



OF UNDERSTANDING  
Economic Development of Solar Mobility Networks



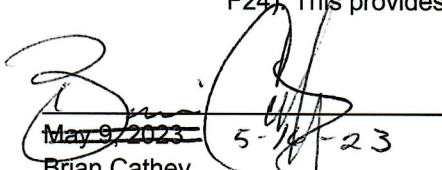
THIS MEMORANDUM OF UNDERSTANDING ("MOU") is entered into as of May 9, 2023, by and between the CITY OF Atoka, Oklahoma (CITY) and JPods LLC. (JPoDS), or assigns ("TBD"), each a Party" and collectively the "Parties".


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.
3. The US and Oklahoma Constitutions forbid transportation and other monopolies. This MOU enforces the Constitution to allow innovations in free markets: Article II, Bill of Rights, SECTION II-32. *"Perpetuities and monopolies are contrary to the genius of a free government, and shall never be allowed, nor shall the law of primogeniture or entailments ever be in force in this State."*
4. History. Triggering war, the Boston Tea Party was a demonstration against a government transportation monopoly. To prevent rebuilding that path to war, "[post Roads](#)" and monopoly clauses were written into Constitutions. Violating Constitutions, The Federal-Aid Highway Act of 1916 initiated monopoly mandating a century with the 25-mpg efficiency of the Model-T.

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 [Oklahoma Department of Labor](#) (generally ASTM International F24). This provides a 3,000X better safety record than roads.

  
~~May 9, 2023~~ 5-16-23  
Brian Cathey  
Mayor, City of Atoka, OK

  
May 9, 2023  
Bill James  
CEO, JPods LLC