APPLICATION FORM – Spring 2021

https://www.svcleanenergy.org/innovation/
This document is intended to use as reference and help in constructing answers to the application.
Please submit all applications through the online platform at
https://forms.gle/C78QTrya6gjs7cMz8

YOUR EMAIL* **Rob@MilpitasPRT.com**

YOUR NAME* **Robert Means**

PHONE NUMBER* **408-262-8975**

POSITION TITLE* **Secretary**

ORGANIZATION* **LoopWorks, Inc.**

ORGANIZATION WEBSITE **https://MilpitasPRT.com/**

PROJECT TITLE* **Milpitas Personal Rapid Transit (PRT)**

STATUS OF TECHNOLOGY OR INNOVATION*
[Dropdown menu]

- Idea
- Concept/prototype
- Proof of concept
- **Commercialization/demonstration**

PROJECT SUMMARY* (500 word limit)
Describe the goals and objectives, approach, role of SVCE and project partners, timeline and milestones, outcomes, and motivation and background.

Both SVCE's website and webinar encouraged submission of proposals that lie outside your theme and stage level for this round of applications. This project is both, and merits your support due to tremendous potential for reducing transportation sector CO_2 emissions. We seek Stage 2 – demonstration project funding in the sum of $60,000 or more.

The Milpitas Personal Rapid Transit (PRT) will be a see, touch and ride inspiration for cities across the world. That starts with the LoopWorks mission or objective to "Provide climate-friendly and easy-to-use PRT for movement around Milpitas that bypasses traffic with quick, point-to-point and fare-free rides." The vision which motivates us extends worldwide: *The LoopWorks PRT project inspires rapid adoption of advanced transit that dramatically reduces transportation sector emissions.*

The Metro Area around the Milpitas BART transit hub is badly congested, densely populated, and rife with barriers that challenge pedestrians and cyclists. A dual-loop PRT System is proposed to mitigate both the congestion and the accessibility issues. Using small electric vehicles on elevated guideways, residents from 7 separate housing areas could easily access the BART Transit Center, new elementary school, Great Mall shopping center, Trader Joe's grocery store, and three city parks. See project poster at https://milpitasprt.com/wp-content/uploads/dad-poster-web.png

Although PRT has been technically and financially viable for the past 40 years, neither the private nor public sectors have followed through. LoopWorks will fill the gap with an approach that uses 3 innovative strategies:

1) Utilize a *vehicle design* that minimizes guideway size and markedly reduces PRT costs.

2) Adopt a California Mutual Benefit Corporation *legal structure* to provide flexibility and transparency unavailable through governmental, for-profit, and tax-exempt corporate structures.

3) Seek *foundation funding* rather than money from government agencies or investors, for designing and building the system to minimize delay and ensure financial viability.

The LoopWorks governance model includes 4 types of partners/stakeholders in a democratically-run corporation: workers, funders, right-of-way property owners, and community members. Each will have a voice on the Board through their elected representative.

The LoopWorks PRT system will achieve two major goals: 1) provide extraordinary public transportation service in the Milpitas Metro Area, and 2) provide a new model for future transportation projects.

LoopWorks expects the role of SVCE to lead by example. By seeding this effort, other funding organizations will be encouraged to provide the first year's operating budget of $600,000. *In recognition of their pioneering and highly successful contributions to clean energy and its efficient use, right of first refusal is being extended to SVCE through this grant process.*

In addition to working with foundations and property-owning partners, LoopWorks will work with a design & construction engineering company, the foremost PRT technology expert (Dr. J. Edward Anderson), and various stakeholders including the City of Milpitas. While LoopWorks anticipates a 5-year timeline for the project, specific milestones and outcomes for the first year of efforts are outlined by Start-Up Costs and Activities (pages 89 - 92) in the LoopWorks business plan (**https://milpitasprt.com/wp-content/uploads/business-plan.pdf**).

PROJECT SUMMARY* (1,000 word limit)
Describe the goals and objectives, approach, role of SVCE and project partners, timeline and milestones, outcomes, and motivation and background.

Both SVCE's website and webinar encouraged submission of proposals that lie outside your theme and stage level for this round of applications. This Milpitas PRT project is both, and it merits your support because of its tremendous potential to reduce CO_2 emissions in the transportation sector. Although the outcome is a single square mile served by this initial system, we expect the ROI to be high enough to warrant scaling up to serve a 100-square-mile metropolitan area like San Jose. Such an extensive network would substantially reduce the need for automobile transportation throughout the area served, resulting in fewer transportation-related emissions, less congestion, and greater safety for the community.

The Milpitas advanced transit project will be a see, touch and ride inspiration for cities across the world. That starts with the LoopWorks mission or objective is to "Provide climate-friendly and easy-to-use Personal Rapid Transit (PRT) for movement around Milpitas that bypasses traffic with quick, point-to-point and fare-free rides." The vision which motivates us extends worldwide: *The LoopWorks PRT project inspires rapid adoption of advanced transit that dramatically reduces transportation sector emissions.*

PRT delivers:

- clean, quiet and responsive public transportation
- automated service available 24 hours a day, rain or shine
- personal comfort and safety at stations and in transit
- construction and operating costs lower than comparable transit options

Project Background and Description

The Metro Area around the Milpitas BART transit hub is badly congested, densely populated, and rife with barriers that challenge walkers and cyclists. A dual-loop PRT System is proposed to mitigate both the congestion and the accessibility issues. Using small electric vehicles on elevated guideways unobstructed by ground-level conditions, residents from 7 separate housing areas could easily access the BART station, new elementary school, Great Mall shopping center, Trader Joe's grocery store, and three city parks. See project poster at https://milpitasprt.com/wp-content/uploads/dad-poster-web.png

PRT has been technically and financially viable for the past 40 years, but institutional inertia and fear of political consequences has impeded progress. To reduce fear and avoid institutional resistance, LoopWorks will approach these obstacles using 3 innovative strategies:

1) Utilize a *vehicle design* that minimizes guideway size and markedly reduces PRT costs.

2) Adopt a California Mutual Benefit Corporation *legal structure* to provide flexibility and transparency unavailable through governmental, for-profit, and tax-exempt corporate structures.

3) Seek *foundation funding* rather than money from government agencies or investors, for designing and building the system to minimize delay and ensure financial viability.

Business Model

The LoopWorks governance model includes 4 types of partners/stakeholders in a democratically-run corporation: workers, funders, right-of-way property owners, and community members. Each will have a voice on the Board through their elected representative.

LoopWorks will secure grant funding for engineering and construction from foundations seeking to reduce greenhouse gas emissions, increase transit ridership, or promote social equity. To provide free rides to users, alternative revenue streams will be secured to fund the low cost of operations and maintenance (O&M). All revenue can be applied to running the system and serving people because grant money eliminates the need to pay for both capital costs and interest on debt.

The LoopWorks PRT system will achieve two major goals: 1) provide extraordinary public transportation service in the Milpitas Metro Area, and 2) provide a new model for future transportation projects. The data and knowledge gained from building this first PRT system will be useful in sparking, refining and strengthening future projects.

Details

LoopWorks expects the role of SVCE to lead by example. By seeding this effort, other funding organizations will be encouraged to provide the first year's operating budget of $600,000. In recognition of their pioneering and highly successful contributions to clean energy and its efficient use, right of first refusal is being extended to SVCE through this grant process.

In addition to working with foundations and property-owning partners, LoopWorks will work with a design & construction engineering company, the foremost PRT technology expert (Dr. J. Edward Anderson), and various stakeholders including the City of Milpitas. While LoopWorks anticipates a 5-year timeline for the project, specifit milestones and outcomes for the first year of efforts are outlined by Start-Up Costs and Activities (pages 89 - 92) in the LoopWorks business plan (https://milpitasprt.com/wp-content/uploads/business-plan.pdf).

INNOVATION* (200 word limit)

How is your project innovative? Describe the current problem your project aims to address, how existing solutions fall short, and how your project will address the need.

Our transportation system's reliance upon fossil fuels produces roughly 40% of the Bay Area's greenhouse gas emissions.

Furthermore, the automobile infrastructure itself creates additional problems such as toxic air pollution, thousands of deaths annually, time-wasting traffic congestion, and heavy demand for materials in a world of limited supplies. LoopWorks is creating a new transit paradigm that will reduce greenhouse gases and traffic congestion while increasing energy efficiency, safety and transit ridership.

Conventional transit options are not the answer. The traditional mass transit option - buses - capture a modal split in most U. S. cities that hovers around 3% of all trips. Another small percentage is captured by walking, cycling and other alternative modes leaving 90% of trips being in automobiles. This remains true despite substantial investments in alternative options over many years.

The potential of PRT to reduce single-occupancy vehicle (SOV) driving is amazing! Because PRT provides convenient connections between existing transportation options, we can expect dramatically higher use of those options. PRT levels of service outrank both traditional transit and cars on most of over a dozen service parameters. PRT's cost and capacity compare favorably with other transit options.

INNOVATION* (500 word limit)
How is your project innovative? Describe the current problem your project aims to address, how existing solutions fall short, and how your project will address the need.

Our transportation system's reliance upon fossil fuels results in producing roughly 40% of the Bay Area's greenhouse gas emissions. Reducing transportation sector fossil fuel usage has been remarkably challenging as shown by scant increases in the use of alternative options despite substantial investments over many years. In fact, VTA ridership fell by 19% between 2009 to 2018.

Furthermore, the automobile infrastructure itself creates additional problems such as toxic air pollution, thousands of deaths annually, time-wasting traffic congestion, and heavy demand for materials in a world of limited supplies. LoopWorks is creating a new transit paradigm that will reduce greenhouse gases and traffic congestion while increasing energy efficiency, safety and transit ridership.

Those taking the time to understand the full extent of the mobility problem facing today's cities will discover that the solutions presently being proposed do not go far enough. While they may alleviate some problems, other serious issues are ignored. *Transportation Options for Greenville* (page 43) outlines the situation by examining the impact of 5 factors: congestion, accessibility, safety, land use and infrastructure. Conclusion of the report: the automobile infrastructure is the real problem.

Conventional transit options clearly are not the answer. The attractiveness of public transit rises with the frequency of service, personal security, and the number of destinations that can be quickly accessed. Unfortunately, Valley Transportation Authority's service level generally is 20 minutes between buses, and typically more. To reduce that headway to 10 minutes – a frequency at which public transit starts to become attractive – would imply a doubling of buses, staff and operating losses. The cost of doing so is not practical for VTA because only 11% of their 2019 operations was covered by rider fares leaving most of the remaining 89% subsidized by taxes. In fact, the typical American city dweller can only reach 30% of jobs within 90 minutes using public transport. That poor service level is why the traditional mass transit option - buses - capture a modal split in most U. S. cities that hovers around 3% of all trips. Another small percentage is captured by walking, cycling and other alternative modes leaving 90% of trips being in automobiles.

The potential of PRT to reduce single-occupancy vehicle (SOV) driving is amazing! Because PRT provides convenient connections between existing transportation options, we can expect dramatically higher use of those options. A 188-page peer-reviewed study indicates that the SOV rate at a high-tech job center could be cut in half. Other surveys estimate ridership on a PRT system ranges from 25% to greater than 50% of daily trips in a PRT-served area, a huge increase over traditional mass transit. PRT levels of service outrank both traditional transit and cars on most of over a dozen service parameters. PRT's cost and capacity compare favorably with other transit options currently available in Santa Clara County. Furthermore, PRT uses less than one-third the energy per passenger mile

of automobiles and public transit – and without greenhouse gas emissions because it runs on carbon-free SVCE electricity.

ORGANIZATION, KEY STAFF & QUALIFICATIONS* (300 word limit)
Describe your organization, key staff that would work on this project, and relevant experience, expertise and qualifications.

During its first year of operation, LoopWorks will lay the groundwork for building a PRT system to serve the Milpitas BART/VTA Transit Center. Until the system goes operational, the Board of Directors will contract work out as much as possible to businesses located within Santa Clara County and paying prevailing wages. The LoopWorks Advisory Board, whose members come from various roles in high-tech companies, includes an entrepreneur, 2 financial experts, the top PRT hardware expert in the world, and members with deep connections into the Milpitas community.

Our strategic partners will include Intelligent Transportation Network System (ITNS - the system designer), the City of Milpitas and a major construction company. Additionally, Board member and long-time Milpitas resident Rob Means has been promoting efficient clean-energy transportation for 24 years. After a career in computer communications helping lay the foundation for the Internet, Mr. Means began promoting electric scooters and bikes long before they were popular. (In that role, Rob acted as consultant to SVCE's 1st annual *Bike to the Future* event.) As that market matured, Mr. Means has turned his full focus to champion a demonstration PRT system for the Metro Area of Milpitas. His vision for systems that reduce carbon emissions, enhance life, and help society has drawn him to PRT technology and this dual-loop PRT project.

LoopWorks Advisory Board member Dr. J. Edward Anderson is arguably the most knowledgeable and renown PRT expert in the world. Both his long career and impressive accomplishments speak to his integrity and that of his work results. Find both his resumé and values in the ITNS Business Plan, pages 2 and 92-94. (http://sunnyhillsneighborhood.org/Business_Plan_2019.pdf)

Bylaws have been developed that provide for democratic involvement of stakeholders and equitable operation of the business. (https://milpitasprt.com/wp-content/uploads/bylaws.pdf)

GRANT FUNDING REQUEST*
[Dropdown menu]

- No grant funding requested
- Stage 1 – proof of concept ($10,000 - $75,000)
- **Stage 2 – demonstration ($50,000 - $100,000)**

PROJECT BUDGET* (200 word limit)
If you are requesting grant funding, please specify the total amount you are requesting and a breakdown of the project budget to justify the request. Indicate any co-funding that is contributing to the project budget, such as in-kind resources or external grant funding.

The first round of funding for $600,000 will fund a CEO (at a total cost up to $300,000 including benefits) for one year and provide initial start-up funding. The CEO will be tasked with accomplishing 18 goals among which are:

1 Secure a Memorandum of Understanding (MOU) from the City of Milpitas.

2 Identify the prime contractors for design and construction, and secure an MOU agreement with them.

3 Secure MOUs from all property owners required for the LoopWorks project starting with those required for the Mini-Loop.

4 Incorporate with the Secretary of State as LoopWorks. [Completed.]

5 Establish a website. [Completed.]

6 Contact cities with an interest in PRT (Cupertino, San José, Santa Clara, Sunnyvale, Mountain View and Santa Cruz) to solicit their support for this PRT system which will benefit their advanced transit efforts.

7 Confirm that the control system offered by Transit Control Solutions, Inc. (TCS) meets the requirements specified on page 58 of ITNS Business Plan (The Design and Assembly of the ITNS Control System). [Completed.]

8 Secure $6M in funding for design work and project management.

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3. Secure MOUs from all property owners required for the LoopWorks project starting with those required for the Mini-Loop.
4. Incorporate with the Secretary of State as LoopWorks. [Completed.]
5. Establish a website. [Completed.]
6. Contact cities with an interest in PRT (Cupertino, San José, Santa Clara, Sunnyvale, Mountain View and Santa Cruz) to solicit their support for this PRT system which will benefit their advanced transit efforts.
7. Determine the amount of insurance required for the construction phase, which will likely include bond money and tear-down insurance.
8. Confirm that the control system offered by Transit Control Solutions, Inc. (TCS) meets the requirements specified on page 58 of ITNS Business Plan (The Design and Assembly of the ITNS Control System). [Completed.]
9. Further develop and refine the list of foundations and organizations within the San Francisco Bay watershed that will be offered the opportunity to invest early in PRT.

10. Inform the California Public Utilities Commission (CPUC) of the project and explore how to work together smoothly.
11. Work with a construction company to conduct preliminary engineering, in which remaining questions are answered, a more detailed design of the system is developed, and its costs are calculated.
12. Estimate ridership on the dual-loop PRT project using the Podaris multi-modal transport planning tool.
13. Secure $6M in funding for design work and project management.

CUSTOMER & COMMUNITY VALUE* (100 word limit)
Describe how this project will deliver value to our customers and the larger community.

In addition to providing extraordinary service, high transit use and reduced emissions, this project will provide transit experts and decision-makers with real-world data. Valuable assets to be derived:

- Verify construction and O&M costs.
- Demonstrate safety and reliability.
- Confirm ride comfort.
- Create a business model for potential widespread replication.
- Provide an operating system and documentation for training engineers, planners, technicians, and consulting firms asked to evaluate PRT technology.
- Enable an insurance company to establish a liability rate.
- Establish ITNS PRT as “proven technology” for comparison with other transit technologies in major investment studies.

CUSTOMER & COMMUNITY VALUE* (200 word limit)
Describe how this project will deliver value to our customers and the larger community.

Value to SVCE customers in the Metro Area and the larger community starts when the Milpitas PRT project is built and starts providing extraordinary public transportation service to residents and visitors. That service includes on-demand service with higher average speeds, shorter trip times, and 24/7 availability.

PRT provides convenient connections between existing transportation options that results in dramatically higher use of existing transit options. A successful initial PRT system will be expandable if the community so chooses – perhaps even serving most of the 14 square miles that comprise Milpitas.

In addition to providing extraordinary service, high transit use and reduced emissions, this project will provide transit experts and decision-makers with publicly-available real-world data. Valuable assets to be derived from this first of its kind PRT system:

- Verify construction and O&M costs.
- Demonstrate safety and reliability.
- Confirm ride comfort.
- Create a business model for potential widespread replication.
- Provide an operating system and documentation for training engineers, planners, technicians, and consulting firms asked to evaluate PRT technology.
- Enable an insurance company to establish a liability rate.
- Establish ITNS PRT as “proven technology” for comparison with other transit technologies in major investment studies.

CORE ROLE FOR SVCE* (100 word limit)
Describe how this project leverages SVCE’s unique position of community-owned electricity provider.

SVCE’s Innovation Onramp Program is designed to engage communities in achieving the ambitious carbon reduction goals it has set. LoopWorks is responding with a promising technology and innovative legal structure that could lead to deep decarbonization in the mobility sector.

LoopWorks expects SVCE to lead by example. While the $60,000 grant being sought from SVCE represents 0.1% of what will ultimately be needed to finance the project, its early support will encourage other funders to consider joining the effort.

CORE ROLE FOR SVCE* (200 word limit)
Describe how this project leverages SVCE's unique position of community-owned electricity provider.

SVCE's Innovation Onramp Program is designed to engage communities in achieving the ambitious carbon reduction goals it has set. LoopWorks is responding with a promising technology and innovative legal structure that could lead to deep decarbonization in the mobility sector.

LoopWorks expects SVCE to lead by example. While the $60,000 grant being sought from SVCE represents 0.1% of what will ultimately be needed to finance the project, its early support will encourage other funders to consider joining the effort. SVCE's strong connections to cities in Santa Clara County also positions it to "grease the skids" for involvement of those cities in supporting the Milpitas project and promoting follow-on systems in the Bay Area.

The Milpitas PRT project will also offer a unique opportunity for SVCE to experiment with distributed storage of electricity at each of the PRT stations.

In recognition of their pioneering and highly successful contributions to clean energy and its efficient use, right of first refusal is being extended to SVCE through this grant process.

EQUITY IN SERVICE* (100 word limit)
Describe how this project will reflect the diversity of our customer base and geography.

While nearly all publicly-owned transit systems charge fares and lose money, LoopWorks seeks to provide free rides to users and pay for unusually low O&M expenses with alternative revenue streams.

While free transit service will increase equity, it will also increase ridership on all connected public transit options. The traditional mass transit option - buses - capture a modal split in most U. S. cities that hovers around 3% of all trips. Estimated ridership on a PRT system ranges from 25% to greater than 50% of the daily trips, a huge increase!

EQUITY IN SERVICE* (200 word limit)
Describe how this project will reflect the diversity of our customer base and geography.

While nearly all publicly-owned transit systems charge fares and lose money, LoopWorks seeks to provide free rides to users and pay for unusually low O&M expenses with alternative revenue streams. The equity impact of free rides is obvious; the most marginalized people are the least likely to own cars and thus rely most heavily on transit. Those who depend upon transit find it as vital as other services that cities are expected to fund entirely through tax revenue, from parks and libraries to schools and public safety personnel.

While free transit service will increase equity, it will also increase ridership on all connected public transit options. The traditional mass transit option - buses - capture a modal split in most U. S. cities that hovers around 3% of all trips. Estimated ridership on a PRT system ranges from 25% to greater than 50% of the daily trips, a huge increase!

EMISSIONS IMPACT* (100 word limit)
Describe how this project will help SVCE achieve its emissions reduction targets.

Using electric-motive force rather than fossil fuel combustion to move vehicles allows use of carbon-free, renewable energy sources. The highly efficient, non-stop

trips provided by PRT use about 90% less energy than cars. That efficiency, combined with a dramatic increase in public transit ridership, will substantially reduce greenhouse gas emissions in the area served.

In addition to leveraging a unique form of PRT technology, LoopWorks will use an innovative legal structure and financing plan to build an exemplary transit system that runs on clean electricity, and can be replicated in many other Bay Area locations and around the world.

EMISSIONS IMPACT* (200 word limit)
Describe how this project will help SVCE achieve its emissions reduction targets.

LoopWorks is working to reduce greenhouse gas emissions from the transportation sector of our society. GHG reductions is the imperative challenge of our time. The LoopWorks PRT project could play a vital role in this decades-long endeavor.

Using electric-motive force rather than fossil fuel combustion to move vehicles allows use of carbon-free, renewable energy sources. The highly efficient, non-stop trips provided by PRT use about 90% less energy than cars. That efficiency, combined with a dramatic increase in public transit ridership, will substantially reduce greenhouse gas emissions in the area served.

In addition to leveraging a unique form of PRT technology, LoopWorks will use an innovative legal structure and financing plan to build an exemplary transit system that runs on clean electricity. More importantly, the data and knowledge acquired will support development of other advanced transit systems as sought in our Vision: *The LoopWorks PRT project inspires rapid adoption of advanced transit that dramatically reduces transportation sector emissions.*

SCALABLE & TRANSFERABLE* (100 word limit)
Describe how this project could be scaled across SVCE and expanded and adapted by others.

Replication and scaling, so necessary to reversing Global Warming, is what Milpitas PRT promises. **It can grow locally, be replicated virally, and scale to serve large metropolitan areas.** This initial system can grow to serve most of the 14 square miles that comprise Milpitas. PRT technology can be replicated wherever congestion problems exist. And PRT can scale from simple low-cost crossings of creeks or freeways through small-area coverage (as envisioned for Milpitas) all the way up to serve a large metropolitan area like San José. Publicly available project data will enable PRT technology to be easily adapted by other communities.

SCALABLE & TRANSFERABLE* (200 word limit)
Describe how this project could be scaled across SVCE and expanded and adapted by others.

Replication and scaling, so necessary to reversing Global Warming, is what Milpitas PRT promises. **It can grow locally, be replicated virally, and scale to serve large metropolitan areas.** This initial system can grow to serve most of the 14 square miles that comprise Milpitas. PRT technology can be replicated wherever congestion problems exist. And PRT can scale from simple low-cost crossings of creeks or freeways through small-area coverage (as envisioned for Milpitas) all the way up to serve a large metropolitan area like San José.

The LoopWorks governance structure and commitment to transparency allows this PRT technology to be easily transferred to, and adapted by, other communities. LoopWorks expects its results to transform public transit and possibly displace the automobile as the preferred transit mode in areas served by PRT.

The data and the knowledge gained from building this first PRT system will be publicly shared. That will provide transit experts, decision-makers and market actors with real-world data that will be useful in sparking, refining and strengthening future advanced transit projects.

Because the level of transit service afforded by PRT is needed in so many cities of the world, the estimated market is over $1 trillion.

FOCUS AREA – Building Decarbonization (100 word limit) *
If applicable, describe how your project contributes to SVCE's strategies aimed at decarbonizing the built environment. Note that SVCE will still consider applications that are not focused on building decarbonization.

While the built environment contributes substantially to our carbon emissions, our transportation system's reliance upon fossil fuels produces roughly 40% of the Bay Area's greenhouse gas emissions. As you can read in the Innovation and Emissions Impact sections above, PRT promises highly efficient, non-stop trips using 90% less energy than cars. The potential of PRT to reduce single-occupancy vehicle (SOV) driving is amazing! Because PRT provides convenient connections between existing transportation options, we can expect dramatically higher use of those options.

FOCUS AREA – RESILIENCE (200 word limit)
If applicable, describe how your project contributes to SVCE's goal to enhance community resilience. Note that SVCE will still consider applications that are not resilience-focused.

PRT transit offers redundancy and resilience to a community in these ways:

1. Mobility is electrified and transformed to reduce emissions, reduce congestion and save user time.

2. EV use by low-income customers and those living in multi-unit dwellings becomes easier without incurring the capital costs and charging needs of privately-owned cars.

3. PRT provides safe and reliable transit that complements and supports other forms of public transit.

4. In addition to transporting people, PRT can move packages, cargo, recyclable materials and garbage.

5. As an elevated system, PRT can continue operating in the event that the flood plain on which it is build actually floods.

6. Conduit space within the guideway structure provides alternative electric and broadband utility paths throughout the Metro Area of Milpitas.

7. If SVCE plans to distribute energy-storing batteries in an area, siting them at PRT stations is an attractive possibility.

SVCE Staff Resources Impact* (100 word limit)
Describe the SVCE staff resources, if any, required by your project.

While LoopWorks does not expect additional staff time beyond fairly assessing this grant request, we hope that SVCE will lead by example. The $60,000 grant being sought only represents 0.1% of the full project cost of $60M, SVCE's early support will encourage other funders to consider joining the effort.

If SVCE chooses to further participate in the Milpitas PRT project, staff could help in contacting cities with an interest in PRT (Cupertino, San José, Santa Clara, Sunnyvale, Mountain View and Santa Cruz) to solicit their support for this PRT system. Our results will benefit their advanced transit efforts.

CUSTOMER PRIVACY* (200 word limit)
Discuss whether the project involves customer data, and if so, how you would address customer data confidentiality.

With the intention to provide free rides to users, LoopWorks PRT does not expect to collect data on specific customers. As data points in various surveys, people will be counted and reported anonymously. In particular, Loopworks will be interested in 1) user reports about ride comfort, and 2) data on time-of-day usage rates for vehicles, stations and the entire system.

LOGIC MODEL*
Please submit a completed one-page Logic Model using the Logic Model template provided. For additional guidance, please see an example of a completed Logic Model, as well as the Logic Model "cheat sheet".
[No text box, upload button to attach document]

https://milpitasprt.com/wp-content/uploads/SVCE-grant-model.pdf

ACCEPTANCE OF CONTRACT TERMS*
Indicate your acceptance of or exceptions to the terms and conditions of the standardized partnership agreements.

Given its intention to be fully transparent, LoopWorks is fortunate to join SVCE in openly sharing information.

Acknowledgement of the California Public Records Act *
Indicate your acknowledgement that SVCE is a public agency subject to the requirements of the California Public Records Act, Cal. Gov. Code section 6250 et seq. ("CPRA"). Applications received through Innovation Onramp are subject to public disclosure, with the exception of those elements in each proposal which are exempt from disclosure pursuant to the CPRA.

LoopWorks acknowledges and approves of SVCE complying with CPRA.

ADDITIONAL INFORMATION*
Please submit any additional files that may help the evaluation panel better understand your proposal.

1. The LoopWorks website provides an excellent introduction to this project while answering most questions.
2. A poster that shows station locations, guideway routing, vehicle appearance, and project data.
3. The LoopWorks Business Plan (100 pages of details).
4. PRT Videos: https://milpitasprt.com/technology/#videos
5. PRT Hardware Pictures: https://milpitasprt.com/technology/hardware/
6. Articles of Incorporation with the State of California establishing LoopWorks as a "Non-profit Mutual Benefit Corporation".
7. Bylaws of LoopWorks (about 30 pages of how we run the enterprise).
8. A Memorandum of Understanding that invites the City of Milpitas to become an Anchor Owner was delivered to the City Council on March 19, 2019, and has received letters of support.
9. An introductory Slide Presentation (8 pages) for residents and local businesses in PDF format.

3-minute video introduction to Milpitas PRT project:
https://youtu.be/TJTIBfO3jQQ

*Indicates a required field