

**DOCKETED**

<b>Docket Number:</b>	23-ALT-01
<b>Project Title:</b>	2023-2024 Investment Plan Update for the Clean Transportation Program
<b>TN #:</b>	249860
<b>Document Title:</b>	LoopWorks Comments - An entire area of opportunities is overlooked in the Investment Plan
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	LoopWorks
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	4/25/2023 2:01:59 PM
<b>Docketed Date:</b>	4/25/2023

*Comment Received From: LoopWorks*  
*Submitted On: 4/25/2023*  
*Docket Number: 23-ALT-01*

**An entire area of opportunities is overlooked in the Investment Plan**

*Additional submitted attachment is included below.*



*LoopWorks*

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April 25, 2023

California Energy Commission  
Attn: Advisory Committee for the Clean Transportation Program Investment Plan  
715 P Street  
Sacramento, CA 95814

Re: 2023-2024 Investment Plan Update for the Clean Transportation Program

Commissioner Patty Monahan and staff,

While proposed allocations in the Plan support our dominant transportation model of individually-operated vehicles and associated charging/fueling infrastructure, an entire area of opportunities is overlooked. Personal Rapid Transit (PRT) uses automated cabs on elevated guideways to deliver 24/7 on-demand, non-stop service between all stations in the network. One would expect that such an advanced transit option would be identified in the section titled “Emerging Opportunities”, but it isn’t. Thus, this note.

Your overall program goal is “to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.” PRT will help you succeed. Here is how. As high-lighted in the [Background Paper](#) written by staff for the Feb. 27, 2023 Transportation Committees Joint Informational Hearing:

... the price of public transport comes well after reliability, punctuality, frequency, comfort, security and geographical coverage, in terms of priority criteria.

PRT excels in each area! Perhaps that’s why PRT technology was chosen for the transit connection between San José’s Caltrain/HSR station and the airport. Or why both Senator Aisha Wahab and [Assembly member Alex Lee declared their support](#) for the [Milpitas PRT demonstration project](#). Imagine you sit on Santa Clara County’s VTA Board faced with a choice between the BART Burrow and 4 stations for \$7-9B versus spending just \$7B on PRT to cover a 100 square-mile area with 800 stations running 24/7. Which would you choose?

Until a PRT demonstration project is built and validates projections, that choice will not be available to transit authorities. They will not know that [building transit ridership](#) is far easier with PRT. Or about the increased levels of safety and security afforded users. Or the impact on property values and attendant revenues to cities and school districts. In fact, the biggest benefit of building the Milpitas PRT will be the data! We will learn about costs, ridership, public response, and impacts – including [synergy with existing transit](#).

So, are you interested in exploring a new area of opportunities, or not? While answers to nearly all your questions are on our website, I would be happy to save your time by guiding you to them.

Sincerely,

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