



Honorable Larry O'Brien
Mayor, City of Ottawa
110 Laurier Avenue West
Ottawa, Ontario K1P 1J1

December 4, 2006

Dear Mr. Mayor:

Congratulations on your victory. Your business leadership will govern well.

As we discussed, we would like to manufacture and deploy JPods sustainable infrastructure networks in Ottawa. This will create jobs, economic and educational opportunities. Here is a proposal and background on this.

Best Wishes in your time of service,

William James

Proposal:

1. Encourage innovation by granting right of ways to build JPods and other sustainable infrastructures.
2. Install demo systems at Ottawa and Carleton Universities to stimulate educational endeavors.
3. Create a jobs training program for Just-in-Time manufacturing so goods needed for the sustainable infrastructure industry are locally manufactured.
4. Provide leadership in the business community so businesses can profit by leading the change to sustainable infrastructure.

Most of these efforts can be accomplished with just leadership. In exchange for your leadership, JPods LLC will raise the capital and commit to building networks on the following schedule:

6 months*	50 meter demonstration system
18 months*	South Keys and airport terminal
24 months*	Bayview to Market and train station
4 years*	75 km of operational rail
5 years*	200 km, approximate green lines

Background:

JPods automate highly repetitive travel: to and from the grocery store, school, airport, work, etc.... JPods applies the simple physics that it costs less to move less. As elevators provide access within a building, JPods provide access between buildings. Ultra-light JPods can be built, maintained, and operated to chauffeur people and cargo in repetitive, short distance travel at half the cost of operating an automobile.

JPods applies computer technology to rail transport and forms a Physical-Internet™. For example, people and cargo move just as data packets move on the Internet. A rider simply gets into a JPod and tells the computer where she wants to go. She is then taken to her destination quietly, safely, and efficiently. Unlike a train or bus, the traveler does not move with others to a *collective* destination, she goes to *her* destination. Compared to a train, passenger aircraft, or bus, this is a dramatic increase in personal mobility, safety and time savings.

All weather durability is ensured. Suspended below the rail, the JPod's drive mechanism operates inside the overhead-enclosed rail. JPods are designed for +/- 50 Centigrade, 144.84 kpm sustained winds and equivalent snow loads of 193.5 kg/square meter.

Centuries of human experience have shown us the best scale for moving humans: a horse cart, a chariot, a buggy, or an automobile; a packet size designed for 1 to 4 people is optimal. Cars are the right size packet, but are the wrong mass and randomness of human behavior in congested and repetitive travel. In contrast, JPods are about a fifth of the mass of a car with about the same interior and load carrying capacity.

JPod networks are sustainable infrastructure; they operate independent of the price or availability of oil. Their small electric motor requires minimal Green House Gas generation. They will be part of a massive re-tooling of our economies as we face significant and converging risks from global terrorism, unstable oil prices, Global Warming and Peak Oil. The British Treasury (Stern Review, released Oct 30, 2006) calls on world leaders to immediately invest 1% of world Gross Domestic Product (GDP) to mitigate the consequences of Global Warming or face a 20% collapse of GDP. JPods dramatically *decreases* energy requirements for transportation.

Mitigation of these risks cannot be accomplished overnight. Immediate action on these issues is necessary, even though it will take years to realize the full benefits.

This proposal begins the process of transitioning Ottawa from oil dependence to self-sufficiency. The transition will create new companies, new job skills, and educational growth. An array of positive economic opportunities will result in lessening current congestion, pollution and foreign oil dependence. We recommend that funds currently allocated to LRT not be spent on LRT. Please consider using these funds to re-enforce the growth of jobs and educational/economic opportunities associated with the sustainable infrastructure industry.

How does a JPods form of PRT compare with Ottawa's planned Light Rail Transit system? For about the same capital costs JPods would create a network of about 200km verses the LRT, with only 31 km of running lines. JPods create operational profits verses LRT requiring operational subsidies. JPods can add to the City's operational budget.

Initiating the first large-scale personal mobility network, Ottawa wouldn't simply be moving its people better; it will create an educational and economic center for the explosive growth of the sustainable infrastructure industry. First to act will create the "Silicon Valley" of sustainable infrastructure.

JPods, LLC will form a company in Ottawa for the purpose of developing, manufacturing and deploying systems in Canada, the U.S., and the global market. Exporting JPods, associated products and competitive products will benefit cities that host their initial installation.

"That's where success lies - on the far side of failure."

Thomas Watson, Founder of IBM

The initial steps in this process will be small. It requires inventiveness, attention to detail and forging a new path from current familiar habits; a process that invented airplanes, cars, electronics, software, communications, electricity and much of our modern economy. Risks can be limited by limiting scope not by avoidance. Avoiding change is the least safe path into the future; cars kill 14 of 100,000 users; countries with oil are becoming more hostile; oil tripled in price in the last 6 years; terrorism is growing.

Details of this proposal need to be structured. Agreement to a framework will go a long way toward gaining interest of both the capital markets and excite the public about new jobs in sustainable infrastructure industries. If Ottawa wishes to participate in this effort, a Public Private Partnership is of interest.

Detailed background is available at <http://www.JPods.com/Ottawa.html>.