

DOCKETED

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Comment Received From: Robert Means
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LoopWorks Comments - An entire area of opportunities is overlooked in the Investment Plan

Additional submitted attachment is included below.



LoopWorks

LoopWorks, Inc.
1421 Yellowstone Ave.
Milpitas, CA 95035-6913
408-372-2901 MilpitasPRT.com

April 30, 2025

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

Re: 2025-2026 Investment Plan Update for the Clean Transportation Program

Commissioner Nancy Skinner, CTPAC and staff,

While the Plan supports our dominant transportation mode of individually-operated vehicles and associated charging/fueling infrastructure, an entire area of opportunities is overlooked. Reducing CO₂ emissions by providing attractive public transit is an option, specially using Personal Rapid Transit (PRT) or podcar networks.

Podcar networks serve an area rather than a corridor as do light rail and commuter rail. PRT uses automated cabs on elevated guideways to deliver 24/7 on-demand, non-stop service between all stations in the network. Such a podcar network could serve 100 square-miles of San Jose with 800 podcar stop for less cost than the proposed BART commuter rail extension and its 4 huge (and expensive) stations.

As your overall program goal states: “develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.” PRT can 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 \(SJC\)](#). A few days ago, the City of Irvine in Orange County agreed to [deploy the podcar network](#) sponsored by Swyft Cities, a spin-off from Google.

Both Senator Aisha Wahab and [Assembly member Alex Lee declared their support](#) for the [Milpitas PRT demonstration project](#). Until a PRT demonstration project is built and validates projections, transit authorities will not consider it a viable option. They will not know that [building transit ridership](#) is far easier with PRT. Or that [O&M is lower](#), and levels of safety and security afforded users is higher than traditional technologies. 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](#).

I urge you to investigate podcar networks as a way to reduce CO₂ emissions by visiting the website MilpitasPRT.com, especially the [Technical section](#) and the [Documents page](#). 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,

Rob Means, LoopWorks Secretary
Rob@MilpitasPRT.com
408-262-0420 home, 408-262-8975 v-mail
1421 Yellowstone Ave, Milpitas, CA 95035
<https://MilpitasPRT.com> Transit for all of us!