

TEXXI

THE JOURNEY TO AUTOMOBILE USERSHIP

A NEW BEGINNING FOR TRANSPORT

PROVIDING EQUITABLE ACCESS

MONETISE MUNICIPAL ROADS

DEMOCRATIZING MOBILITY

TRANSIT EXCHANGE XXI CENTURY



WHAT IF WE TREATED ROADSPACE LIKE AIRSPACE?

THE TRANSIT EXCHANGE

Eric M.W. Masaba

In most cases of road use, access is not priced. Toll Roads perform better largely because their use forces contention by pricing. Once tolling can be applied to all parts of the road at all times, something new can occur. Capacity optimisation can take place to give every incentive to vehicle users to put as much freight or as many people as feasible into every vehicle capsule. Conversely, non use of the roads can be rewarded to offset against other charges or even serve as a source of income for citizens. This is done already with energy providers, where negative bills are not uncommon.

On any exchange, a participant called a "market maker" makes the exchange operations possible. **Market Makers** must put up cash to be used to provide for the seamless functioning of buying and selling, making their guaranteed return on the "spread" - the difference between bid and ask prices. A token from working on parts of largescale optimisation problems will be the reward for anyone allowing their funds to be used as a liquidity buffer or float for the exchange operations. Returns of up to 0.2% per day are possible.



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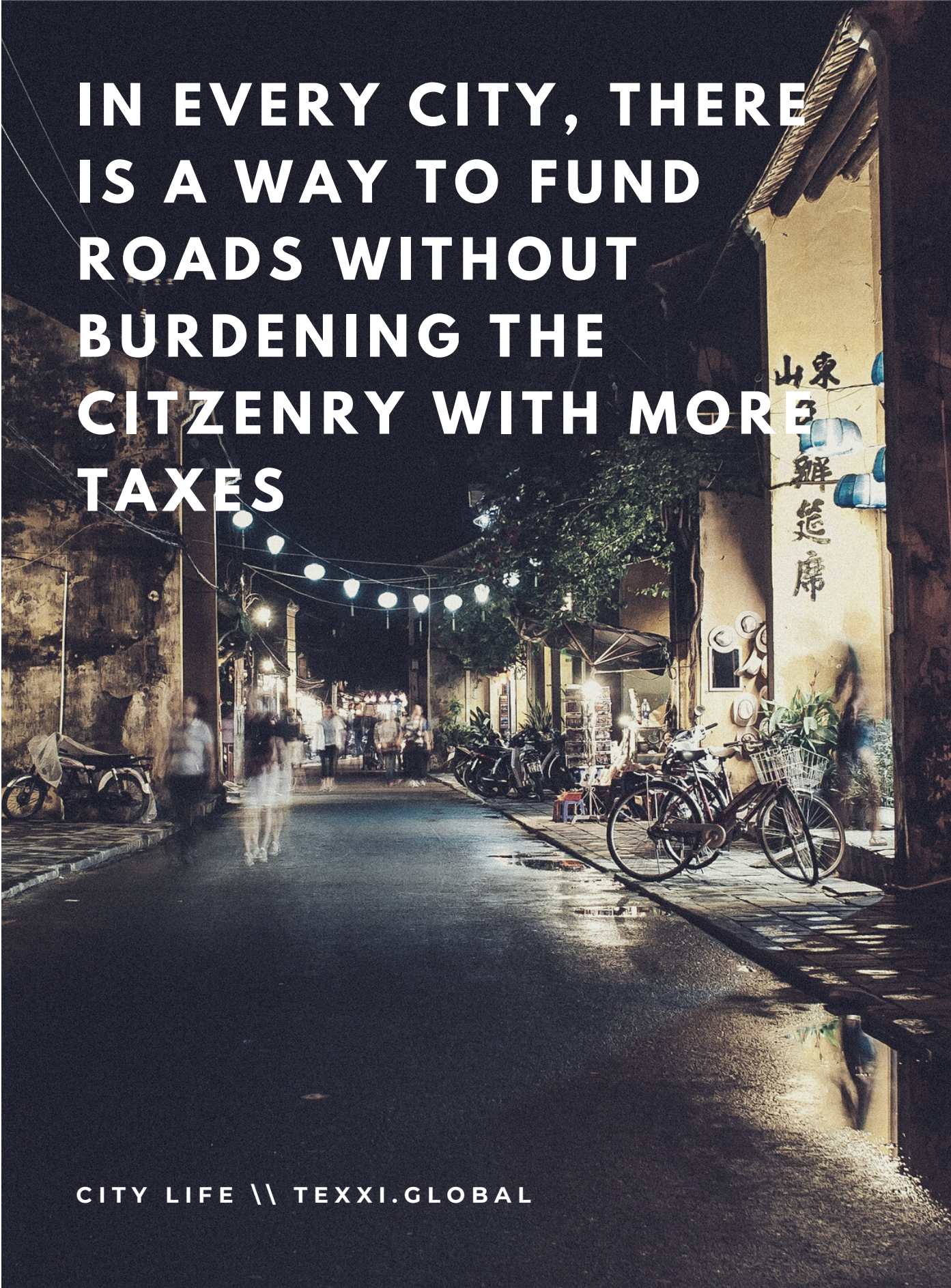
RoadSpaceTime is a resource whose optimisation is managed and monetised.

OPERATIONAL CONCEPTS

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31 In order to solve the bin packing problem in realtime, we use genetic algorithms.

A photograph of a narrow street at night. The street is wet and reflects the lights. On the right, there is a yellow building with a sign that reads '山東 鮮 筵席' (Shandong Fresh Banquet). Several bicycles are parked along the sidewalk. String lights hang across the street, and a few people are walking in the distance. The overall atmosphere is warm and urban.

**IN EVERY CITY, THERE
IS A WAY TO FUND
ROADS WITHOUT
BURDENING THE
CITIZENRY WITH MORE
TAXES**

CITY LIFE \ TEXXI.GLOBAL

OVERVIEW

Eric Masaba

Very simply, a distributed ledger records all computations and outputs performed by the digital infrastructure to find the maximum number of packages of people or freight that can be moved on the road per unit time. Congestion reduction is rewarded with actual cash, making the whole endeavor resemble a financial instrument with high liquidity.

TEXXI is the overall concept of the transit exchange and concomitant marketing.

A **TRANSIT EXCHANGE** is the both the distributed ledger (or blockchain) and set of process, systems and transaction processing allowing participants to buy and sell slices of road space time.

TEXXICOIN is the cryptocurrency that is created to represent value.



THERE'S A BIG DIFFERENCE BETWEEN OPTIMISING ROUTING AND OPTIMISING CARRYING CAPACITY

Once the road spectrum is managed in the same way as airport landing slots or electromagnetic spectrum, there is a whole new way to consider how a city or town can make use of its valuable real estate called roads. The road now becomes a revenue source, not a cost. People can receive a universal basic income when they are NOT using the road.

The "knapsack" or the "Bin Packing" problem is a type of NP-hard combinatorial optimization that is identical to the travelling salesman problem but is used instead to optimize the capacity of a limited number of objects. To this extent it is most useful in arranging packages of freight or passengers for trips in vehicles, thus creating better use of scarce roadspacetime (or road spectrum) than simple path routing.