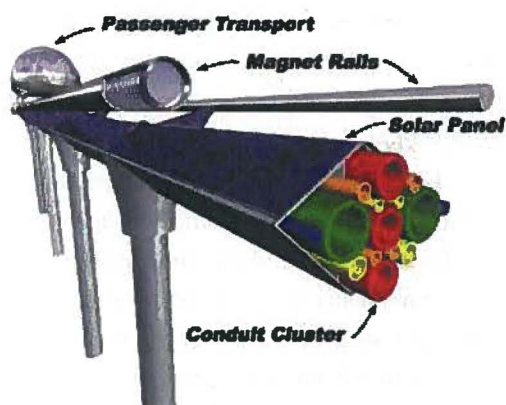


ENTERED
Office of Proceedings
July 26, 2017
Part of
Public Record

Interstate Traveler Company, LLC

The builders of the...

Hydrogen Super Highway



A Michigan Based Limited Liability Company With Offices Located at:

4990 S. Old US23 HWY Brighton, Mi 48116		
	Contact: Justin Sutton Phone: 313.910.9711 Justin@InterstateTraveler.us	

www.InterstateTraveler.us

www.HydrogenSuperHighway.com (on loan by ACSA)

www.HyRail.us

www.WorldWideHydrogenSuperHighways.com

Response to US DOT FHWA RFI - DTFH6114RI00007

Title: Novel Surface Transportation Systems

Responses are requested by 3:00 PM EST, March 24, 2014.

FHWA encourages any organization that is conducting research and development of novel transportation systems to submit the information listed below electronically to: FHWAAAdvancedResearch@dot.gov and Guang.Zeng@dot.gov.

Interstate Traveler Operational Summary

All Rights Reserved.

1) - Executive Summary

The Interstate Traveler Co. LLC is a Southeast Michigan based infrastructure development company engaged in the research, development, fabrication, installation and maintenance of a solar powered plug and play infrastructure system of subsystems which integrate an elevated magnetic levitation transportation system with municipal conduit for signal cable, broadcast radio, fiber optics, electrical capacitance and electrical distribution along with a multitude of liquids, vapors and gases. Said system dedicates a portion of the solar power to hydrogen production and distribution of sufficient size and scope to self sustain the system of systems and create a growing surplus of stored energy in the form of stored hydrogen as well as in other battery technologies. Said system employs the conduit cluster and subsystems to operate and maintain a constant supply of potable water along with all standard municipal services to all attached Traveler Stations and Substations. Said system is operated using a TCP/IP styled nested domain addressing electronic network operating system that will facilitate the routing and position control of multiple transports, record and control the gathering, dispensing and movement of materials, signals and energy in the conduit cluster and share real-time data to enable a growing rail network of independent, interconnecting and interoperable rail networks. Further the network operating system will provide direct addressability and control of all valves, switches, meters, gauges, motors, monitors, cameras, kiosks, sensors, relays, regulators, interfaces, lights, locks, actuators, future subsystems and electronic databases. Further the operating system environment may allow for the real-time communication of redundant independent computers and computer programs that may host the operating system that may control all of the components used in the operation of the system, allowing for the seamless expansion and reconfiguration of the system in a "plug and play" fashion. Further, said operating system will include failover backup systems, data archiving, and the ability to compute, store and report values based on system activity, performance and integrity that may be used in ongoing performance analysis, enhancement and general accounting. Subsystems include water generation, water conditioning, high intensity spectral inundation for the destruction of biological and organic contaminants in water, sewerage processing, centrifugal density separation of contaminated water along with solid waste and biological contaminate deconstruction using plasma technology as may be applied.

The Interstate Traveler transportation system described herein is ideal for multimodal transportation systems integration directly driving an increased demand on local 'public' transportation as well as commercially operated Taxi companies creating thousands of jobs in the near term and millions in the long term. The system will increase handling efficiencies at busy international sea ports while interconnecting airports with train stations and bus stations in addition to the accessibility already engineered into the design of our Traveler Stations.

The typical Transport will exceed 700 square feet of floor area and comfortably move large groups of people, palletized cargo and private automobiles that can just drive into transport vehicle that is designed to receive cars. Due to the right-sized large scale of our system, our Passengers will embark onto our Transports using the largest doors in the public transportation industry giving unrivaled compliance with the American's with Disabilities Act that is so very important now and in the future.

2) - A technical summary of the level of technology development or maturity

The Interstate Traveler Company has contracted several engineering firms focusing on mechanical, electromagnetic and kinematic analyses. The analytical results were produced by qualified engineers working at internationally regarded and established firms using three of the top engineering software systems on the market being ProE, Catia and AutoCAD and other combatable integrated engineering software analysis tools to produce hard-line data used in derivative analysis including Finite Element Analyses to determine structural load rating of the rail system, operability of the in-line valve bulkhead conduit connector for liquids, vapors and gases, the range of motion analysis of the ball-joint cantilever suspension arm subsystems that enable real-time three dimensional movement of each transport on the maglev rail system to counter-act lateral g-forces. Neither passenger, cargo, nor cup of tea will be moved laterally during normal operations giving unrivaled comfort for passengers riding the system.

The unique coil arrangement of the Interstate Traveler Company's hyper-dynamic electromagnetic slotted linear motor is both powerful and efficient having a radial array of solenoids enabling the creation of a toroidal electromagnetic field that can levitate, push and pull a slotted nacelle along the rail. (Figure 7)

The rail system is operated using a specialize Nested Domain Addressing System based on established Internet TCP/IP and SONET Ring data network design. Any number of transports may operate upon the rail system even to the density of the entire rail being filled with public, private and commercially owned transports.

The rail is made of steel such that the entire unified surface becomes the grounded side of the circuit for all electrical systems insuring the shortest path to ground to maximize the efficiency of the maglev system.

Working both with contracted engineers and University engineering student interns, many 3d models and animations have been conducted to simulate operations.

While there are ample iterations of magnetic levitation systems and electromagnetic linear actuators, along with off-the-shelf market-ready products available to demonstrate the subsystems of our rail technology, our investors have been satisfied by the extreme reliability of computer modeling for both engineering and socio-economic impact studies, therefore no money has been raised to build a physical prototype of the fully integrated system to date.

The Interstate Traveler Company's elevated maglev rail known as the Hydrogen Super Highway is complimented with our at-grade maglev system known as the Solar City Traveler or Parkway Traveler which is accomplished by the mass-production of durable coil mats that may be laid down directly on unimproved and reasonably flat soil as well as laid into existing modern pavement systems. The greatest market advantage of our Solar City Traveler is the load distribution does not require the huge ballast demanded by so called 'light rail systems'. (Figure 4)

The remaining technical challenges include the final engineering competition to establish 'Production Model Version 1.0, and from this final physical engineering standard, the final version of operational software will be codified using the ISO Cross-over Committee

3) - A Business Summary of the Interstate Traveler Transportation System

The Interstate Traveler Company was formed in 2002 when a number of technical documents were published internationally and shared via the US Small Business Administration. At the time of publication in 2002, seven years of research and analysis had been invested into the optimization of the system and business model. During the seven years before publication, every known public transit technology was examined and compared for strengths and weaknesses, as well as micro, macro and geo-economic modeling. During the early R&D phase a bibliographic reference library was posted on our website so that investors and interested parties may quickly get access to relevant public records and studies on transit systems and relevant government reports including the official United States Congress Office of Technology Assessment report "Biological Effects of Power Frequency Electric and Magnetic Fields".

Out of all the study activities, a few key issues rose to the top: Safety, Efficiency, Durability and Functionality and above all: Standardization of Interoperability. This paramount issue of Standardization drove the design modeling to optimize the geometry of the rail for greatest strength with the least amount of steel, fewest number of parts, fewest number of production steps and the fastest assembly process possible using robotically welding of rolled and die stamped steel plate sections into a completed structural section of rail ready to receive the internal conduits, the intelligent coil-packs and conductors for the maglev coils, a covering of photo-voltaic materials and various environmental sensors so that each section of rail can provide a report on it's condition as well as the space around it, and what ever else the customer wants added to the final assembly.

Moving forward after the basic mechanical aspects had been reconciled, a large number of excel spread sheets were then developed to provide dynamic estimating and performance calculations for energy in, energy loss, and energy out to establish a total load capacity of a system of a specific size and set of features. These calculations account for market costs of the raw material to build the rail, the costs of labor, available sun, grade of solar panels used, etc, so that now after more than a dozen years, we are able to quickly calculate cost/performance/ROI models on systems of any size, with any number of Transports, Traveler Stations, total passenger capacities, total pedestrian occupancy of Transports and Traveler Stations, rate of passenger egress, pedestrian density, etc, that is measured against four primary revenue sources: Passenger Fees, Freight Fees, Advertising Fees and Rent/Lease Fees. All other additional revenue streams that are a part of the business model to manage embedded fiber-optics, wireless services, electrical power load balancing services for traditional power grids, gas pipeline services, waste mitigation services, etc, are counted separately from our standard Cost/Performance/ROI model. After the requisite data points are plugged into the program all required data outputs automatically fill report forms used in the bidding process with our international network.

The key tenet of the business model is the Public Private Partnership (PPP) that forms the obligation to build and operate the system on the Interstate Highway network (or any other appropriate public or private right of way where applicable), managed at the State level under the authority of the Governor, or by Public Act, where the PPP will also establish the Municipal Revenue Share payment system that obligates the Interstate Traveler rail system to pay 50% of the Net Revenues to the "Public" side of the PPP that specifically employs US Census population figures to generate a Per/Capita payment to each reporting Municipal authority in the payment structure. Of the 50% paid to the Public side, it is divided into eight accounts where one eighth is paid to the Federal Treasury, one eighth is paid to the State that

authorizes the construction, one eighth is divided and paid per capita among the County level districts of the State, one eighth is divided and paid per capita to all the Cities, Townships, Tribal Lands and Port Authorities, the remaining four eighths are each assigned to four new Public Trust Foundations for the purpose of granting money in the following four categories: Medical, Educational, Recreational, and Historical. Each of these four newly founded Public Trusts will be irrevocably charged with the sole task of distributing the money received to grant applicants state-wide.

Our unique model, as described herein, is supported by traditional municipal bond brokers who realize that with our new public infrastructure system, coupled with a public revenue share, will enable all Municipal beneficiaries to improve (if not perfect) their bond rating and immediately enable the Municipal beneficiaries to restructure and pay off debts to borrow larger sums of money for more and bigger projects that will service each community as they best see fit to engage according to local needs.

The best value of our business model is that we do not require any financial support or subsidy from the State or local tax-collecting municipalities, so there is no risk to the already stretched-to-the-limit budgets of most governments.

When considering environmental impacts, there are only a few points to make, yet these points have the greatest value in the market place for Novel Surface Transportation Systems. First, our system is setup to operate on a purely solar power input system. Second, our embedded conduit cluster and Utility Substations will interconnect existing natural gas pipelines, water & sewer, etc, to supply new customers in remote areas. Third, our system is built over-head using specialized cranes (Figure 5) that enable installation with near zero impact on existing environment and ecology rendering traditional trenching and dangling cable systems obsolete. Fourth, our maglev is a fixed-guide-way rail on agile maglev nacelles that wrap around the rails preventing derailment and are secure from any possible debris accumulation therefore protecting the environment from the terrible side effect of traditional steel wheel derailments. Further the installation will not require any ground based roads, thus we can bridge the gap of time and distance, over the most sensitive environmental terrain and not put a single boot on the ground, except for the very small area where our inert stainless steel stanchion poles are installed into the ground, the rail system has near zero environmental impact, so far as to provide pollution/sanitation control and mitigation services.

While the Interstate Traveler is set up to be built according to an ISO managed global standard, there will be case-by-case modifications for larger and smaller systems that may include very large multi-rail systems and very small systems.

All rail systems will be optimized for the highest possible average speed, yet have the ability to support very high speeds on long sections and during emergency protocols that will exceed all operational systems to date.

As a means to not only accomplish this ambitious goal by contracting the top engineering services in the world, the sheer number of jobs created in the construction of our system will rival any past economic leap forward in America's history creating millions of essentially permanent jobs in the hospitality and concierge services of our system. In the process of planning our production launch, we have met with and sourced some of the top automotive and aerospace design and production companies in the world.

4) - Have you filed patents or published papers or reports? -

Since publication in 2002 we have been featured in a multitude of international publications, international trade journals and agencies, radio programs, TV news reports, local papers, industry associations, US DOD Briefings and trade shows leading to very large international web traffic. Yet one of the most prescient articles reaching around the world was published in 2005 via the International Association of Electrical Inspectors trade journal as shown in Section 4.7.

While there are far too many historic references to make in this RFI, you can see back in time through our original news 'Blog' on our website with events going back to 2002

<http://www.interstatetraveler.us/news.htm>

For a "Deep Dive" into our business documentation, you may visit our DropBox to see the data-set provided to the Governor of the State of Michigan in August 2012; along with a modest number of international dignitaries and government officers around the world.

<https://www.dropbox.com/sh/1z9r9s5l1lil2ef/BSrDg56sxl>

The remaining subsections link to several important or outstanding media coverage events.

4.1 Detroit's WJR AM760 Please listen to Episode #42 on WJR

<http://pro.wjr-am1.tritonflex.com/common/page.php?id=422>

4.2 Interview on Tony Trupiano radio show

Part 1 <https://soundcloud.com/first-shift/justin-sutton-5-1>

Part 2 <https://soundcloud.com/first-shift/more-with-justin-sutton-5-1>

4.3 Recent news report on TV20 Detroit's 10 o'clock news

<http://www.tv20detroit.com/news/local/Futuristic-Elevated-Rail-in-the-Works-205500191.html?vid=a>

4.4 Interview on the Discovery Channel from 2007 <http://youtu.be/hwWj6XoaOfo?t=2m33s>

4.5 Interview on West Michigan Week from 2009 <http://youtu.be/4HARBK8ZmKM>

4.6 Interview on Detroit Cable TV 'The Johnnie Kennedy Show'

<http://youtu.be/eo8SOuSBcVM>

4.7 The International Association of Electrical Inspectors Bi-Monthly Journal

<http://www.iaei.org/?page=overview>

<http://www.iaei.org/blogpost/890108/159260/Hydrogen-Super-Highway>

5) - Have you obtained government awards or private financing? -

No, we have not obtained any government award. Yes, our company has been financed by more than 300 private investors who are a part of our more than 400 Member LLC.

6) Have you identified or met with government agencies regarding locations or use of right-of-way?

Yes, since 2002 we have reached out to, or been contacted by a multitude of high level municipal leaders at the Ministerial/Cabinet Secretary level in more than two dozen countries. For fast access to a online list of base performance studies submitted to these various Countries, please visit the following link, and see the list of links for specific proposals listed alphabetically by Country.

<http://www.interstatetraveler.us/regions/hyrail.international.htm>

Brazil - <http://www.InterstateTraveler.us/Regions/SouthAmerica/Brazil/Brazil.htm>
Bolivia - <http://www.InterstateTraveler.us/Regions/SouthAmerica/Bolivia/Bolivia.htm>
Bahamas - <http://www.interstatetraveler.us/Regions/Caribbean/Bahamas/Bahamas.htm>
Chile - <http://www.InterstateTraveler.us/Regions/SouthAmerica/Chile/Chile.htm>
China - <http://www.InterstateTraveler.us/Regions/China/China.htm>
Detroit Michigan - <http://www.InterstateTraveler.us/Regions/USA/Michigan/detroit/detroit.htm>
Egypt - <http://www.InterstateTraveler.us/Regions/Africa/Egypt/Egypt.htm>
India - <http://www.InterstateTraveler.us/Regions/SouthEastAsia/India/India.htm>
Indonesia - <http://www.InterstateTraveler.us/Regions/SouthEastAsia/Indonesia/Indonesia.htm>
Japan - <http://www.InterstateTraveler.us/Regions/Japan/Japan.htm>
Jamaica - <http://www.InterstateTraveler.us/Regions/Caribbean/Jamaica/Jamaica.htm>
Mexico - <http://www.InterstateTraveler.us/Regions/MiddleAmerica/Mexico/Mexico.htm>
Nigeria - <http://www.InterstateTraveler.us/Regions/Africa/Nigeria/Nigeria.htm>
New Zealand - <http://www.InterstateTraveler.us/Regions/SouthPacific/NewZealand/NewZealand.htm>
Orlando Florida - <http://www.InterstateTraveler.us/Regions/USA/Florida/MetroPlan/Orlando.Route.Maps.htm>
Pakistan - <http://www.InterstateTraveler.us/Regions/FarEast/Pakistan/Pakistan.htm>
Panama - <http://www.InterstateTraveler.us/Regions/MiddleAmerica/Panama/Panama.htm>
Portugal - <http://www.InterstateTraveler.us/Regions/Europe/Portugal/Republica.Portuguesa.htm>
Saudi Arabia - <http://www.InterstateTraveler.us/Regions/MiddleEast/SaudiArabia/SaudiArabia.htm>
South Africa - <http://www.InterstateTraveler.us/Regions/Africa/SouthAfrica/SouthAfrica.htm>
Sudan - <http://www.InterstateTraveler.us/Regions/Africa/Sudan/Sudan.htm>
Turkey - <http://www.InterstateTraveler.us/Regions/MiddleEast/Turkey/Turkey.htm>
UAE - <http://www.InterstateTraveler.us/Regions/MiddleEast/UAE/UnitedArabEmirates.htm>
Vietnam - <http://www.InterstateTraveler.us/Regions/SouthEastAsia/Vietnam/Socialist.Republic.of.Vietnam.htm>
West Java - <http://www.InterstateTraveler.us/Regions/SouthEastAsia/Indonesia/WestJavaRegion.htm>
Woodward Avenue Detroit - <http://www.interstatetraveler.us/regions/USA/Michigan/Detroit/Woodward.At-Grade.htm>

7) - What is the next step for development of the novel modal system?

The Interstate Traveler Company is ready to immediately proceed with a Public Private Partnership with any State in the United States following the procedural authority stated by the FHWA official letter to the Interstate Traveler Company clearly outlining the legal authority of the Governor of a State in the United States does (in fact) hold the legal authority to engage our Public Private Partnership granting right of way on the Interstate Highway. Private and commercial investors stand at the ready to begin funding the final stage of development once a PPP is signed or negotiated with acceptable conditions. Further, our business model includes an international franchise model called a Regional Director Agreement that will lease, for a fee, the limited rights to build, own and operate our rail technology in a Region such as a Country, State, County, City, or other location.

8) - IN CONCLUSION, the following items are worthy of note.

The Hydrogen Super Highway project team is at an opportune moment. We are prepared to build an adequate scale physical demonstration unit at a modest investment. Our slotted linear motor magnetic levitation motor design has been thoroughly computer vetted by a superior software company. The remaining elements of the system are "off the shelf" available technologies, with some additional safety standards that will be precedent setting for advanced safety standards, saving thousands of lives.

At a presentation in California to Parsons Brinckerhoff (the Program Manager for the California High Speed Rail Authority), PB engineers, managers and marketers took significant time to discuss our project after the presentation. The discussion and comments centered on their input that the Hydrogen Super Highway project design features would solve MANY KEY ISSUES that they are facing. They lauded the solutions provided by our elevated model (eliminating many ground crossing and mitigating eminent domain items), the multi mode ability (allowing a combination of expedited traffic for pedestrians, vehicles and freight), the very small turning radius compared to traditional rail, allowing more access points and the safety of our unique maglev computer vetted motor design. In addition, they praised the bulk creation, storage and distribution of hydrogen capabilities.

The deployment of the Hydrogen Super Highway will bring the advantages of clean, renewable hydrogen production, safe storage and distribution to the United States, all while creating many good JOBS. This is more important than ever with Toyota, Honda and Hyundai bringing their hydrogen vehicles to the marketplace. The CEO of Toyota, Jim Lentz, in a recent speech at Northwood University said, "...hydrogen is the real solution...." In addition, the CEO of Ford, Alan Mulally, in a Fortune article stated that, ".....(Ford) is very bullish on hydrogen....". While they and others in the industry have stated that it will take private/public partnership to provide hydrogen infrastructure. The U.S. Air Force Research Lab has had us speak at major alternative energy conference events and indicate that they see the Hydrogen Super Highway as a potential path to a Hydrogen based environmentally sound energy solution. See the one page letter from Dr. Addison Bain of NASA which is the second numbered document in our DropBox data library at the following link:

<https://www.dropbox.com/sh/1z9r9s5l1il2ef/BSrDg56sXL>

The Hydrogen Super Highway is a superior, self-sustainable form of mass transit, unique to the world. Combined with our above grade innovative utility chase our system brings added value to both customers and investors. Any municipality along its routes can be provided with either an additional level of service redundancy or utility upgrades to a community in need. Along its route local communities will also be the beneficiaries of jobs throughout its span. . It has the ability to significantly contribute to the balance of trade of the United States via manufacturing and related JOBS. The bulk hydrogen is a path to clean hydrogen vehicles on our roadways and at the same time the multimodal transportation reduces wear and tear on our roadways, improves safety and reduces the need for non-renewable energy resources (including foreign imported oil). We are confident that collaboration on the funding for a physical model and continuing dialogue related to right-of-way agreements will lead the United States to a brighter and renewable future.

THANK YOU FOR YOUR TIME AND INTEREST

The Interstate Traveler Company
Detroit Michigan - 24 March 2014

ADDENDUM OF FIGURES



Figure 1 - Traveler Station with Loop Interface

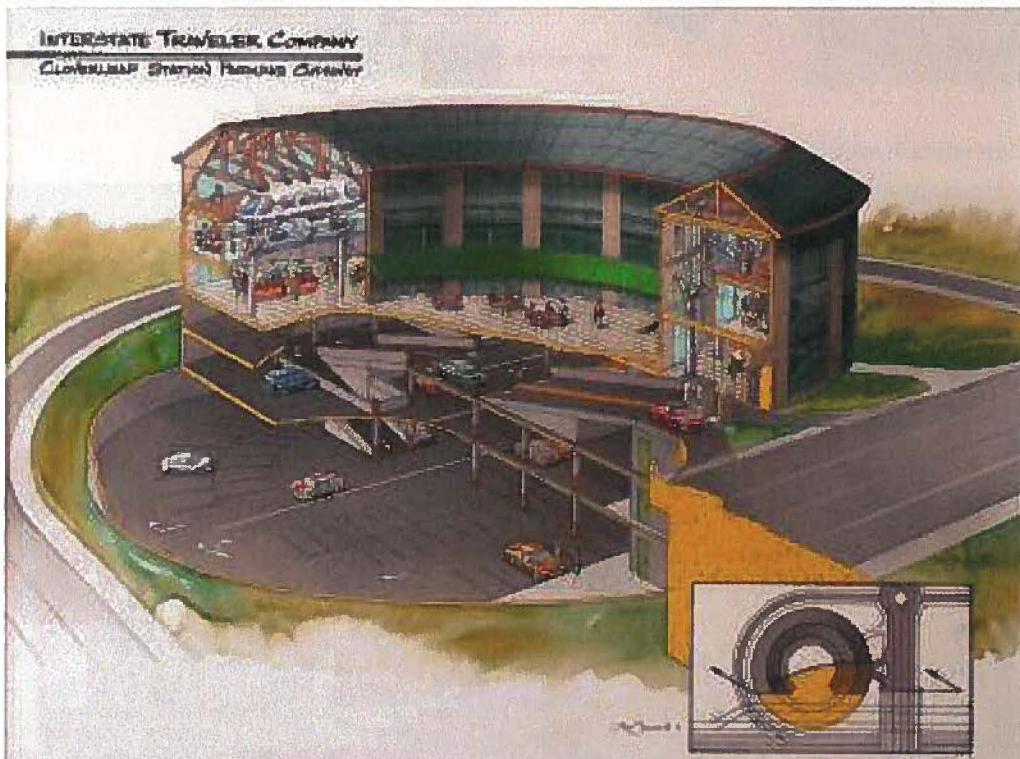


Figure 2 - Traveler Station - Cut-Away View

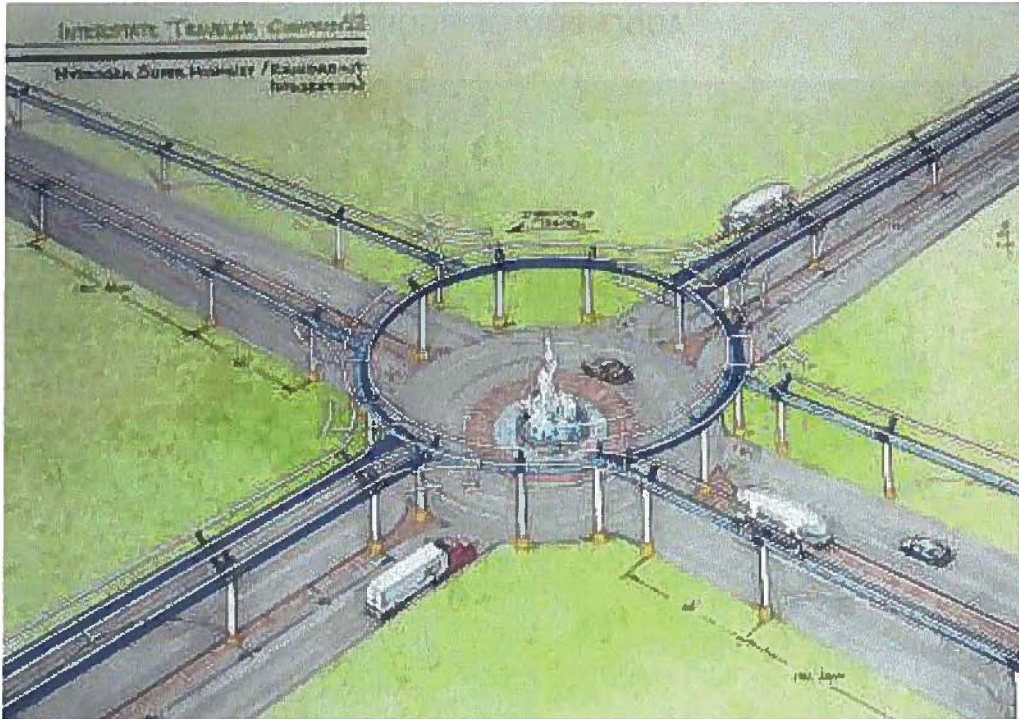


Figure 3 - Interstate Traveler Seamless Network Integration

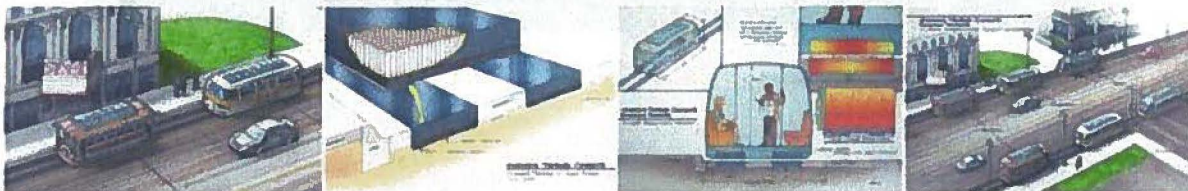


Figure 4 - Interstate Traveler - At-Grade Maglev Transportation System



Figure 5 - Interstate Traveler - Integrated Installation Crane

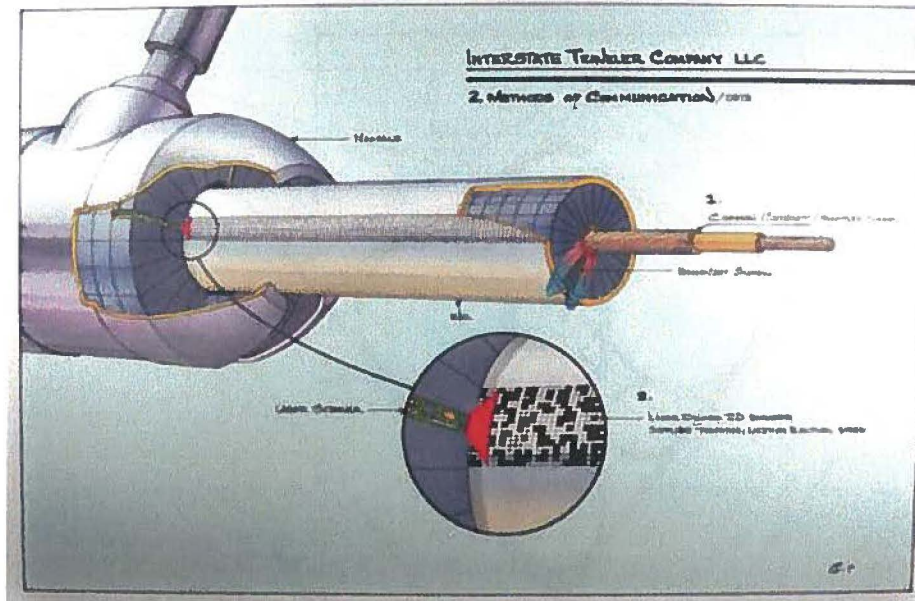


Figure 6 - Interstate Traveler Maglev Rail System

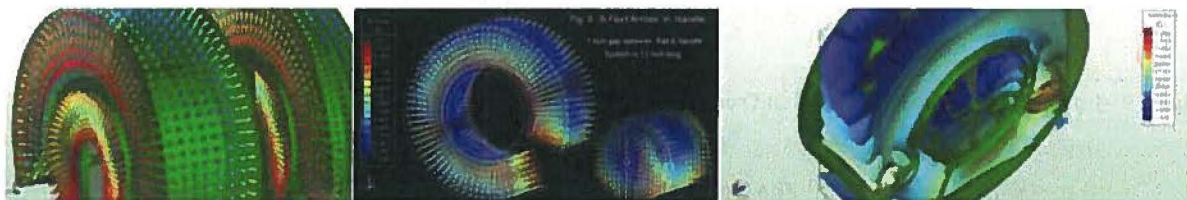


Figure 7 - Interstate Traveler Company's Unique Maglev Coil System

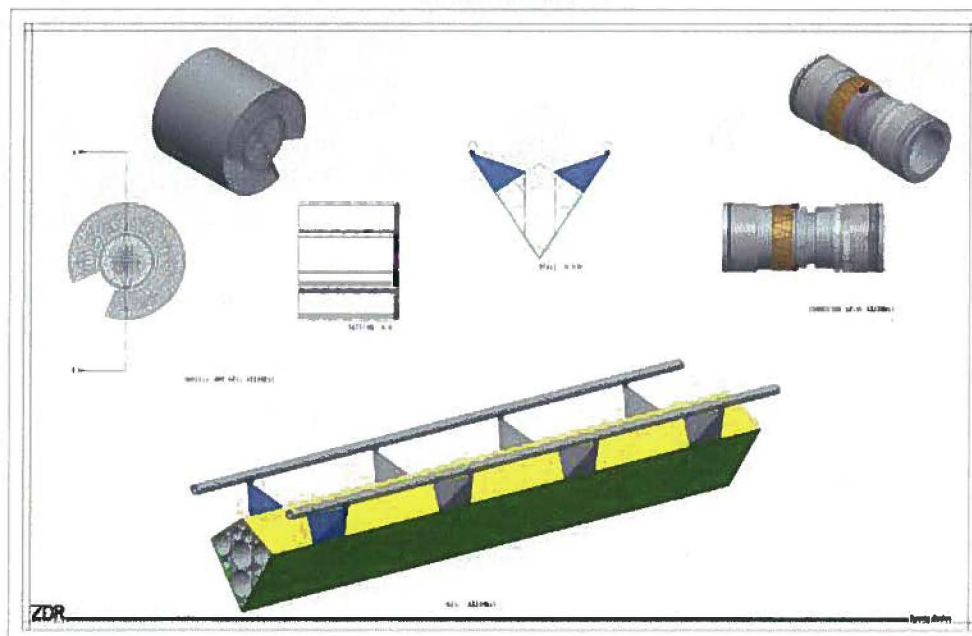


Figure 8 - Interstate Traveler Rail - Engineering Drawings

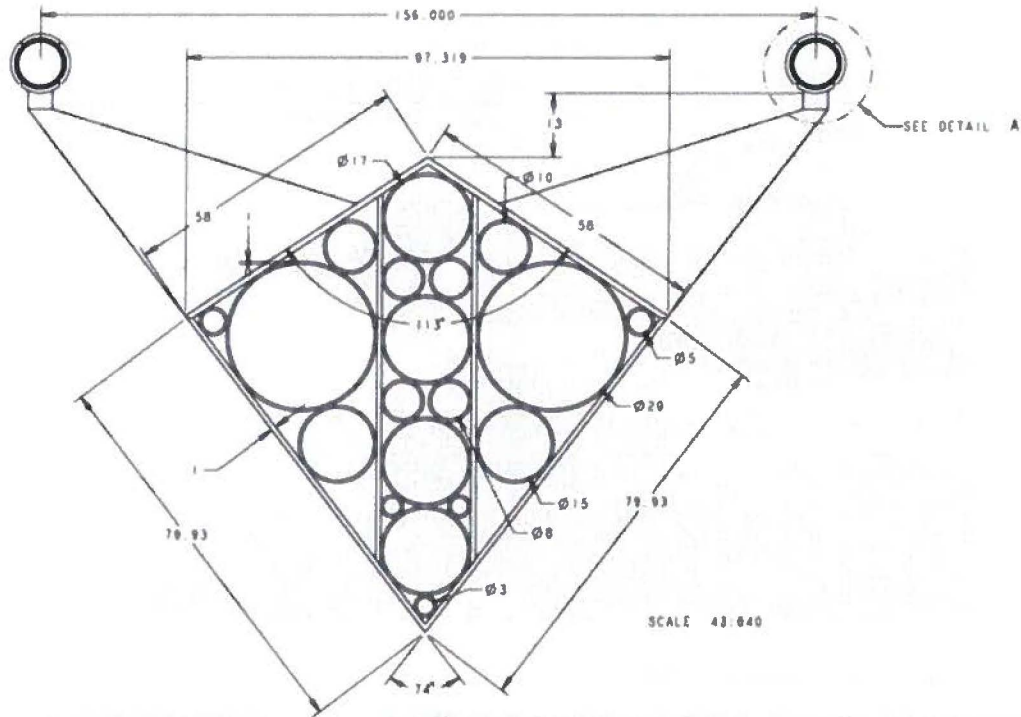


Figure 9 - Interstate Traveler Primary Rail Cross Section

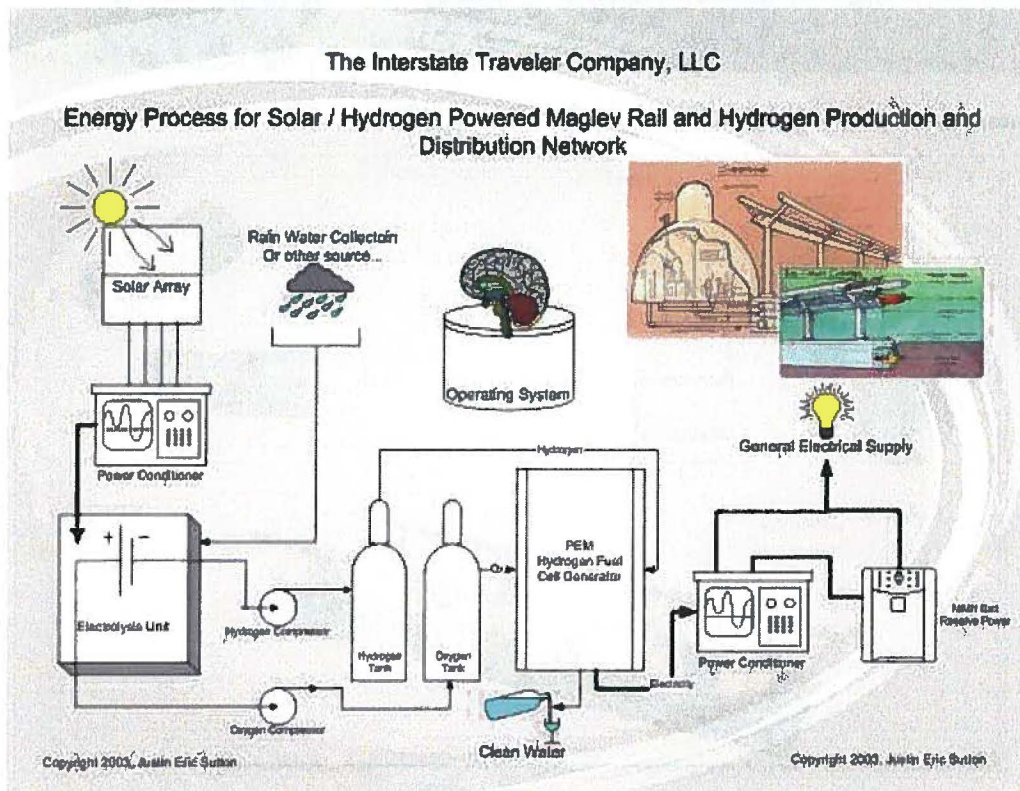


Figure 10 Interstate Traveler Simplified Energy Process Diagram



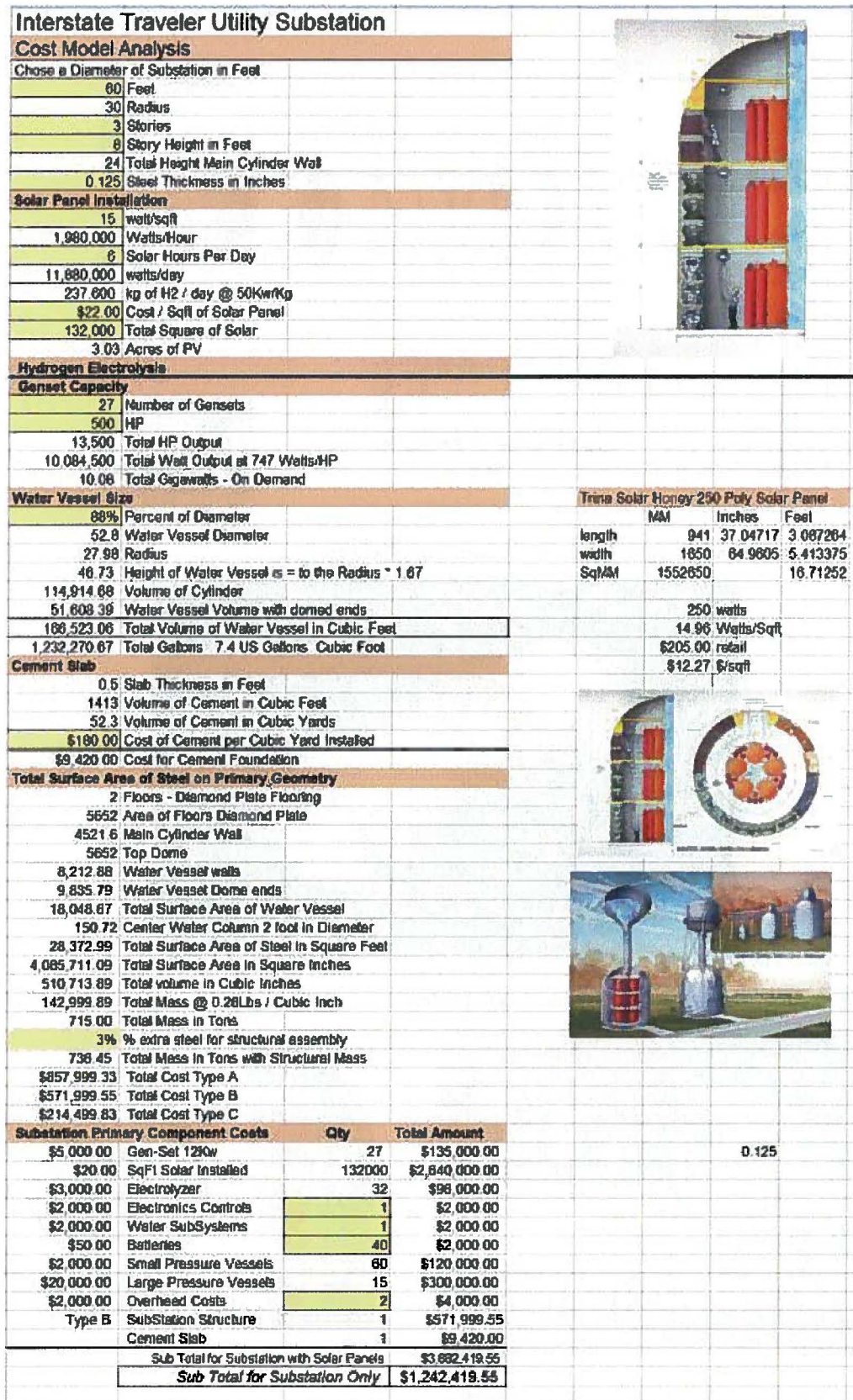
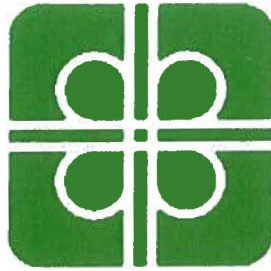
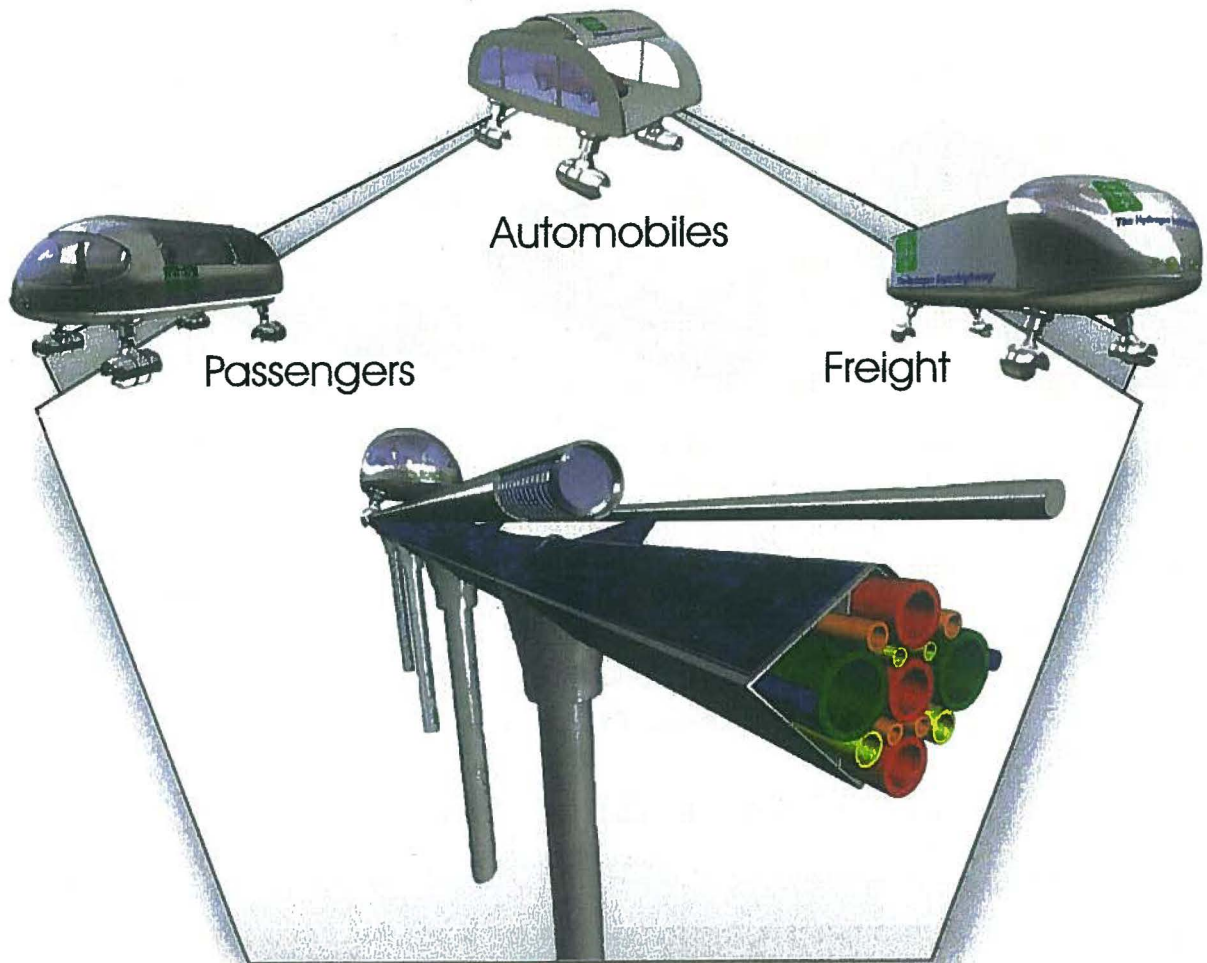


Figure 14 - Interstate Traveler Utility Substation Cost/Performance Modeling



WORLDWIDE HYDROGEN SUPER HIGHWAYS



- www.HyRail.us -

- www.InterstateTraveler.us -

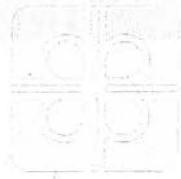
- www.ElevatedRailSystems.com -

- www.HydrogenSuperHighway.com -

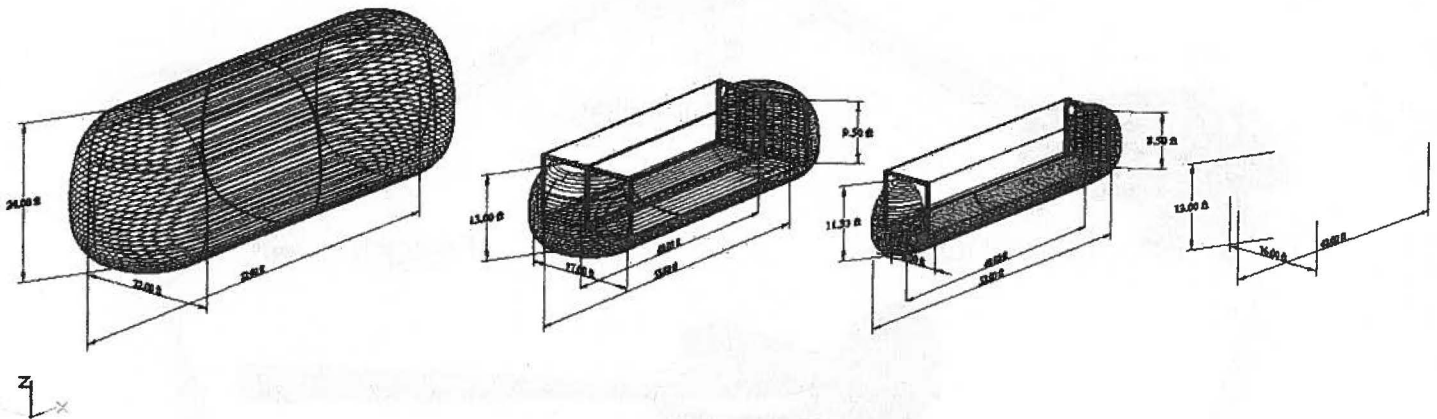
- Copyright 2002-2017 Justin Eric Sutton and Interstate Traveler Company, LLC -

INTERSTATE TRAVELER COMPANY

BUILDING THE WORLD WIDE HYDROGEN SUPER HIGHWAY



HYDROGEN SUPER HIGHWAY INFORMATION BOOKLET



REVISED JUNE 12TH 2017

AUTHORED, TYPESET & DESIGNED

BY

JUSTIN ERIC SUTTON

EDITED BY

JIM M. JUNG CEO

**MADE POSSIBLE BY THE SUPPORT OF
THE INTERSTATE TRAVELER COMPANY, LLC
ALL RIGHTS RESERVED**



The Interstate Traveler

Hydrogen Super Highway - Mag-Lev Public Transit Network

Fast
Safe
Clean
Quiet
Quality

Weather Proof

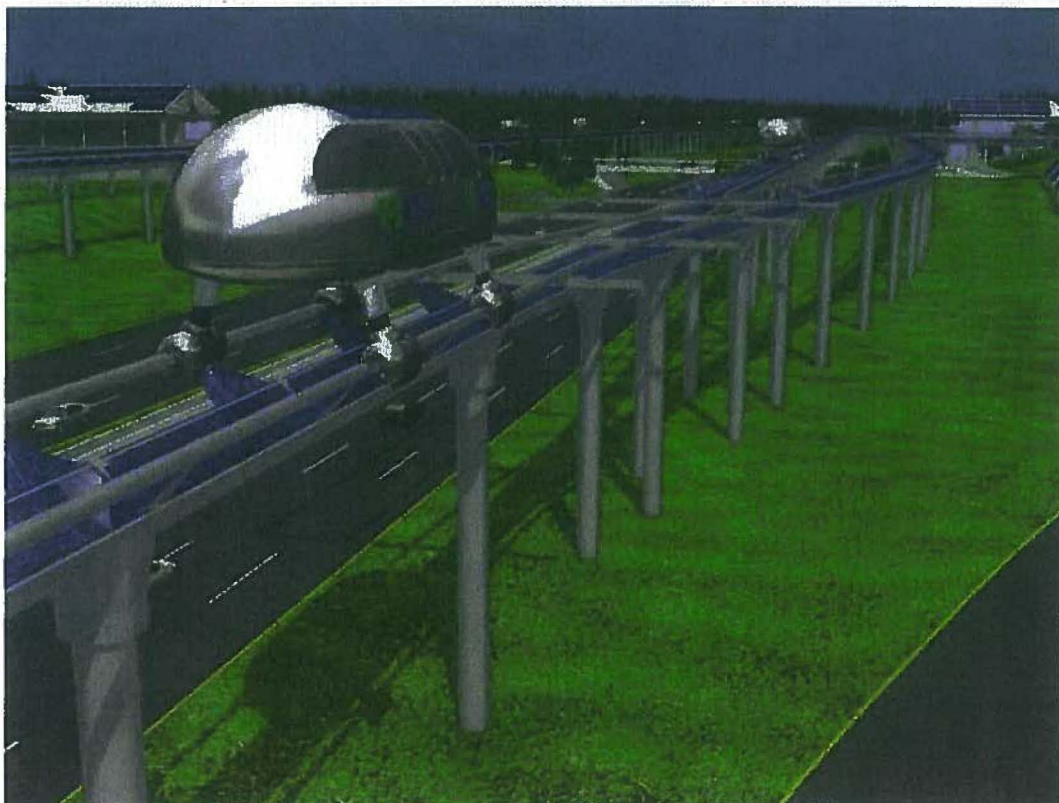
Sand / Ice Proof

Creates Hydrogen

Creates Clean Water

Creates & Stores Surplus Power

Creates Good Paying Long-term Jobs



What is the Hydrogen Super Highway?



... It is a collection of vital municipal utilities bundled into a Conduit Cluster providing a first-of-its-kind full integration of solar powered hydrogen production and distribution system technology which provides the energy to operate a high speed magnetic levitation (MagLev) 'on-demand' public transit network built along any permissible right of way, private or public, such as highways, local roads, power corridors, the US Interstate Highway Systems, etc., where such a machine would be of benefit.

The Hydrogen Super Highway (HSH) is accessed by people, vehicles and freight through Traveler Stations that are built along permissible rights of way or appropriate real estate providing maximum ease of access.

The Hydrogen Super Highway...

Transportation System

Solar Energy Collection Grid

Intelligent Electrical Distribution

Intelligent Electrical Load Balancing

Hydrogen Production & Distribution

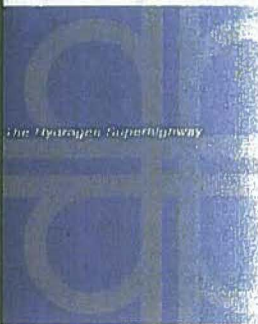
Liquid / Vapor Storage & Distribution

Redundant Fiber Optic Network

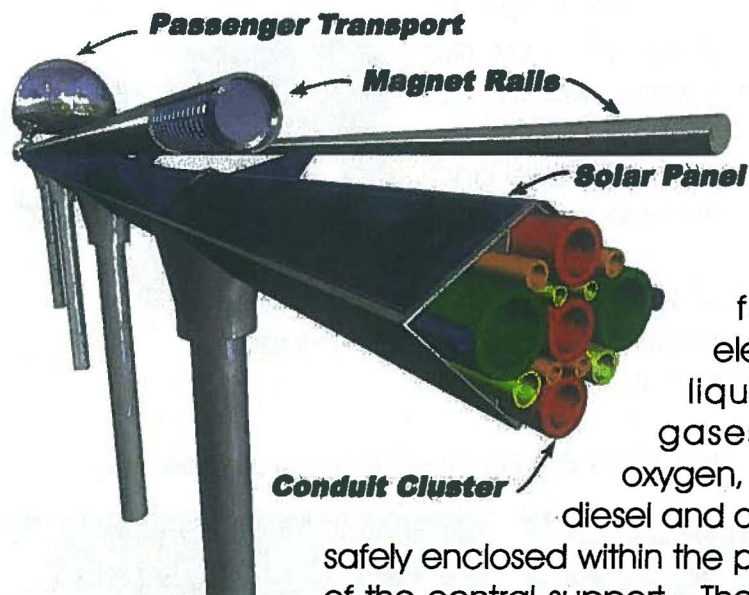
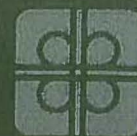
Wireless Internet Broadband Access

Embedded Fresh Water Pipeline

Many Thousands of Jobs



The Hydrogen Super Highway



Fully embedded municipal conduit for water, sewer, electricity, fiber optics, liquids, vapors, and gases like hydrogen, oxygen, natural gas, bio-diesel and other types of fuel, all safely enclosed within the protective steel plate of the central support. The HSH will be able to deliver fuels of all types to filling stations including current gas stations along rights of way saving time and money while increasing distribution and safety.

Best of all, the system will consume liquid waste and generate pure water from hydrogen.

The Hydrogen Super Highway is ready to serve the growing needs of our nation and of the many nations around the world where infrastructure needs have grown faster than their current infrastructure capabilities.



The HSH bridges the gap of time and distance while creating a far-reaching solar powered, hydrogen production and distribution network. The embedded systems of the Hydrogen Super Highway also create a waste water management system and water purification system that will serve the public for generations to come.





Ride with Friends

Ride with comfort in the spacious and open cabin area. Enjoy the view out the window as the world slips by at 200+ mph. Like every pilots dream, being able to fly at tree-top level and really enjoy the countryside.



Fast

Reliable

Spacious

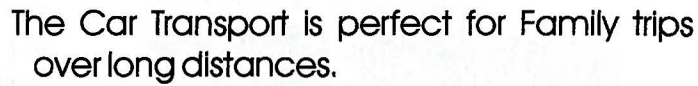
Comfortable

On Demand

No other transportation system in the world can give you such a smooth ride and such a priceless panorama of the world around you.

Fixed schedule and on-demand transports means no waiting.





Private

Versatile



Durable

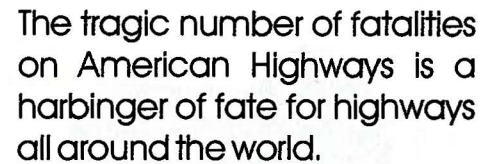
Cars

Trucks

Pallets

Anything





With the Triage Traveler riding on the HSH, we will be there to help save lives.

According to government statistics, more than 40,000 people per year perish on our Interstate Highways alone.

Many of whom could have been saved if they could have gotten to a hospital within that golden hour.

We will be able to assist in more than just accidents on the highway, we will be able to bring expert specialists to any Traveler Station on the network with staff and equipment and on a regular schedule.



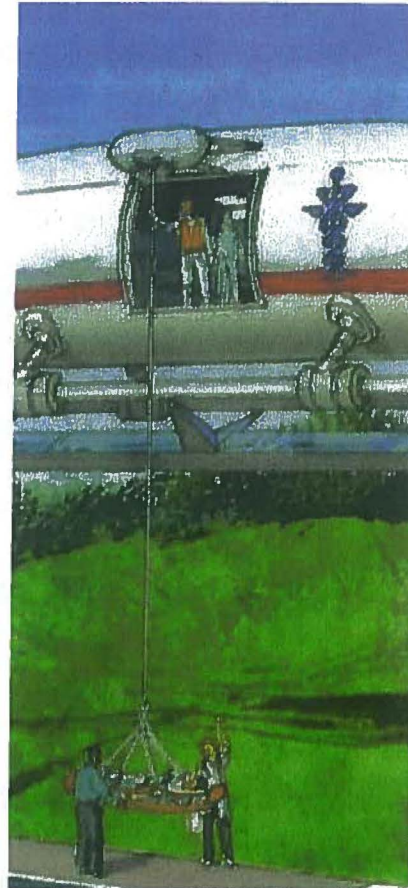
Rapid Rescue

Quickly rescue injured people

We thank God for the people who dedicate their lives to become paramedics, doctors, fireman and policeman. These brilliant, brave and kind hearted people are who we count on save us when we are in harms way.

Dedicated to those who answer your call for help, the Interstate Traveler Company will dedicate free access and operation to Paramedical Units like the Triage Traveler.

Many car accidents result in a large number of wounded and often outnumber the first responders 2 and 3 to one. The Triage Traveler will bring a staff of medical professional to the scene of an emergency to lend much needed support and provide high speed delivery of the critically injured to the nearest hospital or Traveler Station to transfer to a waiting ambulance.



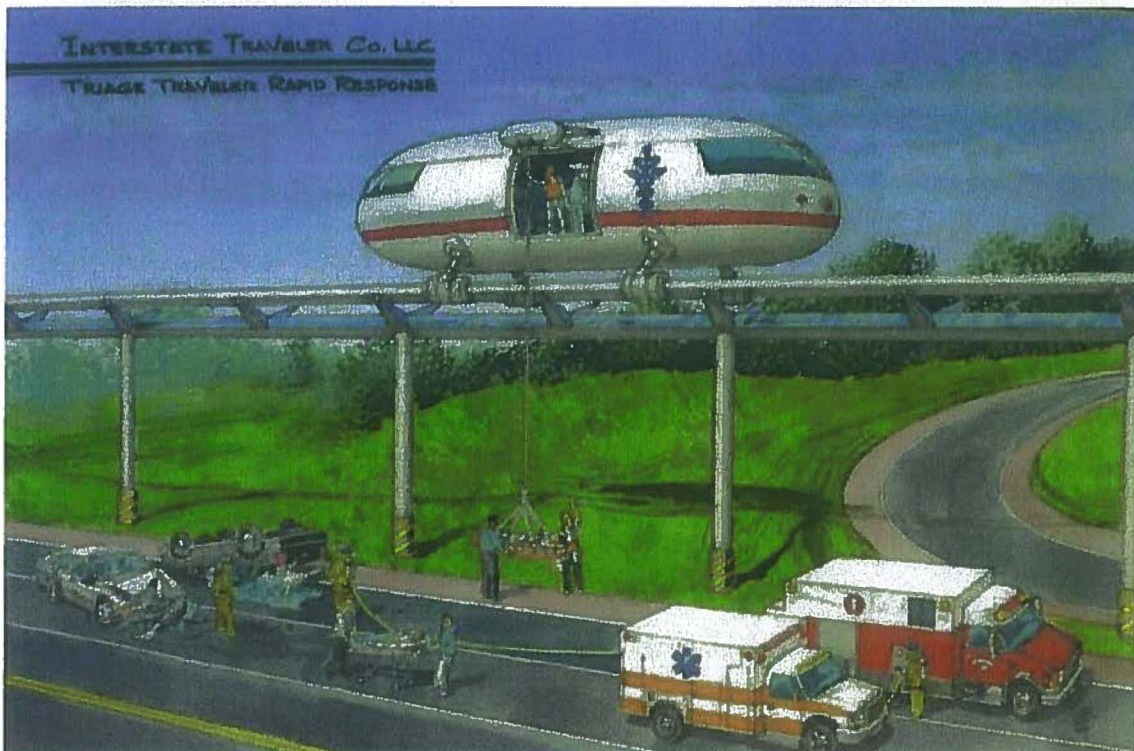
Triage

Trauma

Mass Casualty

Haz-mat

Disaster Recover

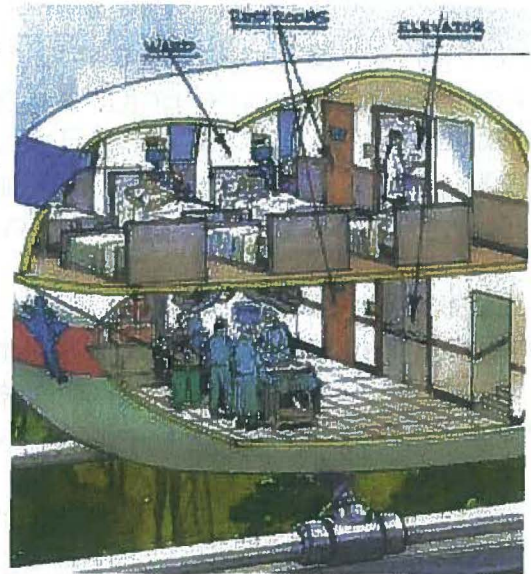




Highspeed Hospital

The modern world is now the home of more than 6 billion people, as in 6,000,000,000, and we are all connected by road ways that enable commerce to flourish, but the roadways are not completely safe.

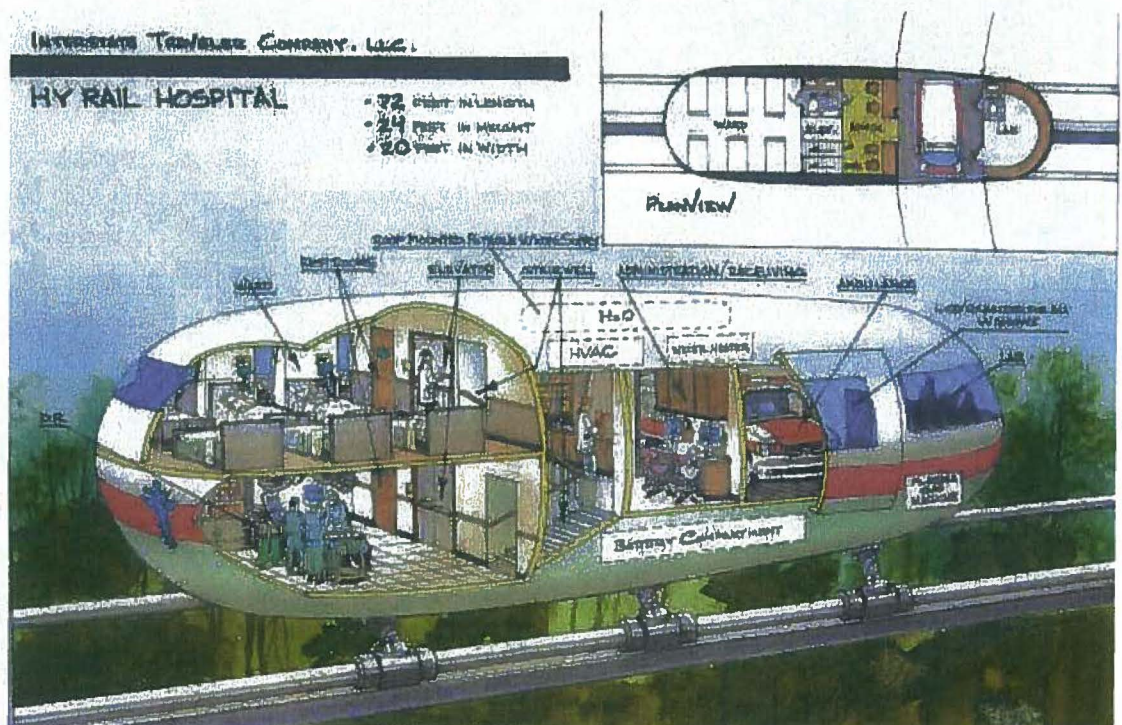
Here in America we have a mortality rate of more than 40,000 people a year on our Interstate Highway System alone, with many more on the surface streets.



Just like the Triage Traveler, we can bring the HSH Hospital to places of need *fast*, yet with the added ability to perform complex medical procedures and transport groups of injured people to long term care facilities.

When you are in need, the Highspeed Hospital will be there fast...

Disaster Relief - Mass Casualty Support - Complex Procedures



6 Bed Ward

Staff of 12

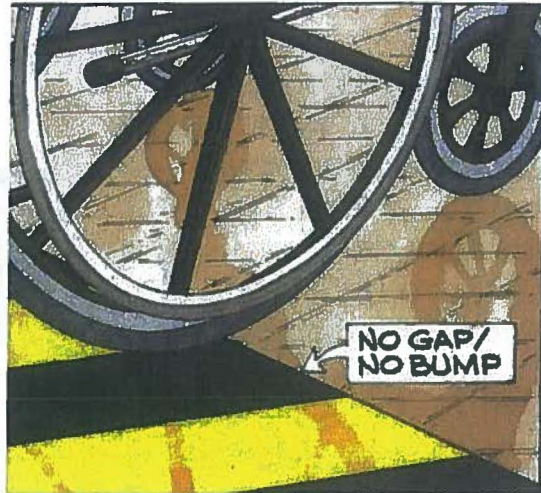
Onboard
Ambulance

Mass
Casualty
Response

General
Practice

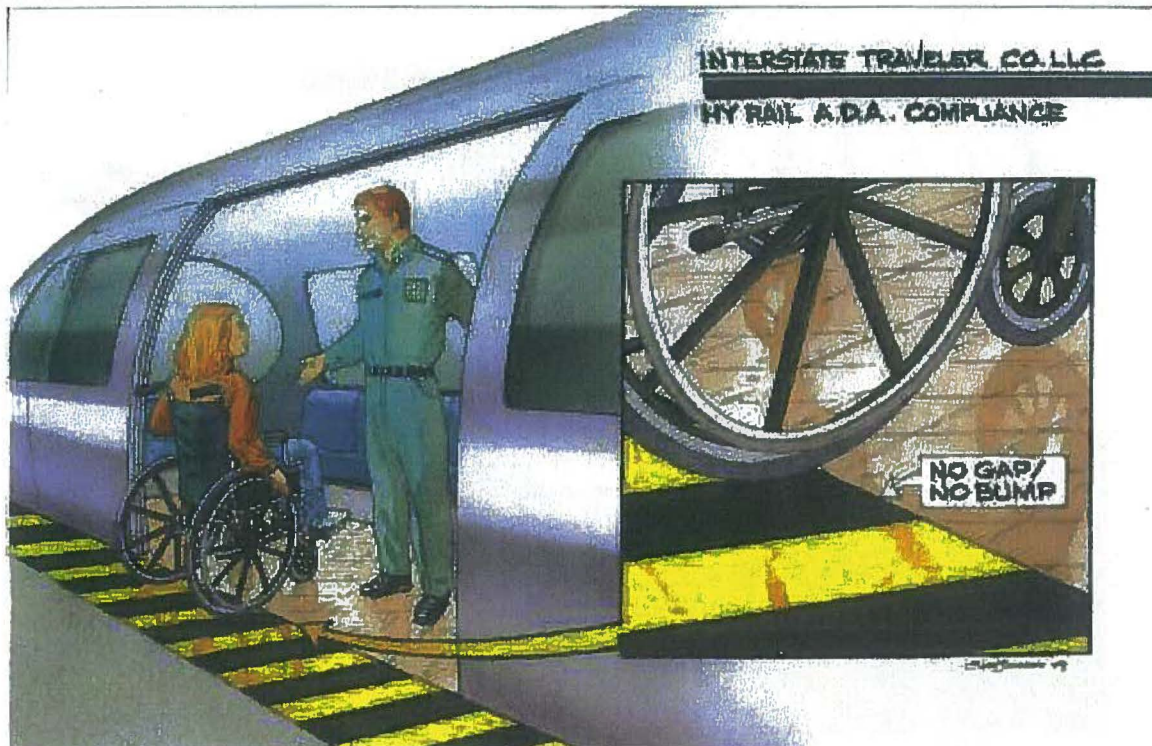
Wide Doors - Open Spaces

Some of the greatest benefits of the Hydrogen Super Highway are the enormously wide entry doors with huge open spaces and a zero-gap threshold that makes egress with wheel chairs, canes, crutches, walkers, baby strollers and even high healed shoes practically seamless.



Since the creation of the Americans with Disabilities Act public infrastructure was renewed for the betterment of all people, with or without the need for ramp of hand rail. We are proud of our ability to exceed the current ADA requirements making sure everyone has equal access.

On the HSH, a Traveler will always be at ease and relax in confidence that a Concierge is close by to aid and assist you if you need directions, help with your bags, or in case of a medical emergency.



ADA

Compliant

Secure

Reliable

Comfortable





Containerized Freight

Secure

Fast

Easy to Use

Stable

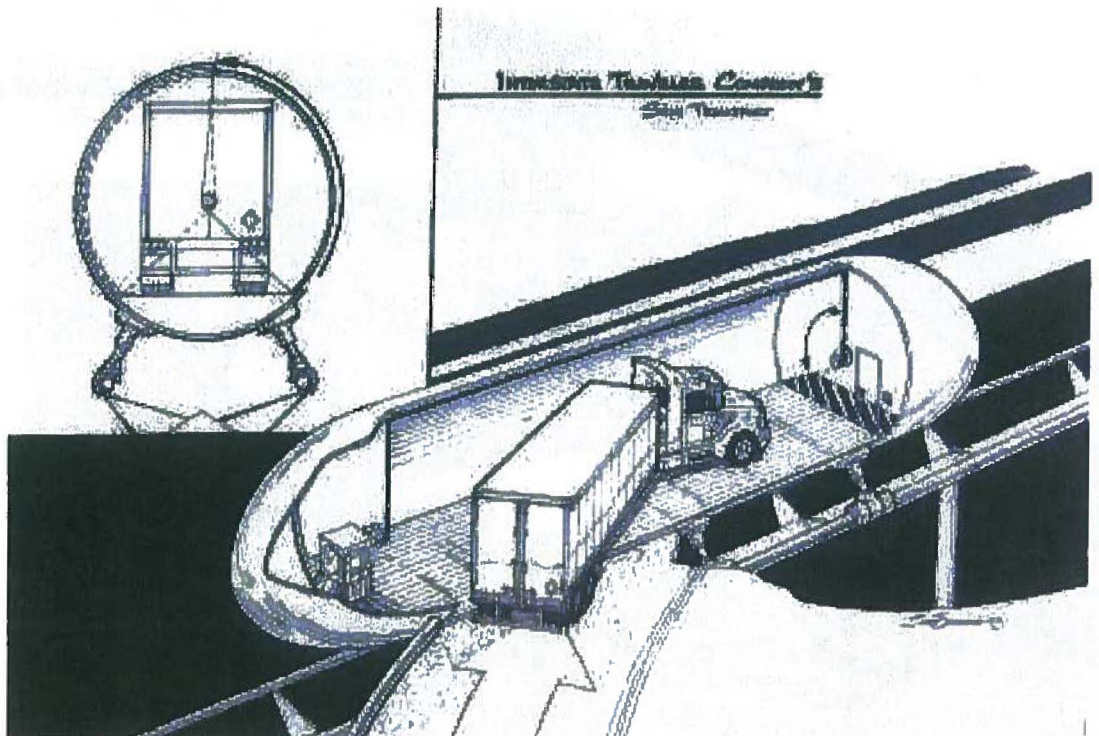
Reduced Risk

The integration with Port Security is clear to see with the fast and simple container transports. As the HSH network expands, so will the access points for Containerized Freight.



One step above containerized freight will be the closed shell flat bed, just big enough to load an 18 wheeler, Tractor and all. You will be able to send your Driver, your Truck and your Freight to any place in the Country without the worries of traffic jams or bad weather.

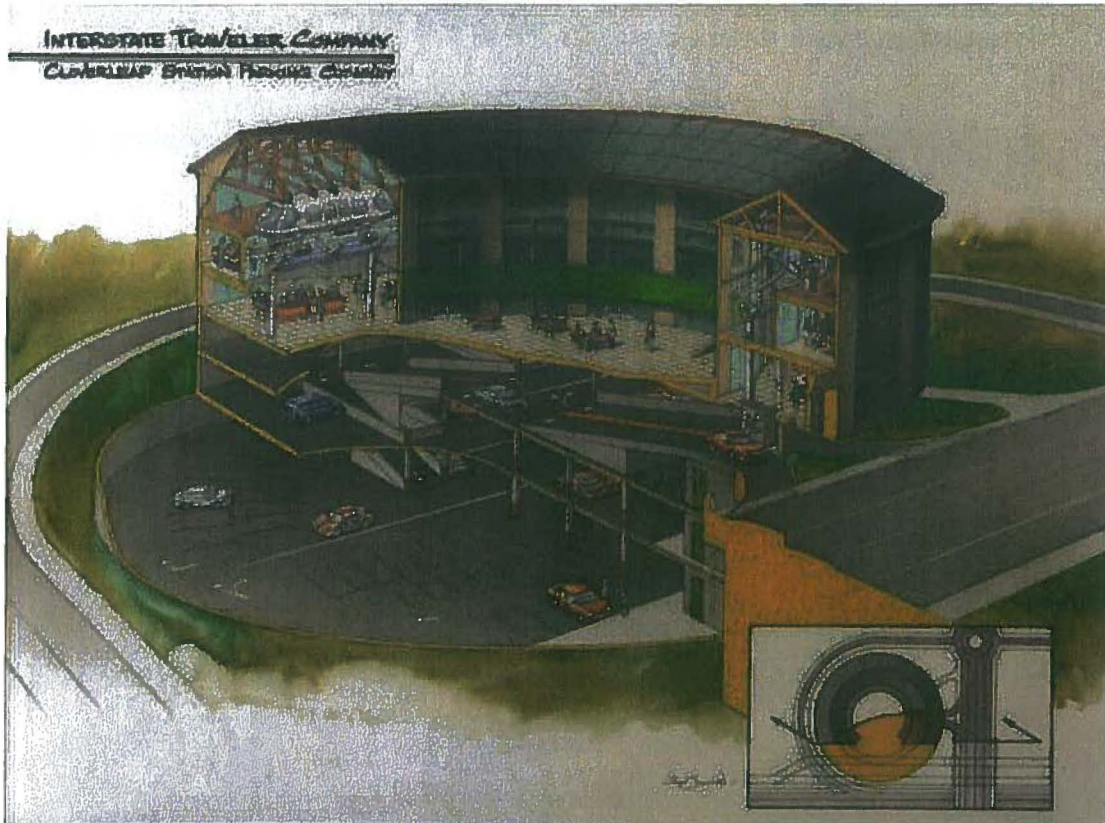
Traditional freight haulers, air cargo, heavy rail hubs and sea ports will all be linked together creating an even greater national distribution network from Port, to Hub, to Factory to Consumer accelerating our economy globally



The Traveler Station

Key to the success of any public transit system is access.

The Traveler Stations can ensure maximum access points for ease of entry and exit to the HSH system. Traveler Stations will enable ease of access, parking, and amenities that will rival any 'public transit stop' in the world.

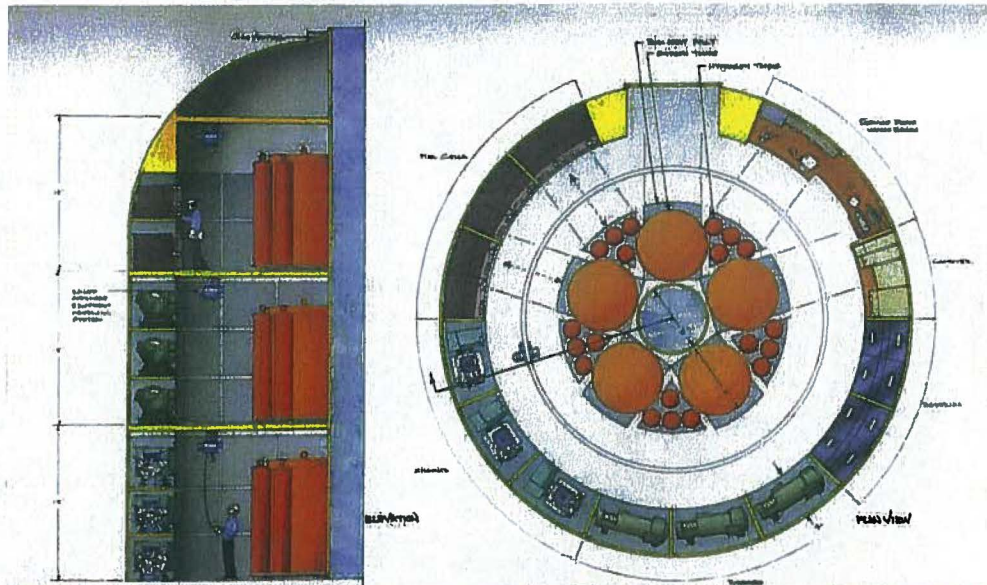
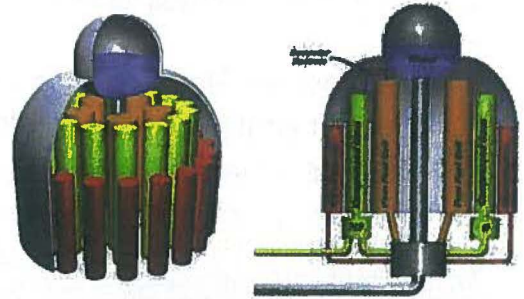


Everywhere



Solar - Hydrogen Cycle

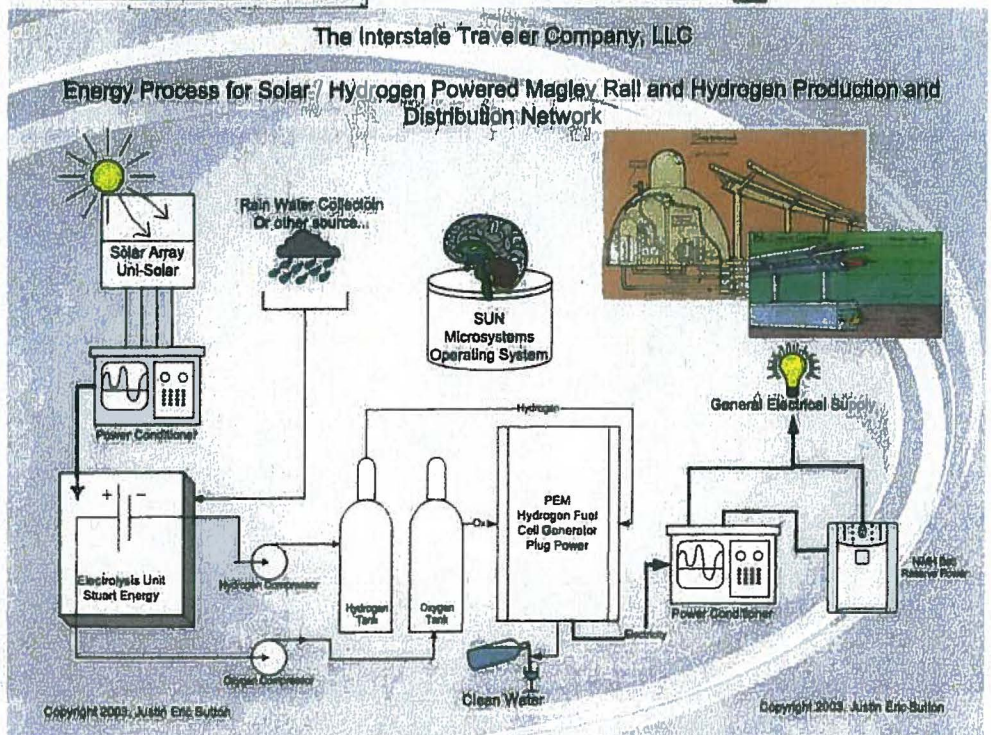
As the sun rises in the East to open and warm up the Day, so stands the Hydrogen Super Highway to receive the rays of the sun and put it to good use serving millions of travelers and local communities where ever the rail may go.



Endless Water

Endless H2

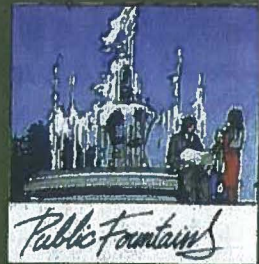
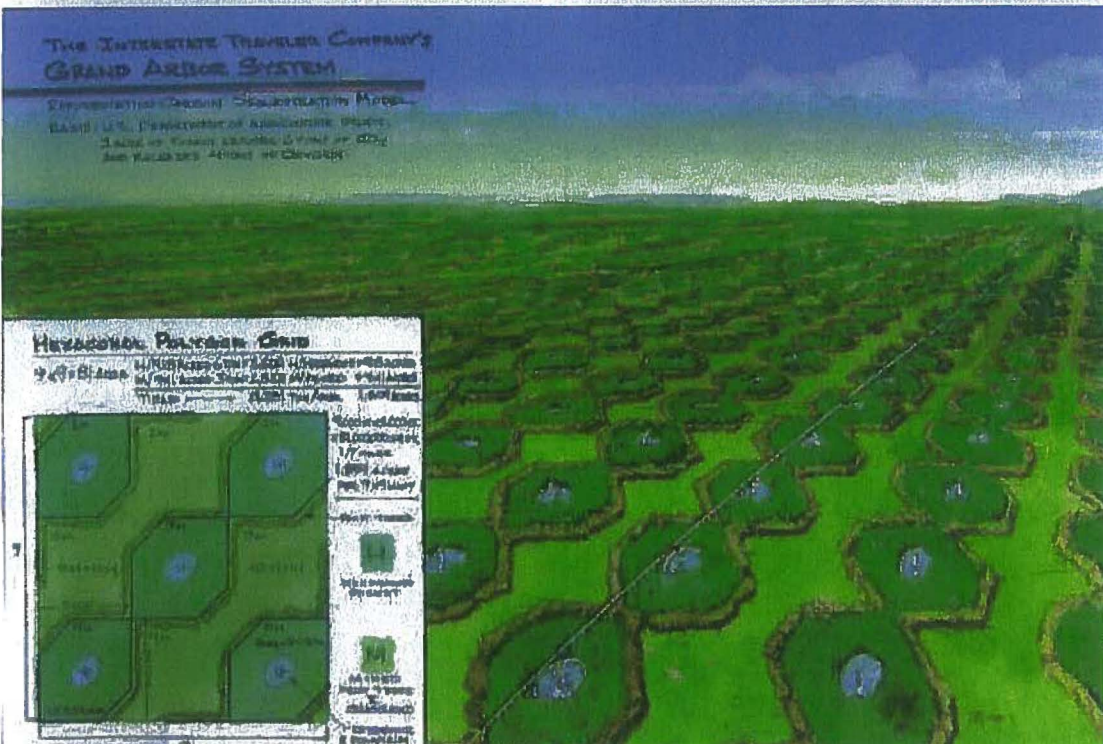
H2 Plasma



The Desert Blooms

Sustainable Agriculture

The ability of the Hydrogen Super Highway to process large volumes of sea water, waste water and sewerage directly enables the support of massive industrial scale hydroponic and aeroponic grow system for food production that will exceed traditional agricultural methods, bring 'food security' to developing nations and meet the needs of future population growth all around the world. As we look into the future, this may be our most important capacity; we all wake up hungry and thirsty.



Water

Agriculture

Sanitation

Hydroponics

Aeroponics



Fast

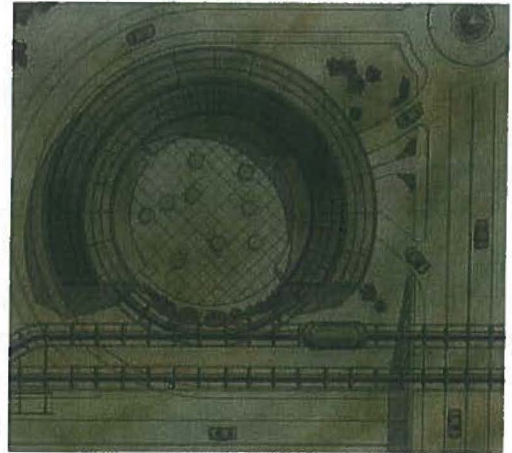
Efficient

Safe

Round-About

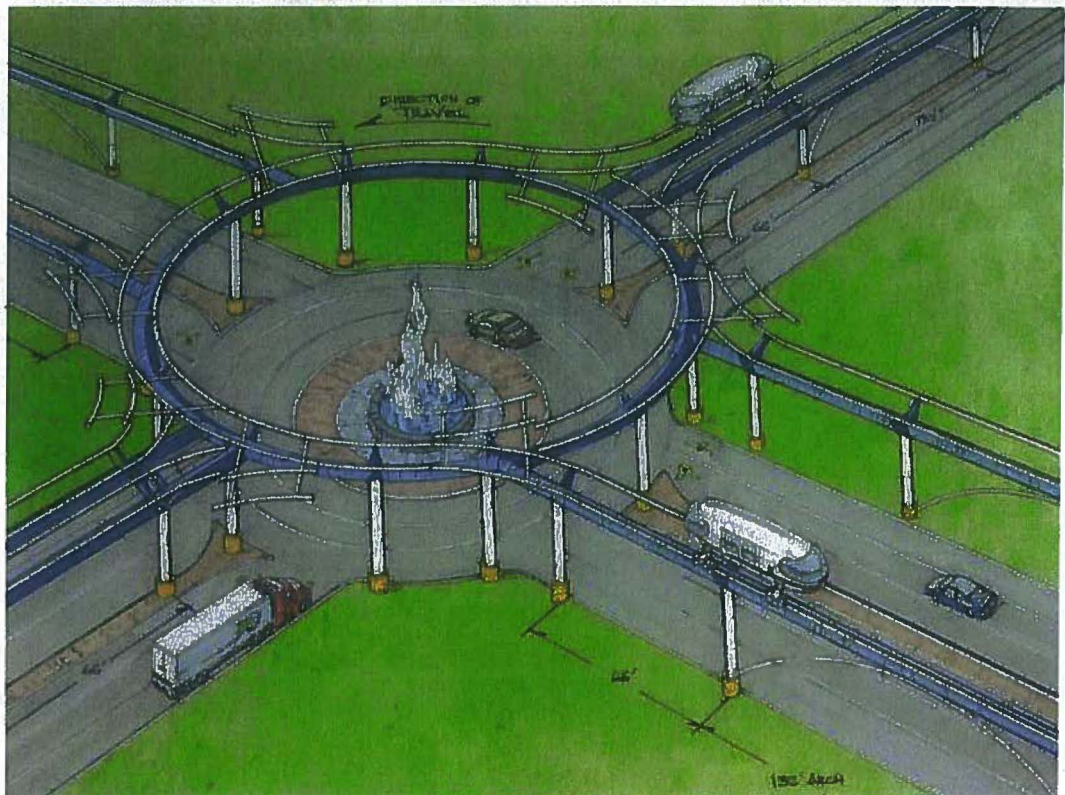
The safest way to handle roadway intersections.

Looking forward to safer roads and the replacement of typical road way intersections where traffic lights direct the flow of traffic in an unreliable and inefficient manner, the Round-About is becoming more prevalent. Studies have shown



that traffic lights waste time and fuel and create a false sense of security that leads to fatal car accidents by the thousands.

The Hydrogen Super Highway is a natural fit for all Round-Abouts large and small and will safely transition maglev transports from on intersecting rail networks safely and with quickness.



Optimize Utility Corridors



It has been said for many years that no new highways will be built in America. Well, that may be true, but with the HSH the existing electrical energy "highways" of voltage high-tension lines can be upgraded to move more than just electricity.

Our continents are criss-crossed by thousands of miles of high-tension lines. With the HSH the utility companies that own those lines can reap the benefits from recycling all that bulk metal and reap the benefits of building commercial roads, condos and businesses where they could not exist before...

Even Rail Roads will also be able to reap the benefits. The hundreds of thousands of miles of Rail Road rights of way can be quickly upgraded without disturbing the existing heavy rail system that is in place. With the Highways, the High-Tension line corridors, and the Rail Road rights of way all coming on-line together, the greater number of people will be employed and served for generations to come.



Recycle

Reuse

Recuperate

Reinvigorate

New Roads

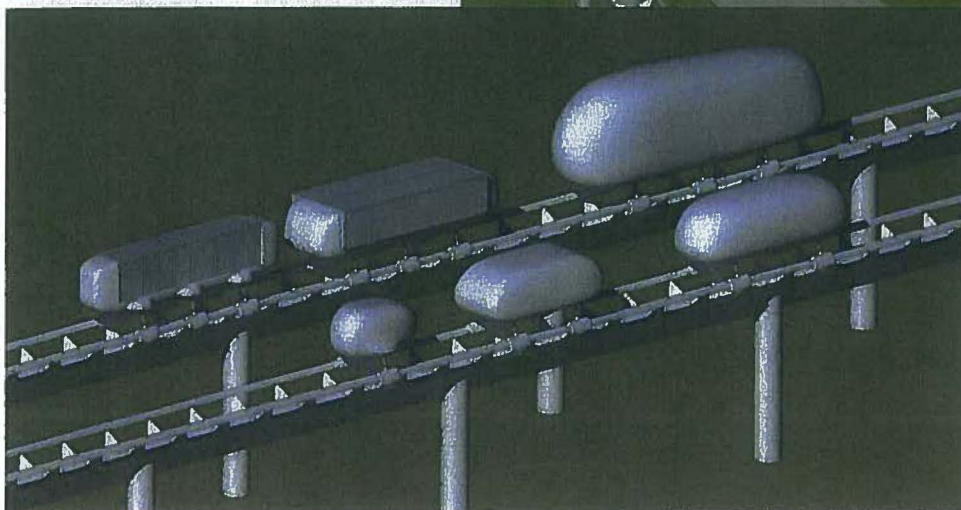
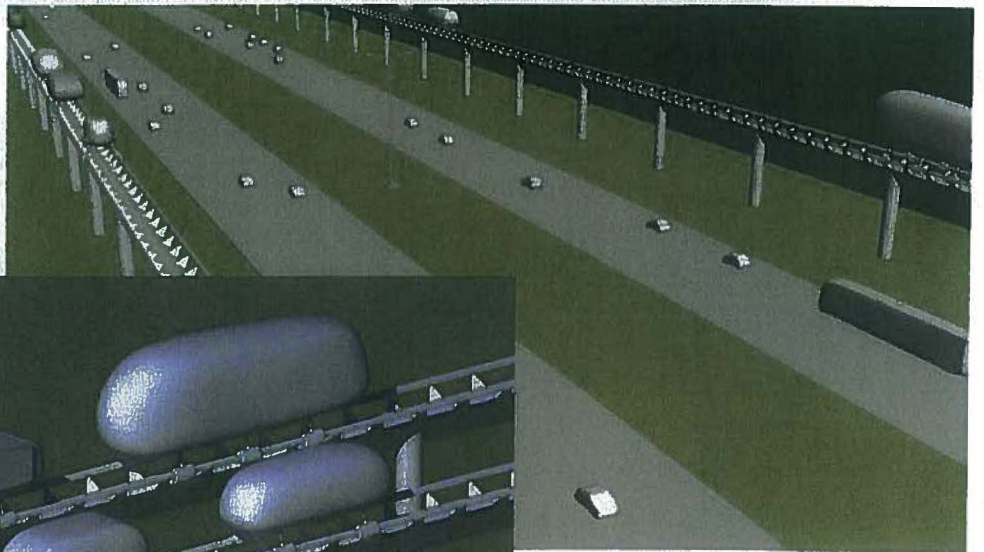
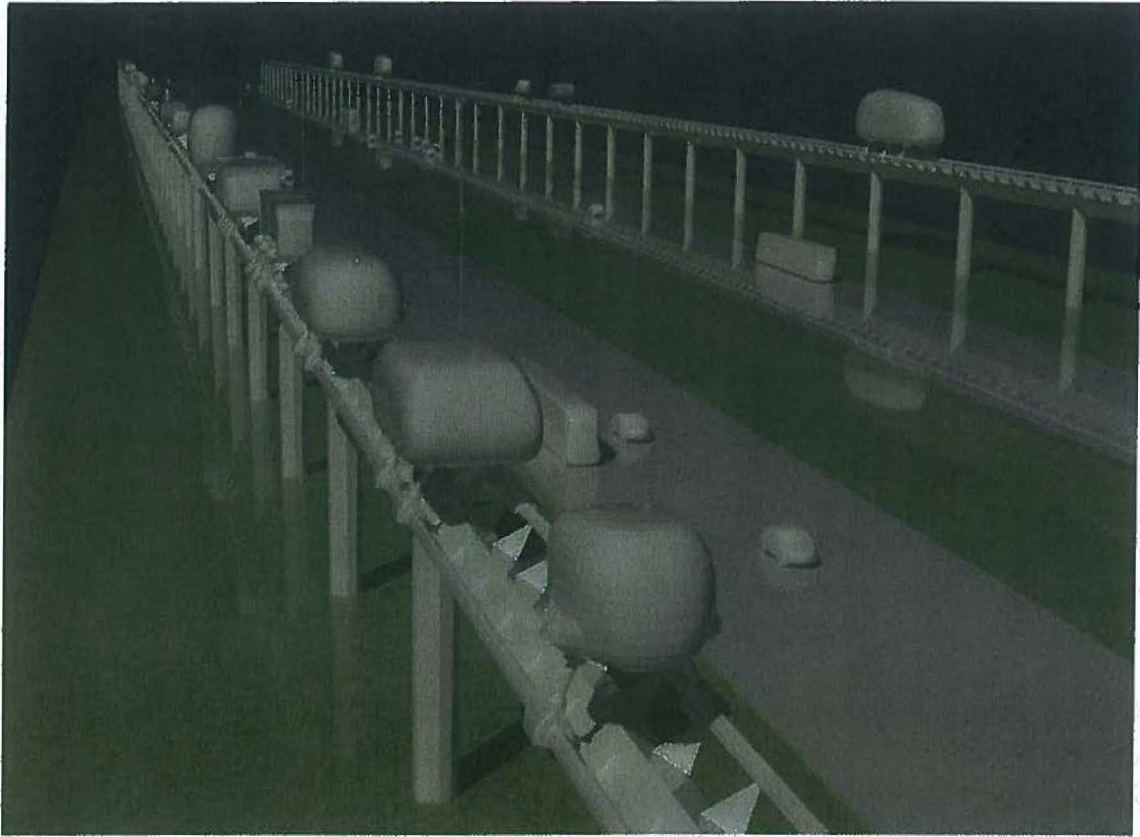
New Highway

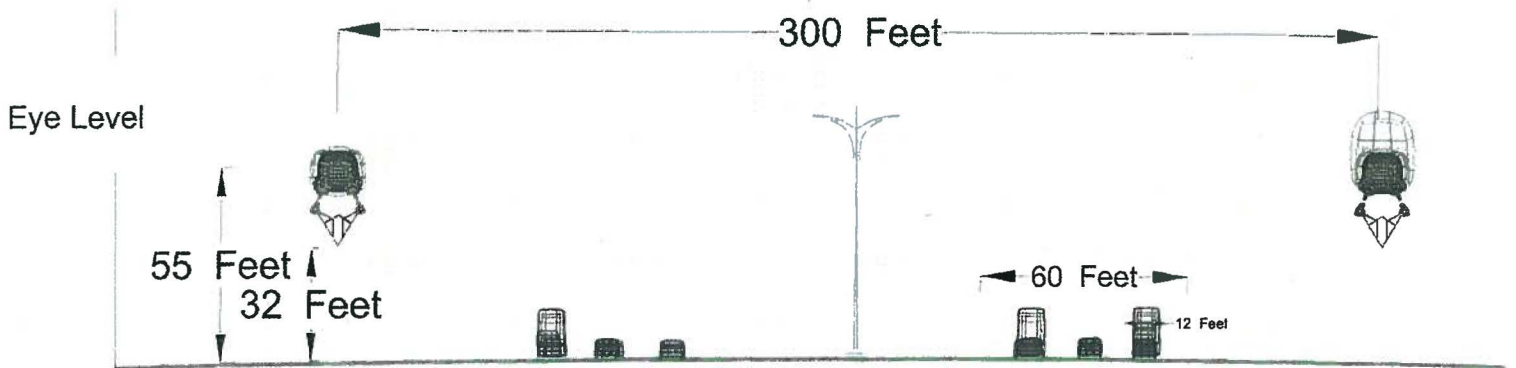
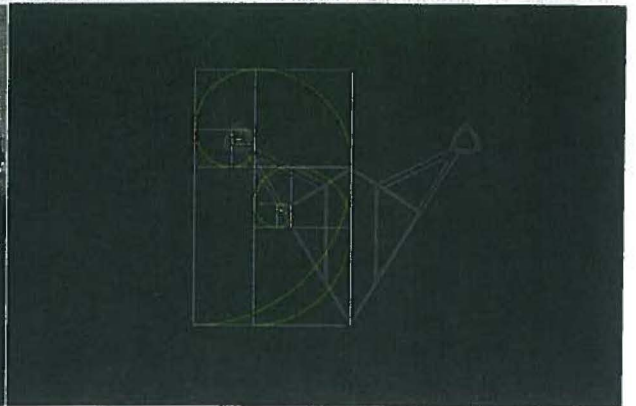
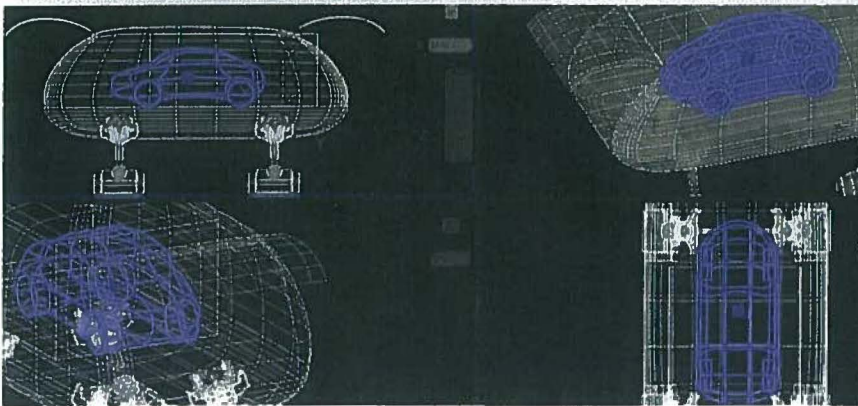
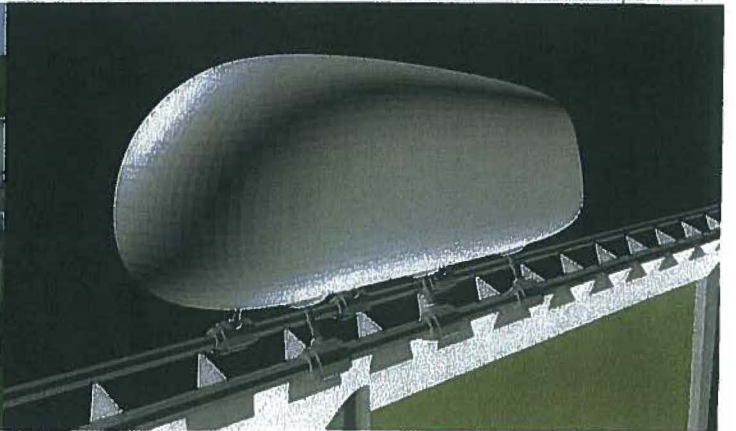
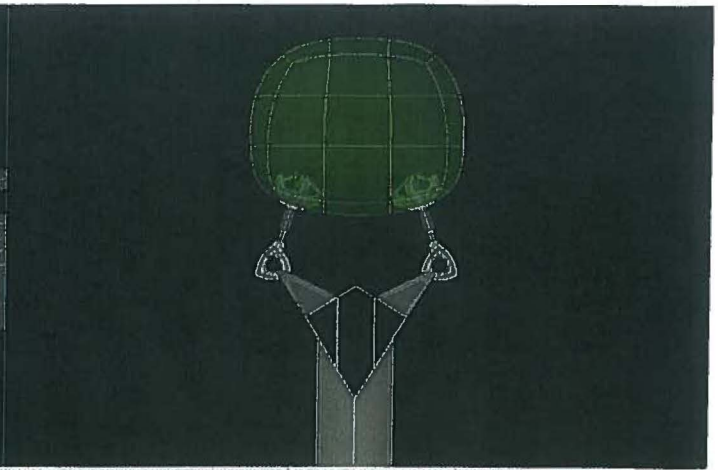
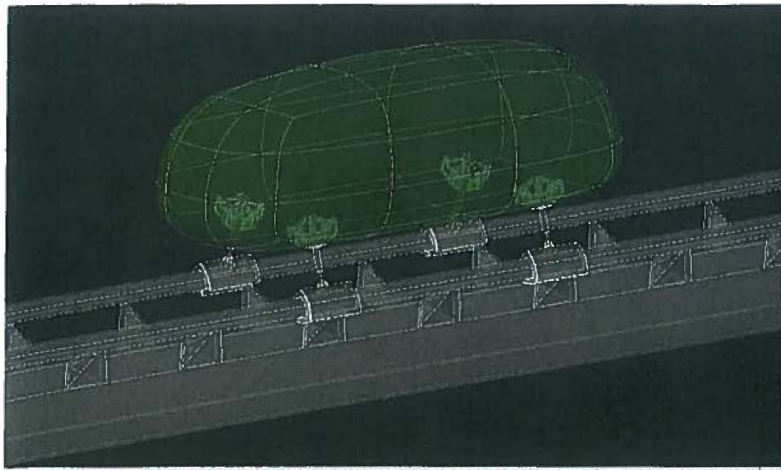
New Villages

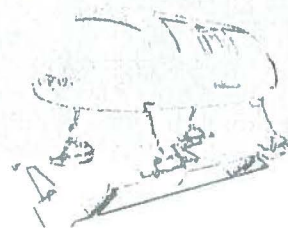
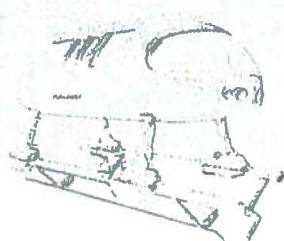
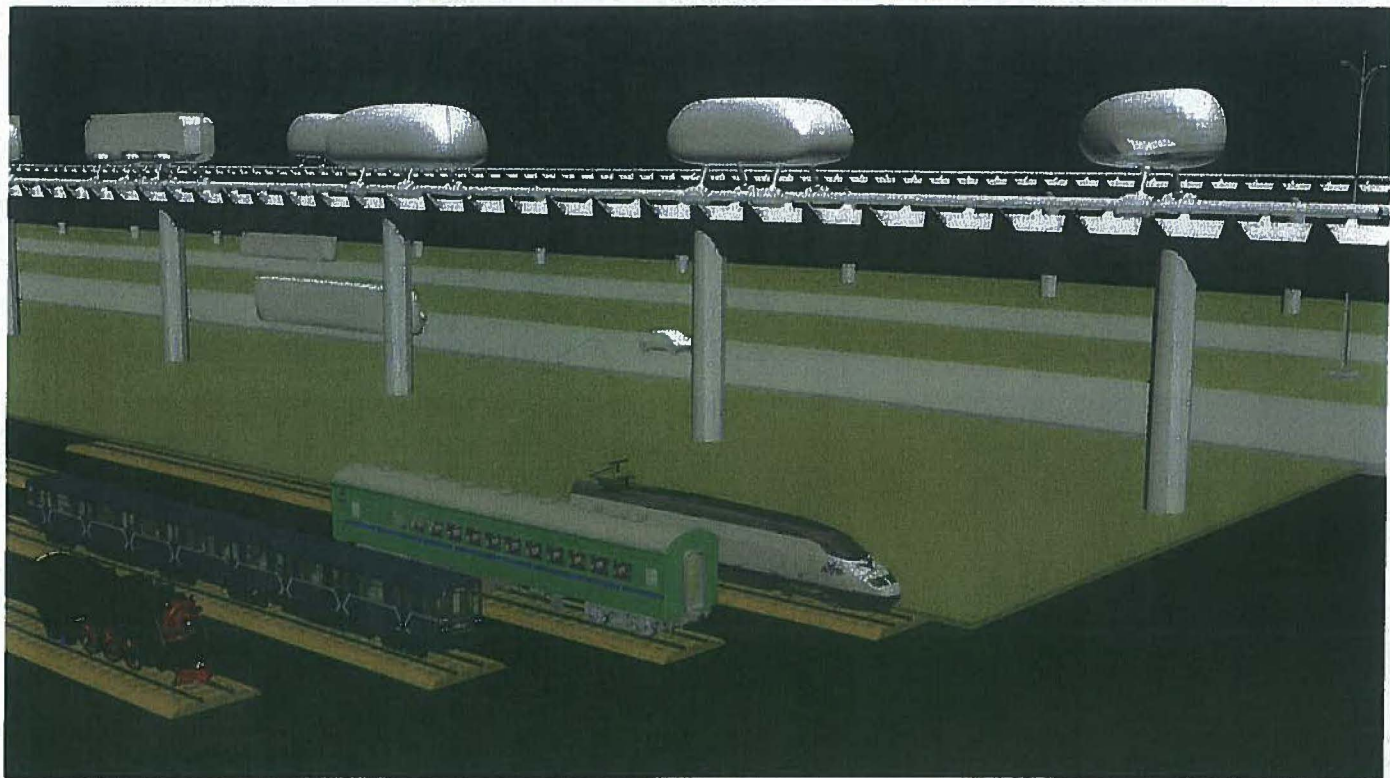
New Cities



The Interstate Highway Network







HYDROGEN SUPER HIGHWAY

THE INTERSTATE TRAVELER COMPANY, LLC

ALL RIGHTS RESERVED

2017