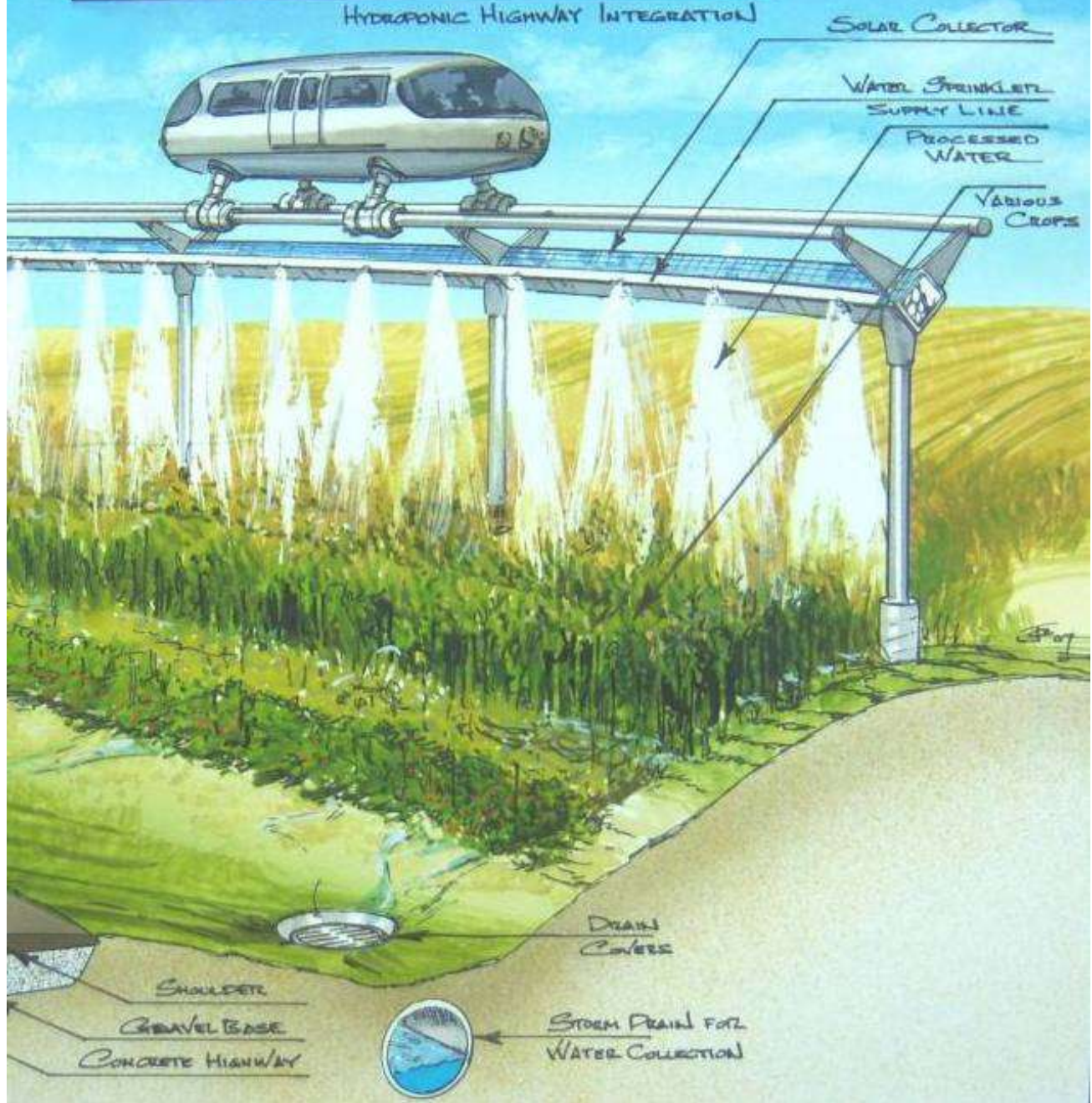
He warned: "We have 20 years to arguably deliver something of the order of 40% more food; 30% more available fresh water and of the order of 50% more energy. We can't wait 20 years or 10 years indeed - this is really urgent."

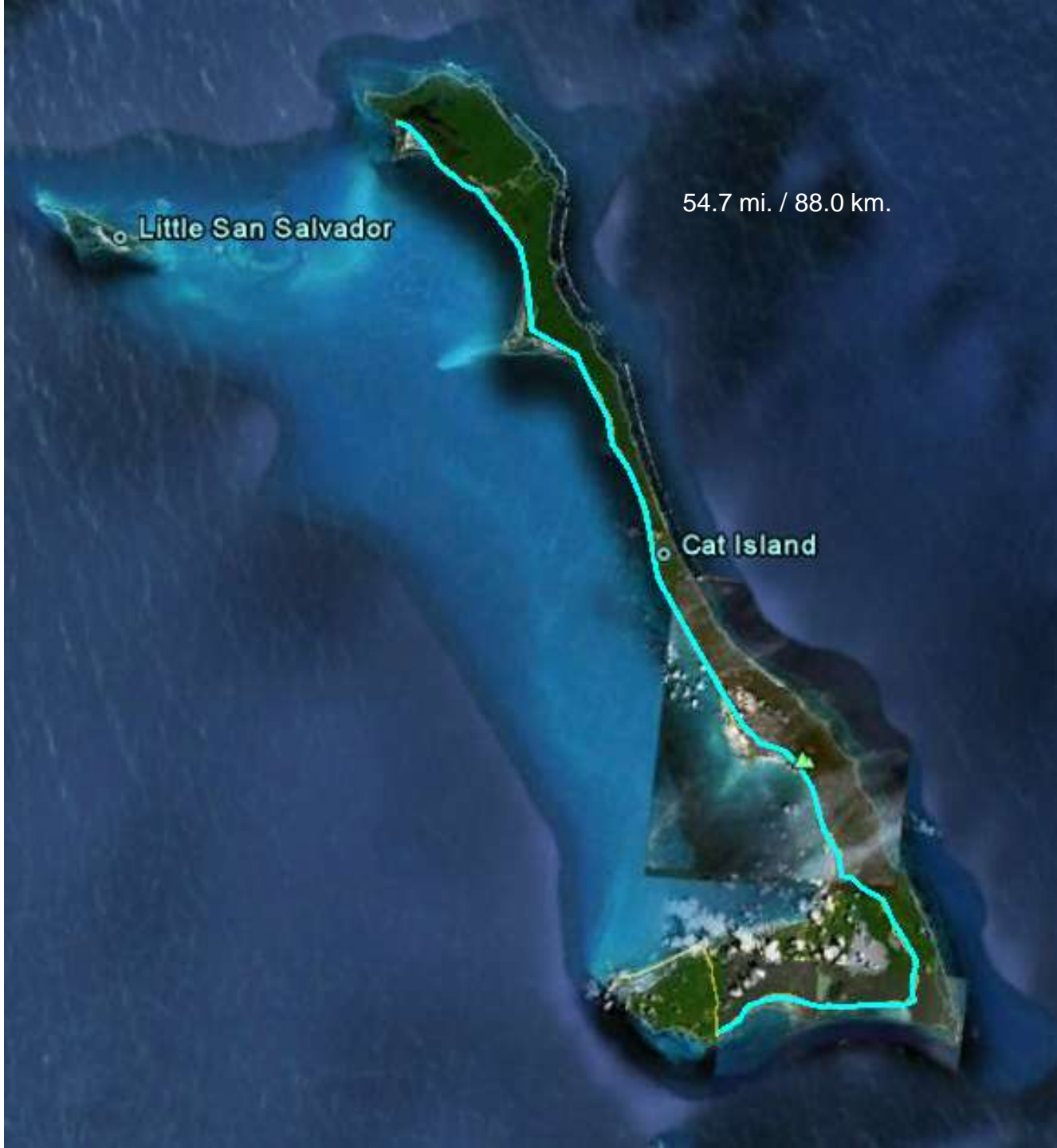


The report calls for an urgent change to food production in order to feed future generations

INTERSTATE TRAVELER COMPANY LLC.

HYDROPONIC HIGHWAY INTEGRATION

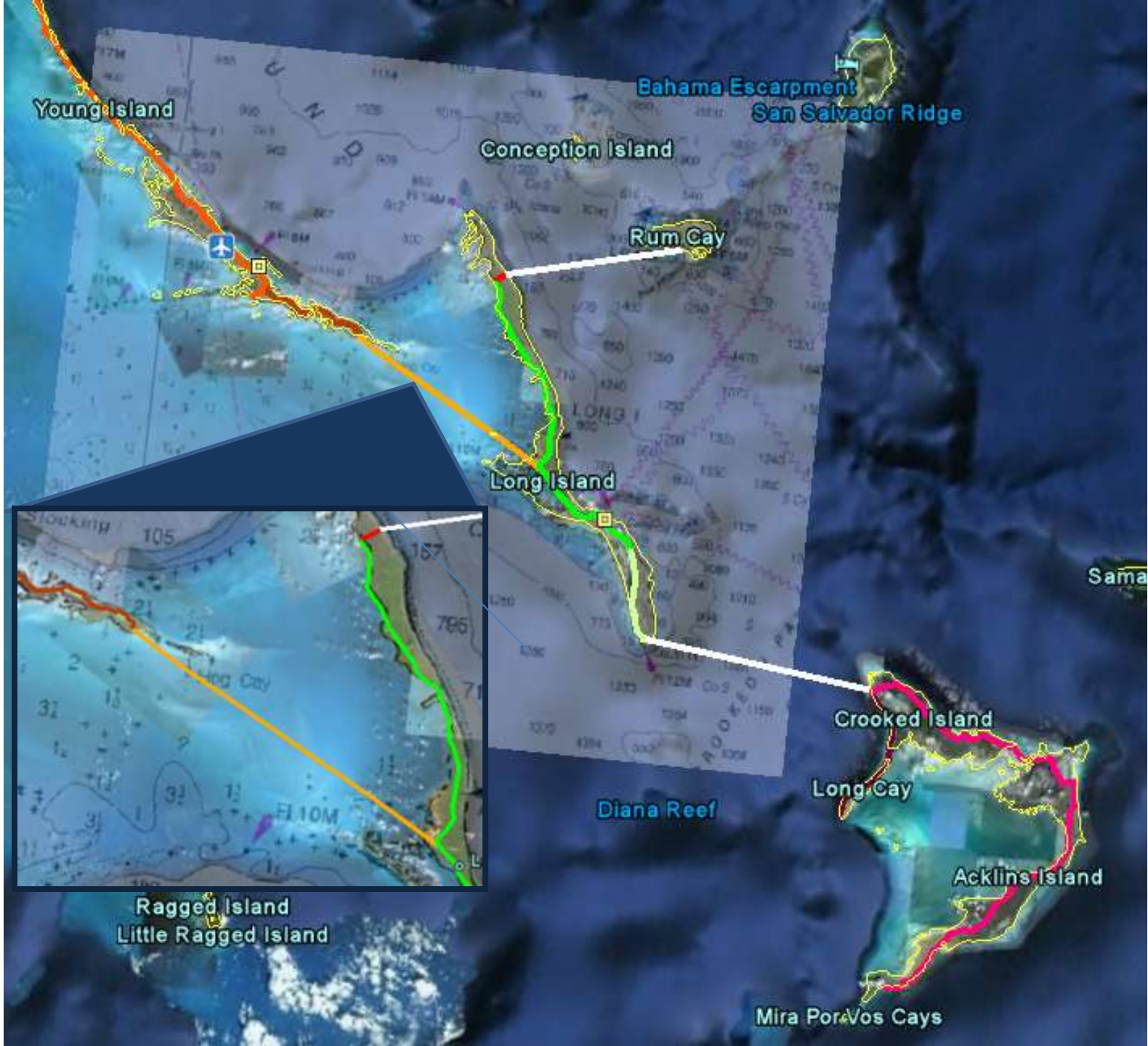




Little San Salvador

54.7 mi. / 88.0 km.

Cat Island



	A	B	C	D	E	F	G
1	Nested Domain Addressing System						
2	Top Level	USA					
3	Second	State					
4	Third	County					
5	Fourth	Township / City / Villiage					
6	Fifth	Private Network					
7	Sixth	Private Terminal					
8							
9	Example of Addressing Method					Marker:	.
10	Ordinate Value / Position						
11	USA	1					
12	Michigan		14				
13	Wayne County			1			
14	Redford				8		
15	Shopping Center					2	
16	Stop Number						6
17		1	14	1	8	2	6
18	Departure ID 1.14.1.8.2.6						
19							
20	Ordinate Value / Position						
21	USA	1					
22	Illinois		17				
23	Cook County			14			
24	Chicago				1		
25	Shopping Center					16	
26	Stop Number						5
27		1	17	14	1	16	5
28	Destination ID 1.17.14.1.16.5						
29							

TRANSPORTATION: A Boost for High-Speed Rail

By [Fawn Johnson](#)

Tuesday, January 25, 2011 | 8:14 p.m.

President Obama wants 80 percent of Americans to have access to some type of high-speed rail system within 25 years, a transportation network that will cost billions if it is built right. Obama's request is likely to land with a dead thud on Capitol Hill because even under more flush budgetary circumstances, Republicans are looking to cut high-speed rail programs.

A new system of interconnected high-speed and inter-city rail "could allow you to go places in half the time it takes to travel by car. For some trips, it will be faster than flying, without the pat-down," Obama said in his prepared remarks.

In the past two years, the White House has budgeted \$1 billion annually for high-speed rail, in addition to \$8 billion that was devoted to the program in the economic stimulus program. House Republicans have zeroed in on that \$8 billion as one of their top priorities in reclaiming stimulus funds. They consider the high-speed rail program one of the most tangible symbols of unnecessary, top-down government spending.

Obama sees high-speed rail as a central component of a broad transportation plan that harkens back to New Deal-type spending. Rail is a faster, more efficient, and environmentally safer way of moving people from place to place. The only trouble is that it will take decades to build a city-to-city rail network that is robust enough to convince people to get out of their cars. Even without Republicans' steadfast refusal to consider any form of government spending, marshaling that kind of investment over such a long period is a tall order. Obama isn't daunted. Last year, he asked Congress for an up-front investment of \$50 billion for infrastructure, which he billed as an immediate vehicle for job creation. The request went no where. Now, Obama is asking for both a short-term and a long-term commitment to rebuild the nation's roads and bridges and start developing a new network of rail systems. He still wants an immediate infusion of cash combined with a six-year reauthorization of surface transportation policy. For the White House, it's about job creation. For Republicans, it's about spending. How they bridge that gap will be the source of the dialogue for the coming year.





Inside: MSU men can't keep up with Texas

No. 12 Spartans suffer 67-55 loss at the hands of No. 18 Longhorns — Sports, 1B

LIVINGSTON COUNTY DAILY

PRESS & ARGUS

Volume 100 Number 326

Thursday, December 23, 2010

www.livingstondaily.com

50¢

MONEY

Financier: Taxpayer-backed credit ratings will spur train

If public-private lease were broken, governments would be on the hook

By Christopher Behnen
DAILY PRESS & ARGUS

A proposed multibillion-dollar magnetic levitation train that would run through Livingston County could be financed using taxpayer-backed credit ratings if approved by government units, a Troy-based financier said.

The danger: If a public-private

lease agreement were broken, government units that provide local services would be on the hook to pay for the magnetic levitation train, known as a MagLev.

Michigan municipalities can't co-sign loans with private companies, but the financiers could lend money to the state, then the state would lend that same money to private entities, explained Tim

Halen, vice president of First Funding LLC.

In this case, the "back-as-back" lease agreement would require Northfield Township-based investor, Tronco Co., the company behind the train, to repay the state.

A solid credit rating is needed to execute such a lease agreement. That's where local units of government — some of which have top credit ratings — could choose to invest in the project.

Halen maintains money isn't the issue to get MagLev off the

ground, however. He said there are "billions" of unattached economic-development dollars waiting to fund such projects that make use of renewable energy — in this case hydrogen, however.

Halen's company finances economic-development projects for the federal and state governments, and for counties and cities.

He said the problem was getting a MagLev off the ground is political. For starters, the project needs the state to approve the right



INTERSTATE TRAVELER CO. IMAGE

Interstate Traveler Co. wants to build a hydrogen-powered train that would run on magnetic levitation and connect Detroit to Ann Arbor along Interstate 94; Detroit to Grand Rapids along Interstate 96; and Ann Arbor to Brighton along U.S. 23.

Continued on page 4

COMMUNITY

At 70, veteran on a mission to help others

Whether it's at VA hospital or disaster scenes, Samples answers the call

By Christopher Behnen

DAILY PRESS & ARGUS

Season



MICHIGAN

Snyder: Whack public spending

Next governor says he'll confront costs of compensation

Train supporters look to move forward with plans

Continued from page 1

of way along major highways to move forward.

There is no agreement of any kind between Interstate Traveler and Baker's company, a subsidiary of Chicago-based Amerifund Corp.

"Our private investors have more than enough money to fund this. The issue is the political issues involved," Baker said.

The state Legislature would have to approve easements for the MagLev system, which is proposed to connect Detroit to Ann Arbor along Interstate 94, Detroit to Grand Rapids along Interstate 96, and Ann Arbor to Brighton along U.S. 23, to move forward.

Government entities would have to approve pledging their credit ratings in order to invest in the project, which means the project would have to be sold as a benefit

in each community, Baker said.

He said he's confident the MagLev is a sure bet, considering the technology is in use, and has been recognized by NASA and the U.S. Department of Defense.

"There are a lot of people around the state who have seen it and say, 'God, if there is a way we can get that off the ground and finance it, people from around the world would come to look at it,'" Baker said.

He said he's secured funding for other projects with promise of supporting renewable energy, including for an energy park in Rochester, Minn.

He said such projects, including a MagLev, are expected to create jobs. He said the MagLev is projected to create some 40,000 jobs.

State Rep. Bill Rogers, R-Genoa Township, chaired the Interstate Traveler task force, which support-

ed the project in concept but last year said there was no evidence of promised private funding.

Interstate Traveler founder Justin Eric Sutton countered that his company has private funding in hand, and that it won't require taxpayer dollars.

This week, Rogers said he had a "new vigor" for MagLev after a meeting with Baker, and that he felt a public-private partnership would work.

Rogers said the election of Governor Rick Snyder, a longtime Ann Arbor businessman, caused him to put a new emphasis on the MagLev "big-time."

He hopes to present his findings on a MagLev project to Snyder, and in the meantime get an up-or-down vote on a public-private financing partnership for MagLev from the appropriate legislative committees.

Rogers said he hopes for state easements to be granted predicated on evidence of all needed project financing.

"We're still not out anything. The money doesn't show up, it doesn't happen. The system doesn't work, it doesn't happen," he said.

"It's worth opening up that door," Rogers added.

Sutton's MagLev plan would distribute utilities along the proposed route, including hydrogen that could be used for future hydrogen fueling stations along the route.

The plan includes a 50-50 split on profits from the MagLev system with local units of government.

Contact Daily Press & Argus reporter Christopher Behman at (517) 548-7108 or at cbehman@gannett.com.



PRESS ARGUS

Student laptops mark 'huge step'

Pickney district begins issuing computers to six upper grades

Pickney Elementary School District is taking a "huge step" in technology by beginning to issue laptops to students in the sixth, seventh, eighth and ninth grades, according to Superintendent Dr. Robert J. ...



Students in the sixth, seventh, eighth and ninth grades at Pickney Elementary School District are beginning to use laptops in the classroom.

Program returns to help connect needy, resources

With larger turnout, educators, organizers calling for solutions

Organizers of the "Connect the Dots" program, which aims to help connect needy families with resources, called for solutions to the problem of poverty during a recent meeting. ...

"For some reason, people without vision don't like visionaries" — Mark Twain



Aspen City Systems, a leader and majority partner of a Microsoft franchise Co., let us be about the Solutions of your computer needs with the City of Detroit. ...

Opposition to health overhaul declining

Health care reform is gaining momentum as opposition to the overhaul declines, according to a recent survey. ...

\$4 million Transit company founder sure he's on right track

But roadblocks remain to get magnitude levelation project started in Michigan

Transit company founder is confident he is on the right track despite roadblocks to the \$4 million levelation project in Michigan. ...

Inside: [Image of a person] [Text about local news]

Online: **SHARE** Inside: [Image of a person] [Text about local news]

Transit company founder wants vision in motion

The transit company founder is pushing for a vision in motion, according to a recent report. ...

Politics: [Text about local political events]

top: [Text about local news]

Critics: [Text about local news]

haul: [Text about local news]

ON THE WEB: [Text about local news]

84: [Text about local news]

10,000: [Text about local news]

PRESS ARGUS
LIVINGSTON COUNTY DAILY