SkyTran™

August 20, 2012

Commissioner Carla Peterman
California Energy Commission
Dockets Office, MS-4
1516 Ninth Street
Sacramento, CA 95814-5512

Re: Docket No. 11-ALT-1 2012-2013 Investment Plan

Dear Commissioner Peterman,

We encourage the continued support for the Emerging Opportunities category in the 2012-2013 Investment Plan and trust that Personal Rapid Transit (PRT) demonstration remains a specifically identified project of interest as it has in the Innovation category in previous Investment Plans. The Commission is to be commended for considering PRT as it expands the definition of "electric vehicle" beyond the requirement that it have a battery, four tires and a steering wheel. Indeed, PRT is an automated EV that travels on a powered guideway and it can play an important role in promoting numerous AB-118 goals; decreasing GHG, cutting vehicle miles traveled, and systematically reducing energy use for transport.

SkyTran has developed a PRT system that achieves these goals by greatly increasing the attractiveness and ridership of public transit by providing a level of service comparable to that of a car. Key innovations include: 1) *on-demand, non-stop, point-to-point service* within the network; 2) average speeds of *45 mph in urban areas and highway speeds for longer trips*; 3) *dramatic reductions of GHG emissions and energy consumption* (120 Wh per mile); 4) capacity of *11,500 passengers per hour* in each direction; 5) improved access with as little as *quarter mile between stations* and; 6) *improved safety* by fully grade separated guideway and automated control.

SkyTran Inc. has proposed to the Federal Transit Administration that the company develop a proof of concept of its PRT technology and then incrementally deploy an Automated Transit Network (ATN) that extends from the NASA Ames Research Park to the greater Mountain View, CA area. In the short term, the plan calls for a developmental stage Hardware Reference Platform (HRP) to be built at the NASA Ames

NASA Ames Research Center
Bldg. 14, Room 101
Moffett Field, CA 94035-0001

Ph: 805-374-8454
c.perkins@skytran.net
www.skytran.us

Research Park. The HRP will be constructed in two phases over 18 months at a cost of $3.4 million. SkyTran Inc. is requesting that the California Energy Commission consider providing match funds to FTA and private investor contributions.

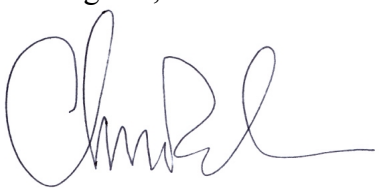
After HRP evaluations are completed, a privately funded Initial Operating Segment (IOS) connecting the NASA Ames campus to a nearby light rail station will be built and commissioned for public use. The IOS will be constructed in 12 months followed by a commissioning process at a budget of $19.25 million. Subsequently, a Mountain View Automated Transit Network (MV-ATN) will be built for a cost of $117 million and commissioned within 24 months as a public-private partnership. Based upon real-time traffic simulation of the SkyTran system, the 13-mile network can serve five central stations and 16 smaller stations using 500 vehicles to handle up to 8,000 passengers per hour. The ADA compliant system has the capacity to alleviate projected trip demand in the area over the next decade and can be scaled to handle additional growth beyond. The long-range plan is to use SkyTran networks as feeder systems to CalTrain in the Bay Area and eventually high-speed rail stations across the state. Unlike bus and rail, which recover no capital costs and only partial O&M costs, SkyTran's business model allows for full cost recovery of capital and O&M costs.

The proposed plan provides an opportunity to demonstrate innovative PRT technology solutions that leverage existing public transit assets to significantly increase overall ridership, greatly improve regional connectivity, and reduce vehicle miles traveled. Demonstrating SkyTran technology and the subsequent deployment of the MV-ATN is a project of national significance as it can serve as a model for transit-oriented development and, in California, support key CEC goals and help communities meet SB 375 greenhouse gas reduction targets as part of their region's Sustainable Communities Strategy (SCS).

More details are available in the document, *SkyTran Automated Transit Network Development & Deployment Plan v14.0* that has been submitted to Docket # 11-ALT-1.

If you have any questions or request clarifications, please don't hesitate to contact me.

Best regards,



Christopher Perkins
Executive Vice President, Government Affairs

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