

Podcar City 9

Innovative mobility in the era of automation

Silicon Transportation!

4-6 november 2015, Silicon Valley, California 

www.podcarcity.org

OCTOBER

#4
2015

CONFERENCE NEWSLETTER

FOR HOTEL UPDATE
PLEASE SEE PAGE 3

In this issue: PRESS STOP NEWS - The Silicon Valley Factor - The Spartan Superway Team in action - Rod Diridon - Larry Fabian - Conference Program Schedule & Speakers - Four suspended and supported systems - Cities interested in ATN - Matrix Simulation - Registration & Hotel Information

PRESS STOP: MAJOR BACKING OF AUTONOMOUS CARS AND ATN/PODCAR TECHNOLOGY NOW COMES FROM THE SAME GROUP OF PEOPLE

In 2010, the Podcar City Conference in San Jose, CA hosted a special track on self driving cars, one of the best attended sessions of the entire conference that year. Last week we just got news of a major investment in ATN/Podcar technology developed by Skytran. What's really interesting is that it's the same people again. See the full report about what's happening at pages 2 and 3.

Over a hundred people coming so far -
150 seats left. Hurry up and register :-)

Now we have over 40 speakers from eleven different countries and four continents. On top of that, a full and comprehensive program and a very exciting presence of a large group of motivated and skilled students working hard together on a full scale prototype at San Jose State University. If you have not yet registered - do so now. We are almost half full already and if you are in any way involved in planning for the future of sustainable transportation - Podcar City is the place to be on November 4-6. We welcome you and we are confident that this is an occasion beyond anything else in the world of transportation, energy and city planning.



Aurora Lindström, Conference Coordinator

INTENSE WORK AT SAN JOSE STATE UNIVERSITY - THE SPARTAN SUPERWAY TEAM IN ACTION !



more on pages 4-5



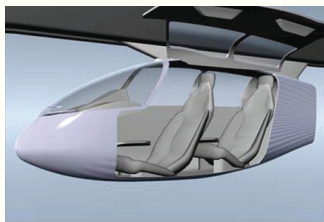
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Four suspended ATN Projects



Transit-X



Skytran



Beamways



Metrino PRT

The Silicon Valley Factor and the era of Time Travel

Once again it's Silicon Valley driving world innovation

It's no surprise to most people - but this time the interest in innovation has a new twist. It's actually the same group of people as those who are driving the autonomous car evolution who just invested in one of the ATN developers. Well, if you are facing and realizing major issues regarding accessibility, safety and congestion on roads and offering technology to address it - why not just continue and also go for public transportation? The stakes are considerable. A combination of increase in public transportation capacity using renewable energy coupled with the autonomous car evolution is the beginning of something pretty big. We are witnessing the rise of the "Time Travel" - ie people do no longer accept being tied to the car steering wheel during rush hour being held slave to an erratic bus/train timetable. We just want to go from A to B exactly when we want and not have to spend thousands of pointless hours of our life having to deal with boring and tedious stuff.

So what exactly is going on? Why is this suddenly becoming so interesting also for Silicon Valley? There is a long list of reasons for that. Let's look at a few of them.

Avoiding Traffic

It's essential for an innovate company to get the right people. However, people tend to not always be nearby and you can't expect all of them to move nearby. In and around the cities of Silicon Valley, the traffic is very congested and it's not getting any better. Bus service is great - but buses also get stuck in traffic and even if the ride can be considered work time, it is a problem having key people not arriving to important meetings on time at the office. With ATN systems we get a completely new high capacity transportation system that is fast and efficient.



Real Estate and Parking

Real Estate in Silicon Valley is expensive. It is just not feasible to expect transit authorities to expand road systems and knock down existing buildings. We need more space to live, not less. It is also a waste of money to have huge parking lots blocking potential expansion of both offices and valuable nearby residential buildings. ATN systems are space efficient and free up substantial urban space. The more ATN is used, the less parking is needed.

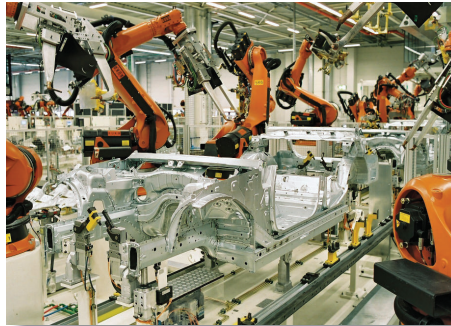
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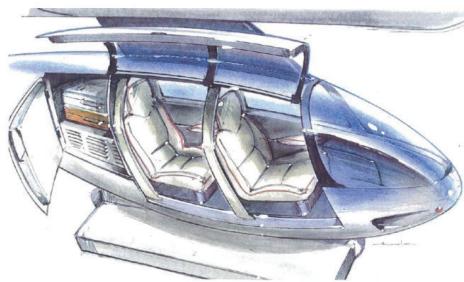
Environment

Even if electric car development goes very fast it will still take over 20 years for a majority of the cars to be driven with electricity. The use of rare earth materials and energy to produce billions of cars will be extremely energy consuming. ATN technology replaces at least 30 cars for each ATN vehicle and dramatically reduces the need for energy storage onboard. Better yet, ATN vehicles use only renewable energy sources - sun in daytime, water and wind at night when the traffic is off peak anyway.



It takes a lot of materials and energy to make a car.

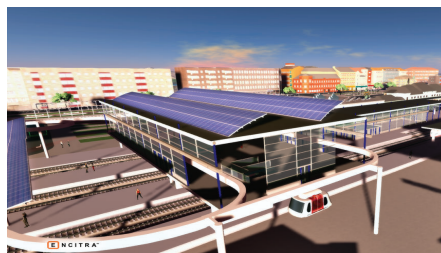
To sum up - Silicon Valley early investors are bright and passionate people that want to make a change in the world. After IT, cars and solar - it's time for smart transportation.



skyTran Announces Innovation Endeavors' Investment. Read the full press release at prnewswire.com/news-releases/skytran-announces-innovation-endeavors-investment-300139605.html
Image (c) by Skytran

Recent news on self driving cars:

Google wants to use Matrix Simulation Technology for road testing and validation. An article in The Guardian recently reported on this idea. This is not new - For the UltraPRT Amritsar project in India there was a virtual model developed. Also Uppsala Sweden did this, and even early tests in the 70's at Aerospace Corporation used similar ideas. Image on right: the Uppsala PRT Simulation



HOTEL UPDATE

We have selected two hotel options for attendees. Please see prices and information on registration at the hotels below. The Conference has chosen Maple Tree as the main conference hotel.

MAIN CONFERENCE HOTEL

Maple Tree Inn ****
711 East El Camino Real
Sunnyvale, CA
Tel: +1 408 720 9700
Homepage & Contact:
www.mapletreeinn.com

Pricing: \$189 + tax
Booking code: Group code 785
Available with this code Nov 3-7
Note: Cut-off date is October 3

ALTERNATIVE HOTEL

Americas Best Value Inn ***
1012 West El Camino Real
Mountain View, CA 94040
Tel: 650-961-6720
Homepage & contact:
www.abvimountainview.com/

Pricing: \$159 + tax (single)
\$185 + tax (double)
Booking code: PCC9
Available with this code Nov 3-7
Note: Cut-off date is October 3



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STUDENTS AT WORK



Ron Swenson, Initiator and
INIST Director



SMSSV Team at Maker Faire 2014

What do Brazil, South Korea, Netherlands, France, Sweden and the USA have in common?
Answer: A very cool solar transportation project with students and sponsors from all these countries! It is also much more than just a project in San Jose - it is now a network of Universities, also labeled the *Solar Skyways Network* with participation from Delft University, Linköping University, Pusan University, San Jose State University, Southern Illinois University, Presidio Graduate School of Business, Uppsala University and several more. Here you also see the fantastic work done by the ecoPRT team at North Carolina State University. Enjoy the energy from all these young people - now over 50 students working together!



Dr Burford Furman

*Spartan Superway leader at
San Jose State University*



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FROM SIX COUNTRIES

All work done by students is sponsored by local businesses, donors and non-profits. The Solar Skyways Network is a great place to make a difference. The teams welcome all kinds of support - monetary, in-kind, mentoring and much more. Interested in being a part of a great team? Go to

spartansuperway.blogspot.com

for contact information. Welcome to join us!



Spartan Superway Team 2015 with Congressman Mike Honda



North Carolina State University conceptual design



ecoPRT Student Team



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Four supported ATN Projects



Modutram



UltraPRT



2Getthere



Vectus PRT

NO TRICKLE DOWN



By Larry Fabian, Trans.21

Global transport strategist Lawrence Fabian of Trans.21 takes a broad look at urban mobility infrastructure developments and sees dynamics in a blurred dual-mode future.

Podcar interest is bubbling up at the grass roots. Recent examples are a renegade progressive county official in Greenville, a rich entrepreneur in Austin, a citizen activist at the far end of Silicon Valley, and a neighborhood association outside DC. Sadly nothing comparable is heard about flexible, dynamic podcar concepts at USDOT or in state offices across the USA. Trickle-down economics never worked -- unless you like to have the top 1% get even richer. It doesn't work for urban mobility either.

The Silence is Deafening

In flexible, trendy California - even in dynamic, cash-rich Silicon Valley where PCC9 will take place, most podcar activists treat Sacramento as if it were on a different planet. In place of interest, one gets a roll of the eyes and a frustrated sigh that state governance is not on solid ground.



Capitol of Sacramento
Image by Sascha Brück

In New York State there is no embrace of podcar options. Instead, the Empire State plods forward with a \$7 billion confirmation of the highway culture that is, sadly, at the heart of our economic despair. North of NYC, the majestic Hudson River is a linear lake several miles wide channeling a tremendous fresh water flow south that California might die for. The waterway is so wide that cross-Hudson bridges are few and far between. The Tappan Zee Bridge (TZB) is the first north of Manhattan. It is aging and over capacity. Engineers have concluded that it should be repaired, not rehabilitated. They looked at adding heavy rail, but dismissed that as outrageously expensive. So future TZB transit will be buses and vans (and maybe taxis).

Cuomo and the 21st Century

A podcar appended to a new TZB - or even the current one - would add little structural load. Networks through the quiet, green suburbs in Westchester County (population 1m) to the east and Orange (0.4m) to the west would service local needs -- reducing arterial and parking needs -- and make possible more cross-river trips without carbon emissions.

Several podcar developers have expressed interest in exploring the fundability of such a scheme. Will local consensus congeal around it? Will Albany be helpful? Will NYS demand better from USDOT and its own technocrats? Will Governor Cuomo see the folly of a monument to 20th century oil addiction as his legacy for future generations?

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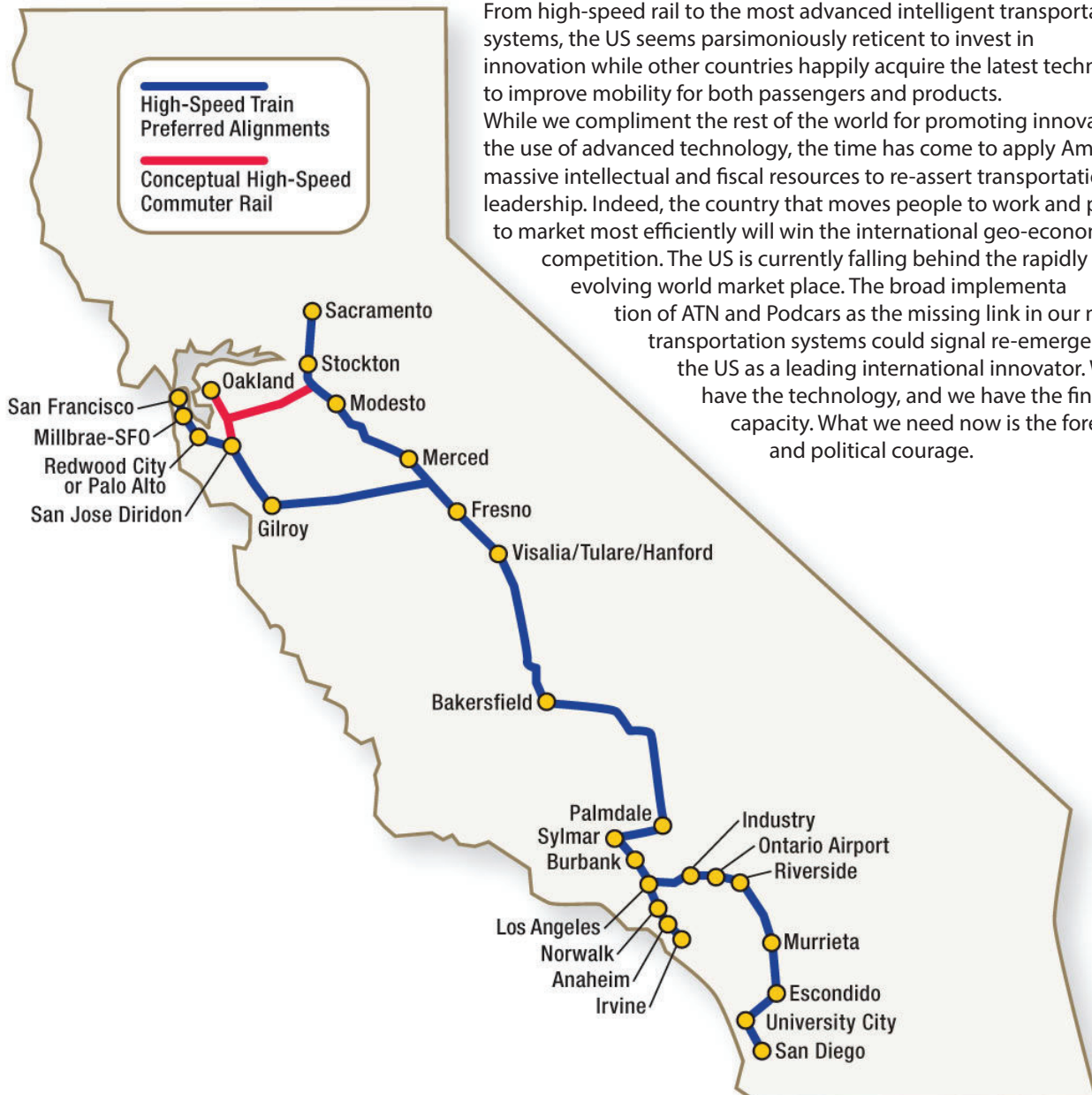
The US Must Innovate – And Podcars Are Ready and Needed

by Rod Diridon, Sr.
Emeritus Executive Director
Mineta Transportation Institute



Automated Transit Networks (ATN) or Podcars could be a solution to transit's "first-and-last-mile" challenge. It is now accepted technology throughout the world – but not yet in the United States. By tradition, the US has led the world in applying innovative technology. Yet we are now

lagging far behind in the application of new transportation systems. From high-speed rail to the most advanced intelligent transportation systems, the US seems parsimoniously reticent to invest in innovation while other countries happily acquire the latest technologies to improve mobility for both passengers and products. While we compliment the rest of the world for promoting innovation and the use of advanced technology, the time has come to apply America's massive intellectual and fiscal resources to re-assert transportation leadership. Indeed, the country that moves people to work and products to market most efficiently will win the international geo-economic competition. The US is currently falling behind the rapidly evolving world market place. The broad implementation of ATN and Podcars as the missing link in our mass transportation systems could signal re-emergence of the US as a leading international innovator. We have the technology, and we have the financial capacity. What we need now is the foresight and political courage.



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Four of our Speakers



Peter Muller, CEO
PRT Consulting



Sharon Feigon, Executive Director
Shared Use Mobility Center



Fredrik Saweståhl, Mayor
City of Tyresö, Sweden



Shannon McDonald, Professor
University of Southern Illinois

PROGRAM OVERVIEW WEDNESDAY NOVEMBER 4

- 10 AM - 4PM Student Charrette, Spartan Superway Design Center, 128 E St John St, San Jose
- 4 - 5 PM Student Presentations, Spartan Superway, San Jose
- 5 PM Icebreaking Reception, Spartan Superway, San Jose

THURSDAY NOVEMBER 5

- 9 AM Registration & Coffee, Mountain View Performing Arts Center 500 Castro St, Mountain View, CA
- 10 AM Official Opening and Keynote Speakers
 - Welcome Aurora Lindström, IST Sweden
 - Vince Valdes, US DOT
 - Matthew Lesh, Noblis
 - Presentation of the program – Dr Ingmar Andreasson
- 11.30 AM Lunch at Venue
- 12.30 PM Plenary session - City & MPO Perspectives
 - Fernando De Aragon, Ithaca MPO, NY
 - Fred Payne, County of Greenville, SC
 - Ben Tripousis, California High Speed Rail Authority
- 1.30 PM Plenary session: Systems in Operation
 - Guido Schwager, Schwager Davis Inc.
 - ULTra Global PRT
 - Robbert Lohmann, 2getthere Netherlands
- 2.30 PM Break, Fruits, Coffee
- 3.00 PM Session A - HSR/Feeder Systems & Station Area Design
 - Sam Lott, Kimley-Horn
 - Eric Eidlin, HSR California
 - Nicolas Coulombel, Ecole des Ponts, France
 - Shannon McDonald, ATRA AC
- 3.00 PM Session B - Shared Mobility and Accessibility
 - Mohammed Yousuf, DOT
 - Susan Shaheen, UC Berkeley
 - Caroline Rodier, UC Davis
 - Sharon Feigon, Shared-Use Mobility
- 4.15 -5.25 PM Session A - Applicability of Podcars
 - Gary Hsueh, Arup
 - Will Ackel, ATRA
 - Peter Muller, PRT Consulting Inc
 Session B - Urban Design
 - Magnus Hunhammar, IST Sweden
 - Lucia Cristea, Perugia, Italy
 - Nathan Koren, Podaris, UK
 - Crista Lopes, UC Irvine
- 7 PM Conference Dinner & Keynotes, Adobe House, San Jose

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LEA ELLIOTT



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FRIDAY NOVEMBER 6

8.30 AM Session A - System Developments Part 1

- Doug Malewicki, SkyTran
- Bengt Gustafsson, BeamWays Sweden
- Buff Furman, Spartan SuperWay
- Seth Hollar, EcoPRT

Session B - Swedish City Perspectives

- Fredrik Saweståhl Tyresö Sweden
- Stefan Bergström, Sundbyberg Sweden
- Lars Sundblad, Sigtuna/Arlanda Sweden

9.40 AM Break, Fruits, Coffee

10.10 AM Session A - System Developments Part 2

- Nanzheng Yang, TTS Institute Chine
- Wlodzimierz Choromanski, WTU Poland
- Robert Baertsch, SkyTran

Session B - Procurement and Standards

- Steve Perliss, Lea&Elliot
- Eric Phillips, Lea&Elliot

11.20 AM Session A - System Developments Part 3

- Neil Sinclair, CyberTran
- Alexander Kyllmann, ModuTram Mexico
- Mike Stanley, TransitX

Session B - Driverless Vehicles

- Alain Kornhauser, Princeton University
- Luis Ferreras, Parsons Transportation Group
- Peter Muller, PRT Consulting Inc
- Jeral Poskey, Google Inc

12.30 PM Lunch in Town

1.45 PM Session A - Interactive Workshop

- Catherine Burke, USC
- David Holdcroft, ATRA IG
- Gary Hsueh, Arup

Session B - Energy and Climate

- Ron Swenson, INIST
- Monica Zarafu, Sydney Tech University, Australia
- Jim Beregi, Solar Transportation
- Claude Escala, Supraways, France

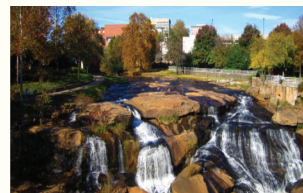
2.45 PM Break, Fruits

3.10 PM Closing Plenary

Martin Lowson Award Ceremony

4.30 PM Official Closing

Four cities considering ATN /PRT Technology



Greenville, South Carolina



Tyresö, Sweden



Sigtuna, Sweden



San Jose, California



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TransitX

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CONFERENCE VENUE AND REGISTRATION



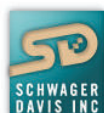
The conference will be held November 4 at Spartan Superway in San Jose and November 5-6, 2015 at the Center for Performing Arts in downtown Mountain View. Register at www.podcarcity.org. We also provide links for hotels and motels, transportation information, travel packages for groups and much more. Please see page 3 in this newsletter for Hotel information.

Contact:
info@podcarcity.org

Speakers as of September 29, 2015 (preliminary):

Alain Kornhauser, Princeton University, USA
Aurora Lindström, IST, Sweden
Ben Tripousis, California High-Speed Rail, USA
Bengt Gustafsson, BeamWays, Sweden
Burford Furman, San Jose State University, USA
Caroline Rodier, UC Davis, USA
Claude Escala, SupraWays, France
Crista Lopes, University of California Irvine, USA
David Holdcroft, ATRA Industry Group, UK
Doug Malewicki, SkyTran, USA
Eric Phillips, Lea+Elliott, USA
Fernando De Aragon, Ithaca MPO, USA
Fredrik Saweståhl, Tyresö, Sweden
Gary Hsueh, Arup, USA
Guido Schwager, Schwager-Davis, USA
Ingmar Andreasson, LogistikCentrum, Sweden
Jeral Poskey, Google, USA
Jim Beregi, Solar Transportation Technologies, USA
Laura Stuchinsky, City of San Jose, USA
Lucia Cristea, Perugia, Italy
Luis Ferreras, Parsons Transportation Group, USA
Magnus Hunhammar, Kompass, Sweden
Matthew Lesh, Noblis, USA
Monica Zarafu, Australia
Nanzheng Yang, Tubenet, China
Nathan Koren, Podaris, UK
Neil Sinclair, CyberTran, USA
Nicolas Coulombel, Ecole des Ponts, France
Peter Muller, PRT Consulting, USA
Robbert Lohmann, 2getthere, Netherlands
Ron Swenson, INIST, USA
Sam Lott, Kimley-Horn, USA
Seth Hollar, EcoPRT, USA
Shannon McDonald, Southern Illinois University, USA
Sharon Feigon, Shared Use Mobility Center, USA
Stefan Bergström, Sundbyberg, Sweden
Steve Perliss, Lea+Elliott, USA
Susan Shaheen, UC Berkeley, USA
Tad Winiecki, Rice University, USA
Walter Kulyk, TRB, formerly DOT, USA
Włodzimierz Choromanski, Technical University of Warsaw, Poland

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