

Personal Rapid Transit response to ETAAC report

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On loan to NASA

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Role of ETAAC (sec. 1-2)

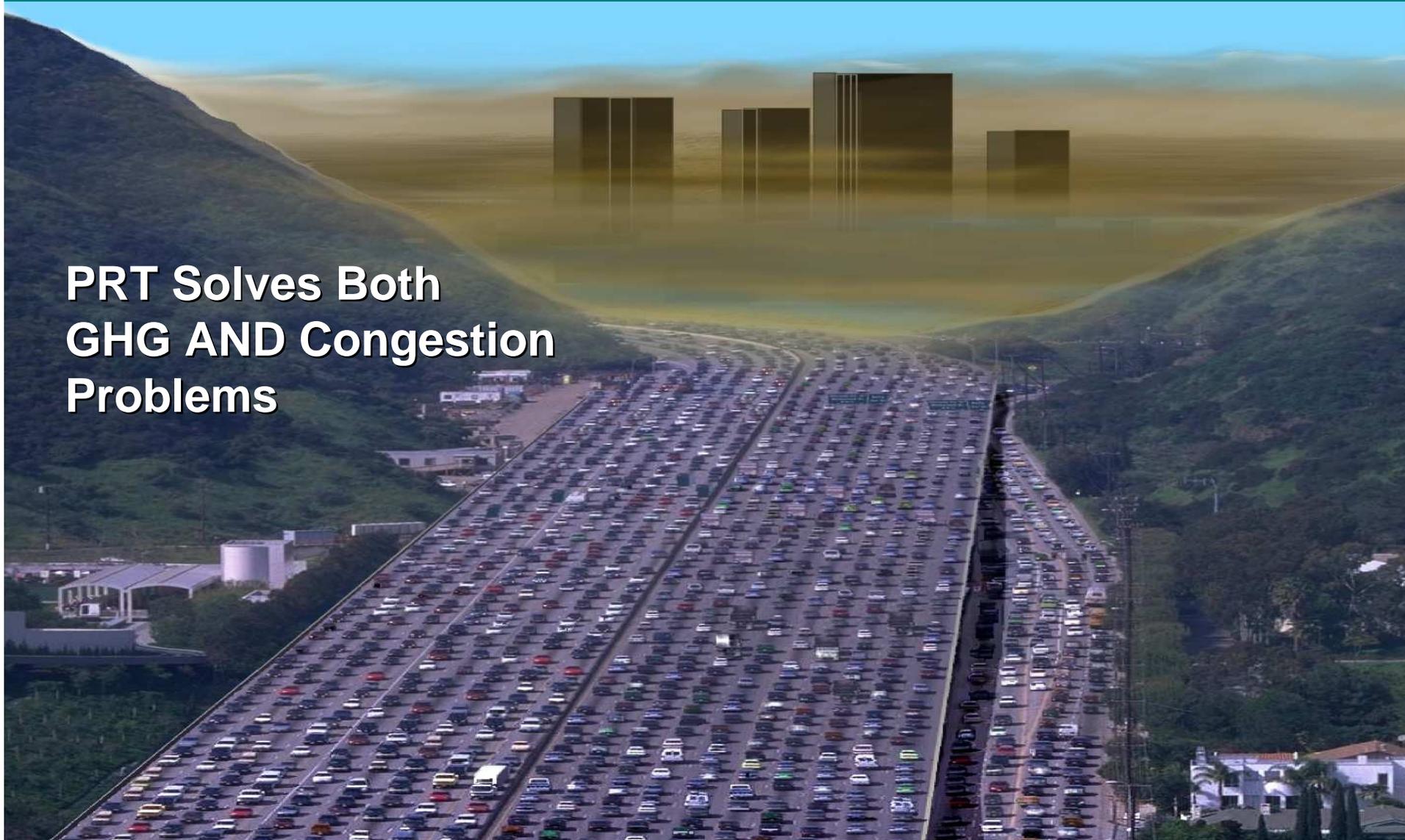
- *Recommend key demonstration projects*
- *Identify advanced technologies with the greatest GHG emission reduction potential, their commercial status, and the steps necessary to accomplish significant market penetration*
- *Review and prioritize incentive proposals for industry compliance with AB 32, 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.**