

July 21, 2010

Commissioner James Boyd  
Commissioner Anthony Eggert  
California Energy Commission  
Dockets Office, MS-4  
Re: Docket No. 09-ALT-1  
1516 Ninth Street  
Sacramento, CA 95814-5512

<b>DOCKET</b>	
<b>09-ALT-1</b>	
DATE	<u>JUL 21 2010</u>
RECD.	<u>JUL 21 2010</u>

Re: Development Process for California Personal Rapid Transit Demonstration Project

Dear Commissioners Boyd and Eggert,

The purpose of the California Personal Rapid Transit Demonstration Project (CAL-PRT) is to serve as a platform to assess the technology's energy efficiency, greenhouse gas mitigation effectiveness, and potential for congestion reduction. The development process of the CAL-PRT project raises a number of issues in regards to the 2010-2011 Investment Plan regarding matching fund sources and scope of a CAL-PRT project.

Several counties are interested in hosting a CAL-PRT project and could potentially match AB 118 funding. The 2010-2011 Investment Plan Innovation category currently identifies the availability of \$5 million to match federal funds. In order to leverage the broadest range of matching funds, the Innovation category should allow matching funds from private sources and public entities other than the federal government. For example, several California counties have levied transit taxes with provisions for funding innovative technology. Matching funds could also be available through grants from MPOs and regional transit authorities. Private funding sources have expressed interest in providing matching funds for a CAL-PRT project.

In regards to project scope and specifications, Unimodal Systems proposes that a CAL-PRT system emulate the Swedish PRT demonstration project that has resulted in the

Swedish Rail Authority's certification of the South Korean Vectus PRT system. The scope and size of a CAL-PRT project using Unimodal's technology would be similar to the Swedish PRT demonstration system. The CAL-PRT would consist of 1,000 ft. of elevated guideway, three automated vehicles, two switches and one off-line station. However, as Unimodal's PRT technology uses magnetic levitation instead of wheels, a modified standard will be required for evaluation of Unimodal's advanced drive-train components.

The project budget is \$10 million and would require 18-24 months to complete. Should the amount of AB 118 funds available for a CAL-PRT project in the 2010-2011 Investment Plan cycle be less than required, a provision allowing for completion funds in the 2011-2012 Investment Plan should be considered (assuming CEC project milestones are satisfied).

As Unimodal Systems, in collaboration with NASA, has successfully demonstrated a prototype of magnetic levitation PRT technology at the NASA Ames Research Center in Mountain View, CA, NASA's technical expertise could provide the basis for an emerging regulatory standard. The CAL-PRT platform would serve as a technical platform for relevant government regulatory agencies to evaluate system safety and performance. In addition, CAL-PRT would serve as a valuable manufacturing and installation development tool with on-going educational and research and development functions.

In conclusion, the CAL-PRT project will attract private infrastructure investments that lead to California-based PRT manufacturing and an expanding supply of greentech and construction jobs. The CAL-PRT project will be the nexus of an academic, industry and government support network dedicated to training, workforce development and manufacturing plant retrofitting to serve this new global industry.

Please feel free to contact me if you have any questions or would like clarifications regarding these proposals.

Best regards,

A handwritten signature in black ink, appearing to read 'Chris Perkins', with a long horizontal flourish extending to the right.

Christopher Perkins  
Chairman