

Advanced Transit for Metro Area Personal Rapid Transit (PRT)



Figure 4-2. Existing Pedestrian Barriers

Wide streets, railroad tracks, water ways, and lack of connectivity are all pedestrian barriers to getting around the Metro area. The barriers separate neighborhoods. Source: Urban Field Studio (2019)



The Project

Interconnect 7 housing areas, 2 parks, 3 schools, the Great Mall, BART Transit Center, and thousands of jobs with 24/7 on-demand non-stop service.

Yosemite/Curtis bike/pedestrian crossing identified in 3 City Plans, but never implemented.

Connect The Pines residential area with a crossing of railroad tracks and creek.



Technology – passenger cabins (cabs)



Technology – guideway (3' x 3', 16' up)



Technology – stations



What people want, PRT does!

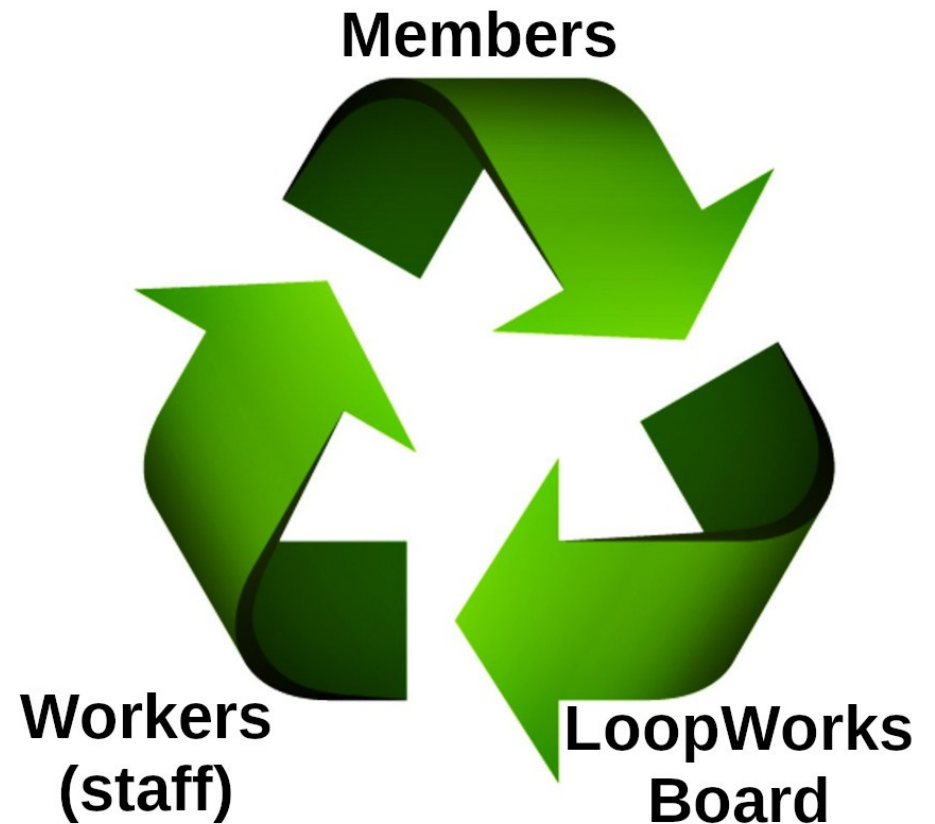
- Always there for you when needed
- Personal cabs safe, clean, & convenient
- Anyone can use it (young, old, disabled)
- Easy to use – get in and go (like elevator)
- On-time, all the time – quick and non-stop



LoopWorks Governance

local, democratic, balanced

Governance



LoopWorks (like a credit union) is a taxable non-profit mutual-benefit corporation.

LoopWorks Governance

— Board of Directors (8) —

President (elected by all members)

Treasurer (elected by all members)

Stakeholder Representatives (elected by each interest group):

- Foundation/funding
- Anchor/property easements
- Community/local small donors
- Workers/**Secretary**

Appointed Representatives:

- City of Milpitas
- Milpitas Unified School District



Benefits to City and Residents

Predictable/Expected

Increased Safety and Security

Reduced CO₂ and pollutant emissions

24/7 time-saving, free service to 12 stations

\$60M transit project (no local match)

Data! (costs, ridership, public response, impacts on local businesses and existing transit)

Rising property values => extra property tax revenue for City, School District, and SCC County

Broadband fiber-optic conduits

Supports City Plans – General, Climate Action, Metro Specific, Main Street, Trail/Ped/Bike

Benefits to City and Residents

Possible/Potential

Economic development opportunities for area businesses and properties

Reduced traffic congestion

Extend system to serve Civic Center, Library/Health Cntr, **MHS + Innovation Campus**, etc.

Move freight/recyclable materials/garbage with special cabs

Defer \$145M Calaveras RR crossing expansion

Cancel \$25M Montague Expy POC at Penitencia Creek

Prestige - 1st in nation (unless SJ beats us), worldwide attraction, civic pride, start of \$1T industry

Benefits to California and the Nation

Possible/Potential

- 1) Widespread adoption reduces CO₂ emissions
- 2) Increased safety and security
- 3) Reduced traffic congestion
- 4) Clean-energy industry: USA = \$100B, worldwide = \$1T
- 5) 100% - 500% increase in transit ridership
- 6) Reduced transit system O&M costs
- 7) Move freight/recyclable materials/garbage using special cabs during “graveshift” hours
- 8) Pedestrian Overcrossings (POCs) obsolete?
- 9) Commuter rail obsolete? (non-stop at 80+ mph)

Q & A

- How quick? Average 30 mph
any of 12 stations < 6 minutes
- How soon? 5 years (by 2028)
- My fare? \$0 (Financing on website)
- Who owns it? LoopWorks, Inc.
(non-profit mutual-benefit corporation, like S&L)
- Governance: elected representatives
community controlled

Moving Forward

Open CTP to advanced transit!

Project supported by: Ro Khanna, Aisha Wahab, Alex Lee, Chris Norwood, Rob Jung, Anu Nakka, Advanced Transit Association, Sunnyhills Neighborhood Association (SNA), Sierra Club (Loma Prieta Chapter), and others

Contact us

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Thank You for Your Time & Attention

Let's kick-start a \$1T industry!