Personal Rapid Transit
response to ETAAC report

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Role of ETAAC (sec. 1-2)

- Recommend key demonstration projects

- Identify advanced technologies with the greatest GHG emission reduction potential, their commercial status, and the steps necessary to accomplish significant market penetration

- Review and prioritize incentive proposals for industry compliance with AB 32, identifying potential funding sources to underwrite these fiscal incentives
Comments on draft report

- PRT missing from report
  - Fuel cells mentioned 20 times
- 2 active PRT projects in Europe
- U.S. PRT-like system proves readiness
  - Maglev vastly improves performance
  - Advances in computers enable larger networks
- Include PRT with other advanced technologies in report
2% growth in VMT

PRT Solves Both GHG AND Congestion Problems
Key Differentiators for PRT

- **Very High GHG reduction potential**
  - quantify

- **Lower Risk**
  - No Technological breakthroughs needed
    - (i.e. batteries, fuel cell, enzymes, feedstock)

- **Mitigates Congestion**
  - 2% growth = double the cars in 30 years

- **Lower Cost than PHEV, EV, light rail**

- **Fast scale up possible**
  - No vehicle turnover issue
PRT deployment in Europe

Vectus in Sweden

Ultra Heathrow Airport
Recommendations

• Establish protocol for critical evaluation of PRT technologies

• Fund PRT commercial pilot demonstration to assess GHG mitigation potential in California.