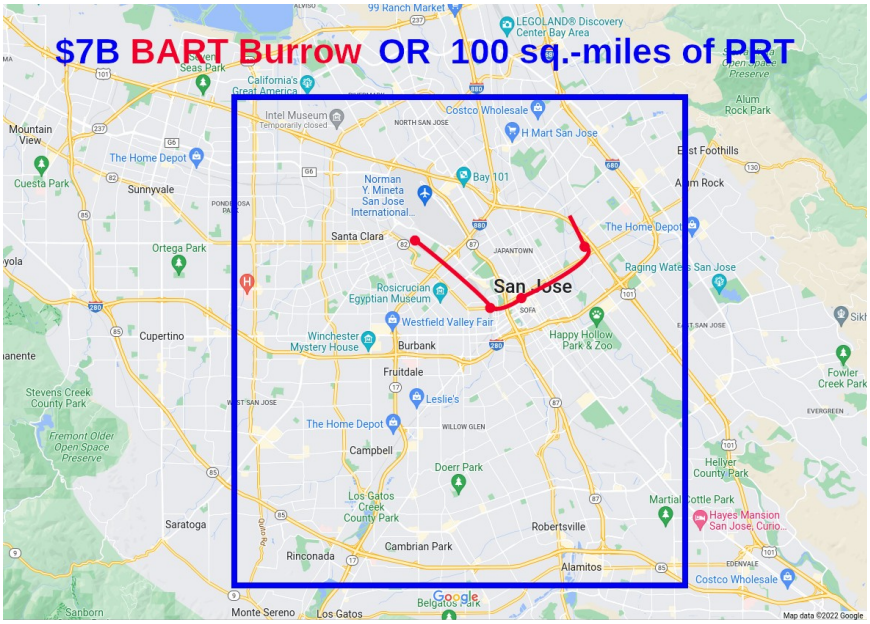
~~$4.7B $5.5B $7.3B, $9.2B,~~ $12.2B for 4 BART stations? Or ... $7B for 800 PRT stations?

The $12,200M (million) price tag of a BART tunnel under San Jose (BART Burrow) costs so much that other transportation options suffer. The projected 55,000 passengers/**day** demand in 2045 is too low to justify a 55,000 passengers/**hour** technology. And the construction schedule ensures that global climate disruption will overwhelm us before it starts running. In short, the risk is too high and the return on investment (ROI) is too low to justify this BART Burrow.

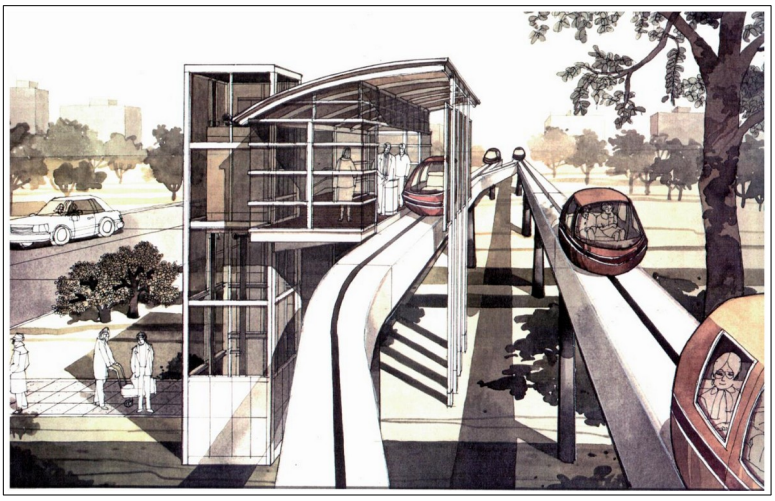


Instead, consider using another technology to connect the BART Berryessa station with the Caltrain stations. Consider Personal Rapid Transit (PRT) at $15M/mile which includes elevated guideway, off-line stations, cabs, and computer control. ***A one-for-one replacement by PRT for the 4-station, 12-mile round-trip BART Burrow would only cost $180M and still provide the needed capacity and speed.*** A better option is to invest just $7B in a 100-square-mile, 800-station PRT network serving far more people with 24/7, non-stop service between all stations.

As shown below, quiet, non-stop 24/7 travel at 30+ mph between 800 networked stations would benefit our sprawling area far more than a 4-station BART corridor extension averaging 27.7 mph. Below, both options are compared using the Project Purpose list created by the VTA.

Project Purpose	BART	PRT
Improve public transit service	Low/Medium	High
Enhance regional connectivity	Medium	High
Increase transit ridership	Low/Medium	High
Support transportation solutions that will maintain the economic vitality and continuing development of Silicon Valley	Low	High
Improve mobility options	Medium	High
Enhance level and quality of transit service to areas of existing and planned affordable housing	Medium	High
Improve regional air quality	Low	High
Support local and regional land use plans	Medium	High

Omitted from VTA's list is any reference to Return on Investment (RoI) or opportunity costs. If VTA's Board re-directed $7B from the BART project to covering 100 square miles with PRT, what would happen to transit ridership? Clearly, PRT promises a different RoI. So, if Zero-Based Budgeting were applied to this BART extension, would it survive another budget cycle?



VTA's mass-transit options impose on users long travel times and time-wasting transfers. PRT avoids both with conveniently-located stations and 24/7, non-stop service between them.

Unlike "big box" transit like BART, PRT cabs are waiting for you 90% of the time - and available within 5 minutes the other 10%. This service level results from computer control combined with enough cabs and stations to satisfy demand. If congestion occurs, more infrastructure can be easily added because 1) PRT hardware costs are relatively low, and 2) routing and construction are relatively easy. Such scalability and flexibility dramatically reduces the risk of using PRT technology.

BART users will need time to 1) get to a station, 2) await train arrival, 3) ride at an average speed of 27.7 mph, 4) use long escalators to/from far underground, and 5) get to their final destination. With neighborhood stations, ready-when-you-are service, and non-stop 30+ mph travel times, PRT provides what people want – quicker and safer rides!

The BART Burrow requires a huge up-front investment of carbon - embedded carbon. In the case of a nuclear power plant, 20 years of electricity generation is required to overcoming the embedded carbon. A similar estimate seems apt for the BART Burrow. That means it is a poor investment at a time when we need to dramatically and quickly reduce carbon emissions. As Bill McKibben says, "Winning slowly is the same as losing."

Rapidly accelerating global climate disruption requires major responses quickly. Reversing global warming requires new thinking and bold action. Silicon Valley can lead the effort to create transit that works for our sprawling suburban cities, promotes transportation equity, and reduces our high per-capita carbon emissions. Let's do it!

You can help! A dual-loop Personal Rapid Transit (PRT) project is proposed for the Metro Area of Milpitas. Using PRT technology to safely shuttle people over several biking and walking barriers will provide us with the knowledge and confidence to apply the technology elsewhere.

*Learn more about the project at **https://MilpitasPRT.com/**. Most questions and concerns of elected officials, VTA staff, and the public will be answered once this $60M project is running.*

Contact: LoopWorks, 408-262-8975, info@MilpitasPRT.com