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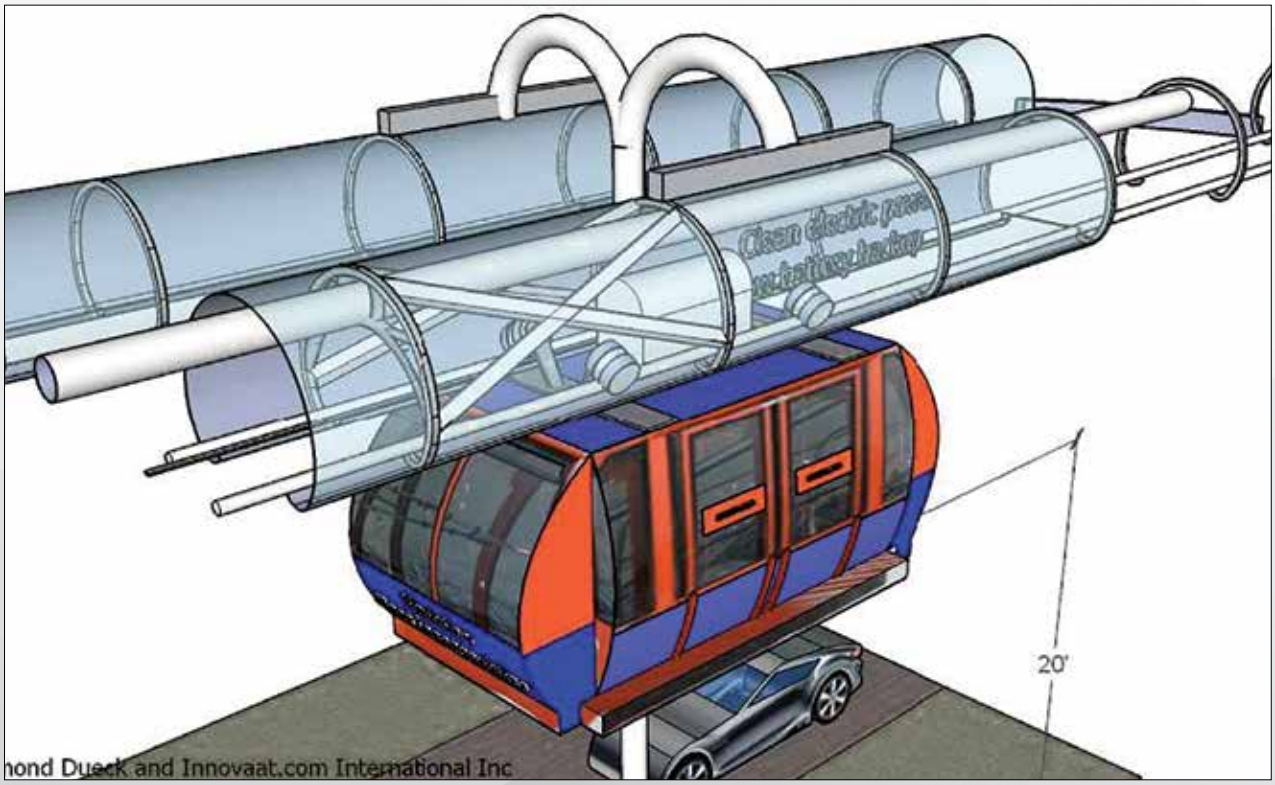
StratoCar



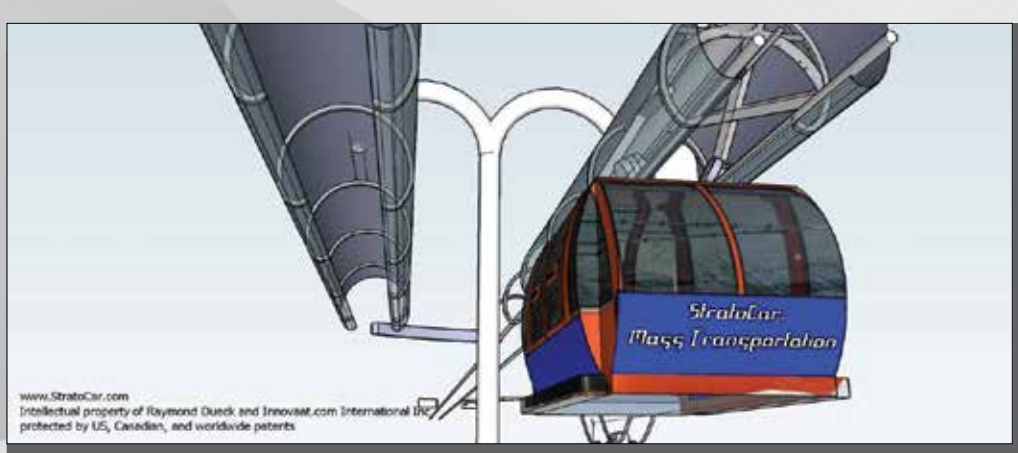
This unique patented system is the Mass Transportation System for the 21st century

The unique StratoCar is this century's answer to rapid and efficient mass transportation needs in cities of any size.

The support tower structure could be built to accommodate any terrain, to go across city streets, over, through, or between buildings and would generally be installed above city owned properties and roadways.

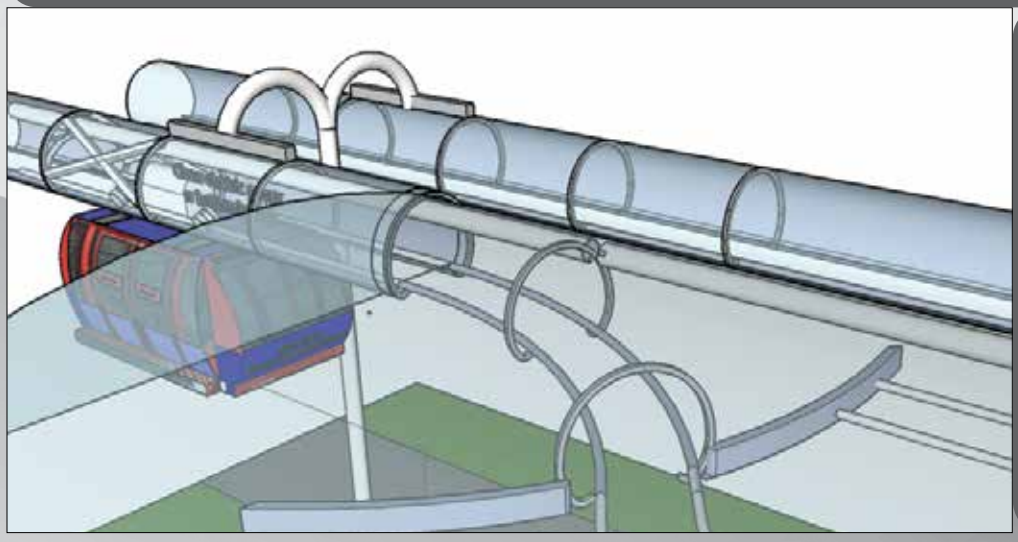
The structure could consist of steel tubing, concrete beams, and other structures to provide stability and safety over longer spans. Generally the cars would be controlled to remain separated by 100' or more to prevent overloading of the support structures.

Stations could be located at ground level or attached to existing buildings with access from buildings at a higher level to keep sidewalks and roadways open to vehicle and pedestrian traffic. Ground level stations would be accessed with a side ramp track.



The StratoCar runs on a fixed track with push button or touch screen controls and includes train type switching stations on solid TripleTrack Transportation support structure, traveling from station to station, rapidly transporting commuters to their desired destinations.

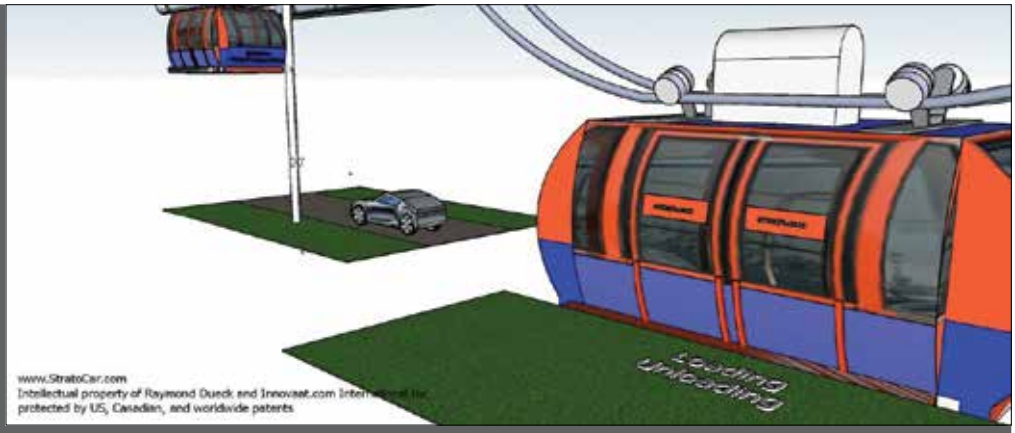
The entire track and switching system would be covered by a canopy that includes solar panels and protects the tracks from ice and snow, making this a reliable all weather system. The solar panels would provide a significant percentage of the power required to operate the system.



Tracks would have the ability to switch like railroad tracks to allow a car to stop at any one station, while allowing a non-stopping car to bypass the car in the station. Each car is electronically controlled like an elevator car.

Commuters calling for a ride would press the call button for the next available car to stop at the station and after getting into the car, would select their desired destination on the control panel. The automatic car system would control speed, car separation, and stops. A car reaching 75% of capacity would not stop at a station not already selected if another car is coming within 2 minutes.

Light weight cars engineered to carry 20 people or approximately 4,000 kg with controlled car separation, supported by a triple truss structure, requires a relatively lightweight engineered track structure. This makes it far less costly to install than dedicated bus lanes or light rapid transit trains. Cars are electrically powered and may reach speeds of 80 kmph or more. Central electrical power supply supplemented with solar power is clean, and cars could travel inside malls and office buildings for optimum convenience to the travelling public. Stations located at ground level require less than 20'x10' dedicated ground level shelter. Stations along Portage Avenue would be connected to the existing downtown walkways on the 2nd level.

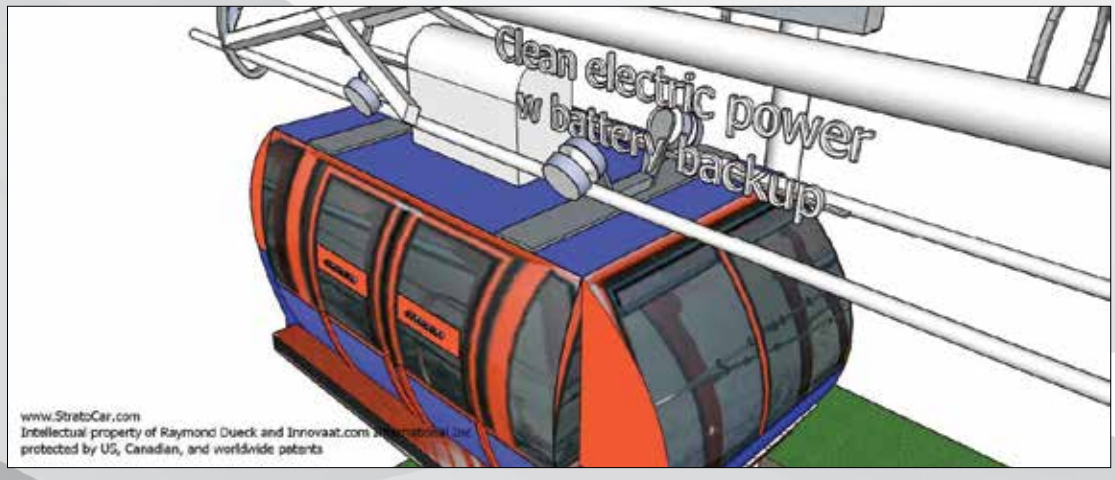


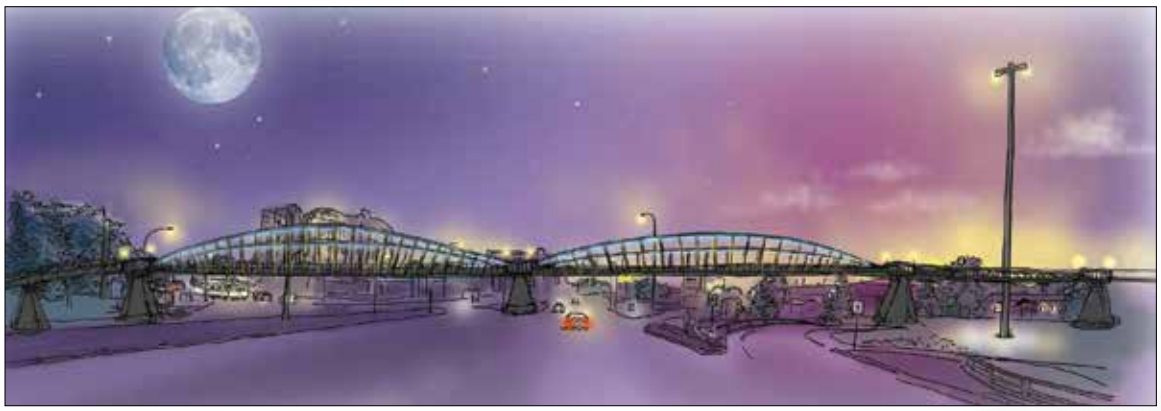
The patented StratoCar mass transportation system will save the city millions and would benefit the city on many levels.

The proposed bus corridor is an opportunity to explore some cost saving options:

1. With the StratoCar students will get to University many minutes faster. The StratoCar would get them there quietly and more efficiently.
2. Roads need to be built for business traffic. On average every vehicle on the road costs the economy $100+ per hour. Every $ a business spends keeping the vehicles on the road unnecessarily, directly impacts the taxes they pay at the end of the year. Lower costs = profits = taxes. Good roads PAY! By switching some of the bus traffic to the StratoCar system many bus vehicles would be taken off the road, thereby improving the commercial travel flow reducing costs for everyone.
3. When vehicles stop and start they produce exponentially more greenhouse gas emissions, costing us in climate change costs. The electrically powered StratoCar has NO negative environmental impacts.
4. StratoCar would take a lot of traffic off the street, and significantly reduce the pothole count and cost of street maintenance.

Check out United States Patent 8,494,694. Because this is a new invention, we'd be willing to work with any engineering firm in the city to build the first project at cost. I would expect the system would SAVE the city about 75% of the current corridor capital cost projections, and SAVE 90% of the ongoing cost per rider over the next 20 years. The StratoCar could potentially become a profit centre for city operations!





Instead of this multi-million dollar bridge this would be a good location to build the first loop of the StratoCar system: West side of Pembina (SuperStore) to Investors Field stadium at U of M , with the view to extending it to St Vital mall or Downtown to Transcona or Harkness to Red River College downtown to RRC Notre Dame and the Richardson airport.

http://www.winnipegfreepress.com/local/proposed-pedestrian-and-cycling-bridge-over-pembina-highway-will-be-huge-huge-huge-420783833.html

This system can also be adapted as a freight and transportation system into remote Canadian communities.

StratoCar Economic Analysis:	**KG**		**$**	**Total**	
10,000 M Overhead tramway track structure	100	1,000,000	$ 10	$ 10,000,000	
300 Track support posts	500	150,000	$ 10	$ 1,500,000	
100 StratoCars (max 1 per support post)			$ 50,000	$ 5,000,000	
10 Load / Unload Stations			$1,000,000	$ 10,000,000	
			Total Capital Cost	$ 26,500,000	
			Per km	$ 2,650,000	
Capital Cost Calculation per Commuter km travelled					
100 StratoCars passengers/car.. Total	20	2,000			
50 ave km/hr.. commuter km per hour		100,000			commuter km / hr
10 hrs/day.. hrs/year.. commuter km/yr	365	3,650	365,000,000		commuter km / yr
20 year Amortization... Commuter km		73,000	7,300,000,000	$ 0.0036	Cost / commuter km
Annual Operating Costs					
Repair and Maintenance	7%		$ 1,855,000		
365,000 hrs/yr Hydro Cost.. KW.. Price/kw	29.8	$0.12	$ 1,306,466		40 hp electric motor
365,000 hrs other operating costs			$ 2,612,933		
			$ 5,774,399	$ 0.0158	Cost / commuter km
			Total Cost per commuter km	$ 0.0195	
30%			**Total Cost per commuter km at 30% full**	$ 0.0648	

We would be happy to meet with you at your convenience to discuss this further.

www.StratoCar.com
Raymond Dueck 204-782-2112
Raymond@TripleGreenEnergy.com
www.TripleGreenEnergy.com
Box 575, #1555 Hwy 210 1 mile east of St Adolphe, MB R5A 1A2
RenewableBioHeat.
Commercial and Residential Hydronic Heating Systems