

Does VTA need podcars? (Personal Rapid Transit - PRT)



On measures of service level, cost/patron, and environmental health, PRT excels.

Mobility Options

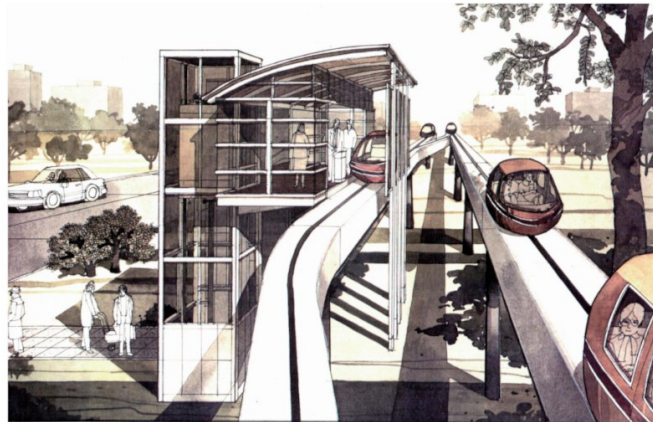
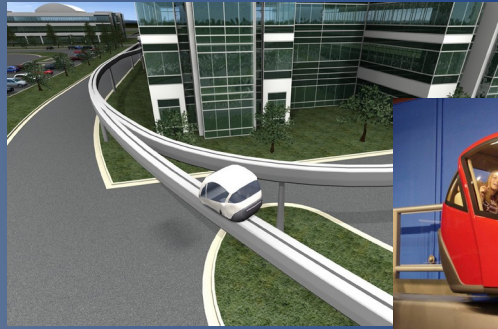
- Micro Transit (feet, bikes, scooters, Lime)
- Personal Automobile
- Shared Cars (taxi cab, Uber/Lyft, car share)
- Buses and Bus Rapid Transit
- Light Rail Transit
- Commuter Rail/Subway (BART)
- Autonomous/Driverless Vehicles (robo-taxis)
- Personal Rapid Transit (PRT, podcars)
- Air Taxis

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- Buses and Bus Rapid Transit
- ~~Light Rail Transit~~
- ~~Commuter Rail/Subway (BART)~~
- Autonomous/Driverless Vehicles (robo-taxis in **uncongested areas**)
- Personal Rapid Transit (PRT or podcars in **congested areas**)
- ~~Air Taxis~~

PRT designs use:

- Guideways
- Cabs
- Podcar Stops
- Computer Control



Guideway Designs



PRT Benefits

- quicker and safer than driving
- energy efficient
- dependable trip time
- trip-time options (reading, working, relaxing)
- low-cost O&M
- Anyone can use it (young, old, disabled)
- Easy to use – get in and go (like an elevator)

Transportation and Transit Factors

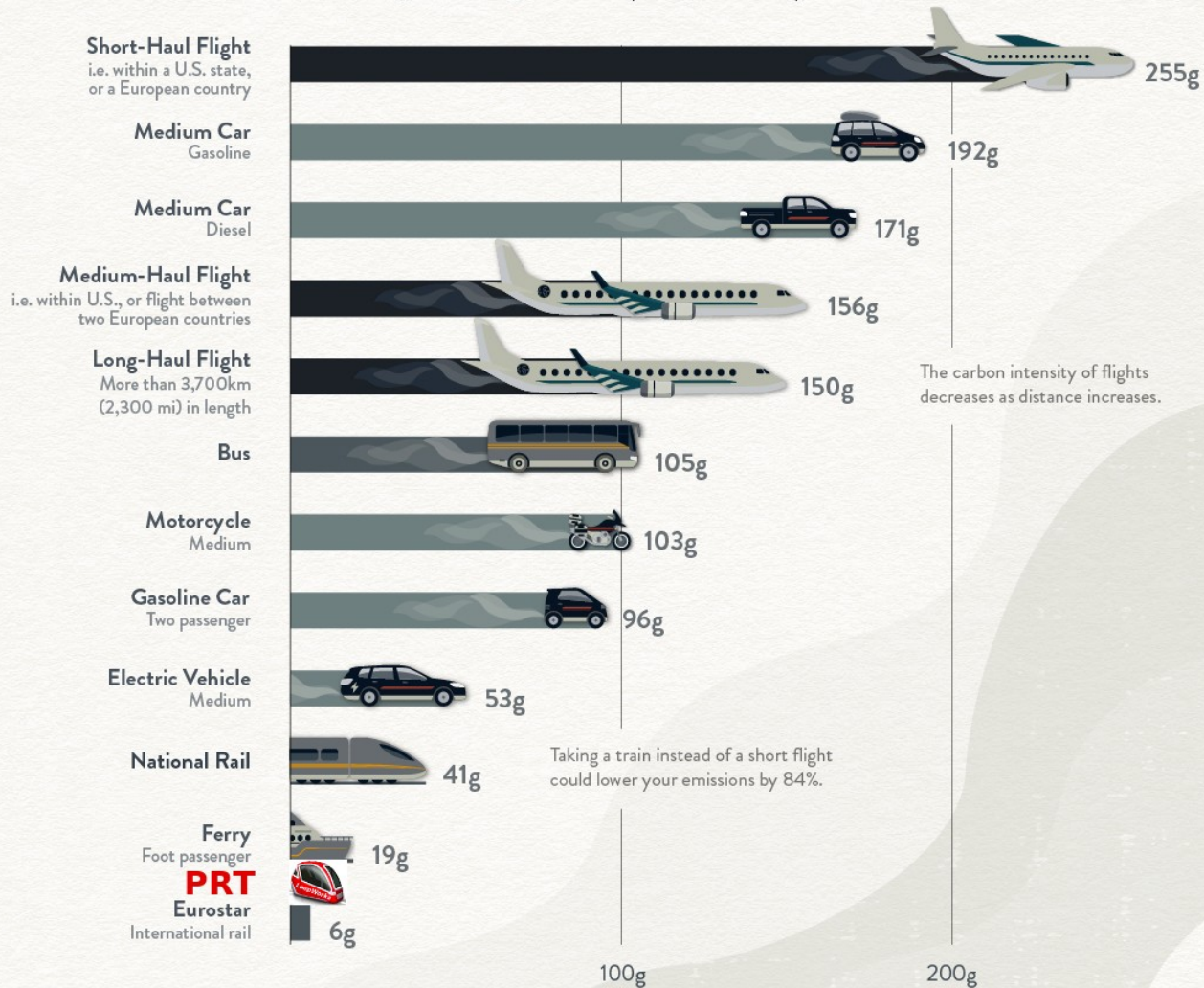
Some factors to consider:

- Congestion
- Climate Crisis
- Total trip time on transit
- Podcar costs (CapEx, O&M)
- Public transit costs and revenue
- Podcar impacts to existing options
(see "**Suburban Silver Bullet**")

The Carbon Cost of Transportation

What's the lowest-carbon method of transportation? Here's the carbon footprint of travel for different vehicles, measured in grams of carbon dioxide equivalents per passenger-kilometer.

● Air Travel ● Private Transport ● Public Transport



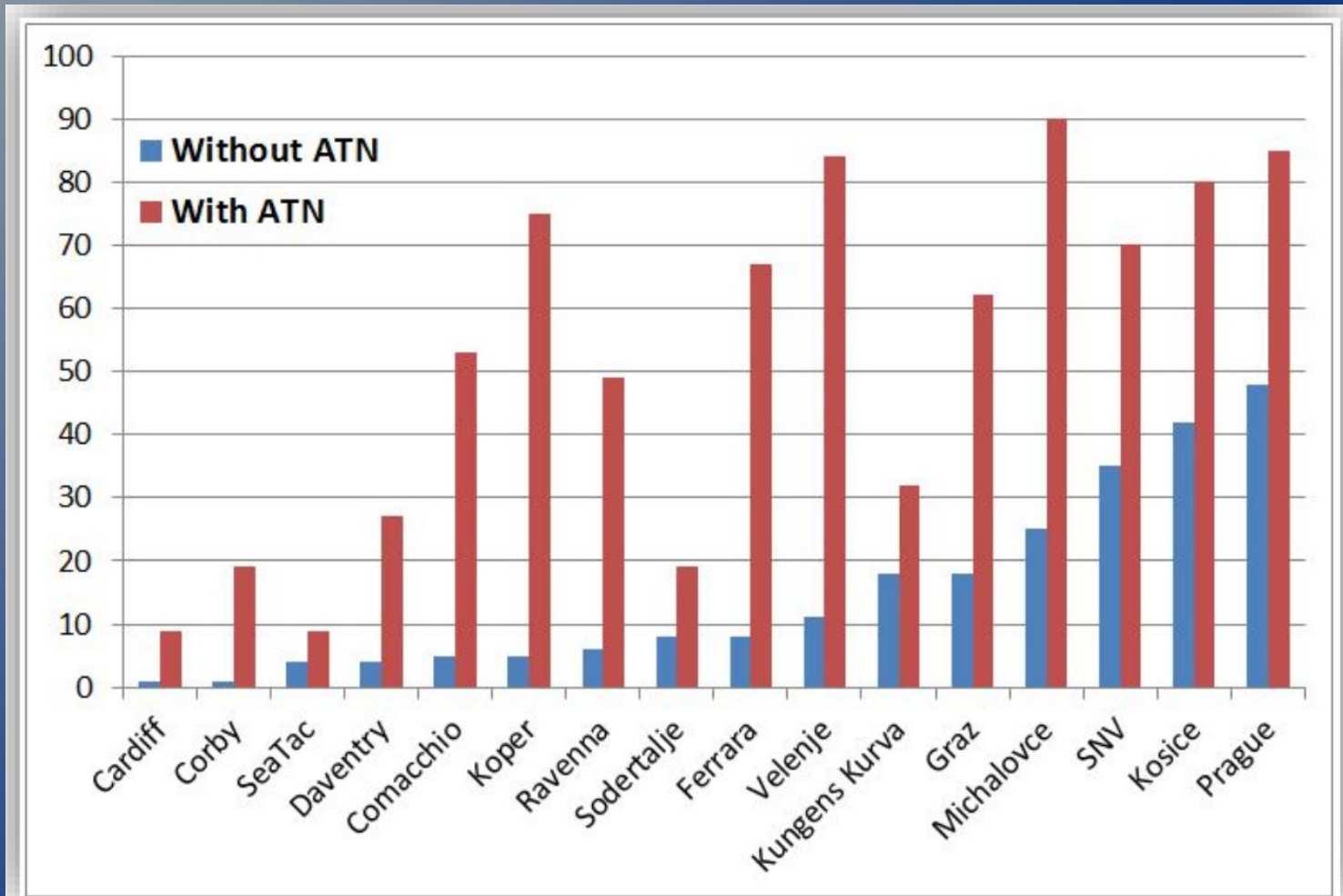
Source: UK Department for Business, Energy & Industrial Strategy via Our World in Data

Flight labels have been adjusted to be more relevant to an international audience, from the original UK-based source.



Podcar impacts to existing options

*** PRT induces a ridership boom for existing transit. ***
(ATN = Automated Transit Network = PRT, GRT, or APM)



Impact of ATN on transit mode share



\$12 Billion 4-station BART Burrow vs. \$1 Billion 80-station PRT network

Glydways expects the Diridon–Airport Connector (3.5 miles apart) to cost \$0.5B and turn a profit.

Moving Forward

BART Burrow – high-risk, low-return addition to local transportation options.

Podcar network – low-risk, potentially high return option.

Pursuing the BART Burrow without a Plan B imperils VTA and the regional transportation measure on Nov. ballot.

Learn more about podcar costs (CapEx, O&M), service levels, and impacts at

MilpitasPRT.com