

Re: May 03, 2022 Milpitas [City Council Agenda](#), Item #15 (page 173), *2023-2027 Capital Improvement Program*

Mayor and Council members,

LoopWorks would like to offer 5 comments regarding the CIP:

- 1) While the CIP includes the Montague POC (Pedestrian Over Crossing) at Penitencia (project #2018, page 202, PDF page 385), 2 more POCs that are needed to cross the barriers presented by railroad tracks to the Parktown and Pines neighborhoods. Details about all 3 POCs are in the [email sent to Ms. Yu on April 12, 2021](#).
- 2) The Montague POC at Penitencia is projected to cost \$25M, \$10M more than the cost of the Montague POC at Piper Drive. As noted in the [Dec. 22, 2017 email to Steve Chan](#), rather than use a traditional steel-and-concrete bridge to span 200' across Montague Expressway, using PRT as a shuttle service across that barrier is estimated to cost only \$2.25M. By using PRT technology, all 3 crossings could be built for one-third the cost of this single project.
- 3) When LoopWorks completes the [dual-loop PRT project](#) serving the Metro Area, it will provide barrier crossings at all 3 locations and dramatically increase mobility for a cost of \$60M to LoopWorks and no cost to the City of Milpitas.
- 4) The Montague POC project plans for “undergrounding of PG&E overhead fiber optic wires that are in conflicts with the planned POC.” Undergrounding is expected in FY2022-23, with POC construction anticipated in FY2023-24. Given the flexibility of PRT routing, the expense of undergrounding is not likely necessary – providing the City another opportunity to save money.
- 5) In discussions with others, questions arose about the personal safety of people using POCs. PRT has demonstrated over 80 million passenger miles without serious injury. What is the the safety record for POCs?

LoopWorks hopes that you will find these comments useful in your decisions where to allocate taxpayer dollars.

Sincerely,

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