

Milpitas City Council,

I wanted to write a letter to support the construction of [personal rapid transit in Milpitas](#). PRT is a game-changing mass transit design methodology that far surpasses traditional modes like trains and buses. It also surpasses cars in many ways (avg speed, safety, reliability, etc).

PRT is much much less expensive to build and to operate. Because the system is always off grade, its much safer. Because the vehicles travel non stop to the rider's destination, average speeds can be much higher than for busses and trains. Because there are no intersections, they can also be faster than cars.

Because PRT uses small vehicles, its assumed that the capacity is low. However this is not the case. Because small vehicles are used, stopping distances and therefore headways can be enormously shorter than traditional transit while still being superior in the realm of safety.

PRT also has a very small footprint in comparison to cars and trains. They're elevated and the pillars can be so small that a PRT system can fit basically anywhere, never divides neighborhoods, and never requires eminent domain.

PRT has strong economies of scale. A 1 mile line will not pay off. However, a 20 mile line can pay off (as long as its in a place where there will be enough ridership). PRT fares (at normal public transit rates, eg 33 cents per passenger-mile) can fully cover operating cost and then some, meaning that PRT does not generally require subsidies if properly designed.

What this means is that Milpitas is not big enough to support a PRT system on its own. Any PRT system that hopes to be economically sustainable must be built between cities if the cities aren't some of the largest cities in the country. A line through Milpitas and San Jose would likely be an economically sustainable line, from which a network could be built from.

Both traditional transit and cars have always been heavily subsidized by governments because they have not been economically sustainable. PRT give us the opportunity to build replicable economically-sustainable transit that can sweep the area, the state, and the nation without breaking the bank or massive push back from the community who doesn't want to pay for transit or have their communities bulldozed for it.

I strongly recommend that a welcoming political environment be fostered for the coming PRT transit revolution. Milpitas could be at the forefront of this revolution, or it could wait for decades to be a follower. There is a lot of work to do to make this happen, but if enough people understand the power of the design, it will be far less work than is required for traditional transit.

Thank you,  
Good luck,  
Billy Tetrud  
CEO, [STAR Pods](#)