

## **Transportation After Fossil Fuels: A Decade Away?**

by Stephen Elliott-Buckley - Monday, October 20, 2014

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Once upon a time, I rode [the maglev at the Japan pavilion at Expo 86](#).

Since then, I've come to see that that was the Commodore Vic 20 of high speed travel. What's the new standard? ET3.

So if you've been having a hard time imagining a post-carbon transportation system that would run on the electricity we'd glean from the wind and the sun, and cost about as much as one year of Air Canada's gross revenue [\$12.4 billion in 2013], start grinning when you read the quote at the bottom.

We could even fund it federally with a 5-year dedicated 1% increase in revenue from corporate taxes. The federal government 2012-13 \$256 billion budget earned 13.6% of revenue from corporations [and 49% from personal income tax!!!]. This is not brain surgery, folks.

The Hyperloop has been vaguely described by Musk as a “cross between a Concorde, a rail gun, and an air hockey table.” A better description might be an elevated tube system with a magnetic levitation system similar to high-speed bullet trains. The kicker would be the enclosed tube, which would provide a nearly friction-less surface for individual capsules to travel in.

ET3's Hyperloop-like project already has a number of schematics and plans already in place. They claim an automobile-sized, six-passenger capsule constructed for “outer space” travel conditions could easily reach speeds of 4,000 miles per hour on longer journeys across the country or across continents. In theory, this elevated tube system could be built for a tenth of the cost of high-speed rail and a quarter the cost of a freeway. The projected cost for a passenger to travel from Los Angeles to New York is \$100.

[LA To NYC In Under An Hour, Hyperloop System Will Let You Travel At 4,000 MPH | Industry Tap](#).