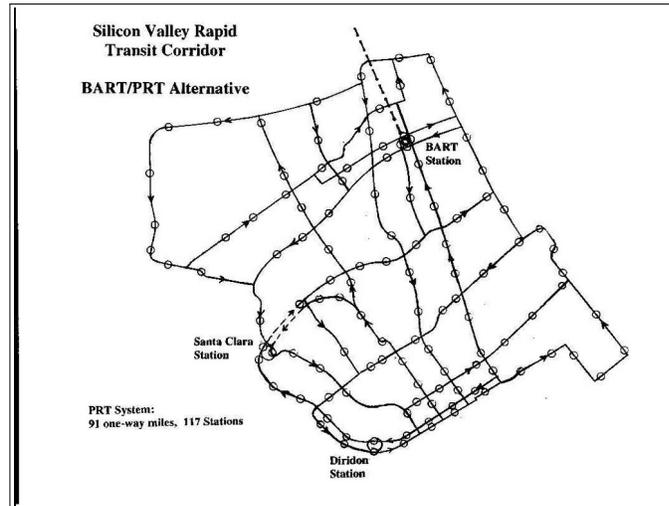


\$4.7B \$5.5B \$7.3B for 4 BART stations or \$1.5B for 100 ATN stations?

The \$7300M (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 trains start running. In short, the risk is too high and the return on investment (RoI) is too low to justify BART technology.

Instead, consider using another technology to connect the BART Berryessa station with the Caltrain stations. Consider Automated Transit Network (ATN) at \$15M/mile which includes elevated guideway, off-line stations, cabs, and computer control. ***A one-for-one replacement by ATN for the 4-station, 12-mile round-trip BART Burrow would only cost \$180M and still provide the needed capacity.*** A better option is to invest \$1500M for a 100-station, 100-mile ATN that serves far more people with non-stop service between all stations.



In 2001, during the public comment period on a 16-mile BART extension, an ATN alternative was proposed. As shown in the diagram above and at <http://sunnyhillsneighborhood.org/area.html#network>, it outlined 91 miles of ATN guideway with 117 stations. That proposed network covers the Golden Triangle and downtown San Jose. Now, 20 years later, we can plan a network to match our current transit needs.

As shown below, quiet, non-stop 24/7 travel at 30+ mph between 100 networked stations would benefit our sprawling area far more than a 4-station BART corridor extension. The two options are compared using the Project Purpose list created by the Valley Transportation Authority (VTA).

| Project Purpose | BART | ATN |
|--|------------|------|
| 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 this VTA-generated list of purposes is any reference to RoI. Also missing is any reference to the present and growing danger of our global climate crisis, and the need to act quickly and boldly to avoid costly consequences. If Zero-Based Budgeting rather than political inertia were applied to this BART extension, would it survive another budget cycle?

In 2001, BART promoters rejected the concept of bridging the gap between an eastside BART station and Caltrain using ATN. They claimed that the need for a transfer “would result in longer travel times and inconveniences to the rider that would not be consistent with the project's purpose to 'maximize transit usage and ridership' nor would it facilitate regional connectivity.” Longer travel times and inconveniences are not a problem for San Francisco transit users who enjoy frequently scheduled and networked transit. ATN provides that frequent service. And a 100-station, 24/7 network would, in fact, “maximize transit usage and ridership” and “facilitate regional connectivity” far better than a 4-station BART corridor system.

Unlike “big box” transit like BART, ATN cabs are waiting for you 90% of the time - and available within 5 minutes the other 10%. This service level is accomplished with computer control, and by adding enough cabs and stations to satisfy demand. If congestion occurs, more infrastructure can be easily added because 1) ATN hardware costs are relatively low, and 2) routing and construction relatively easy.



Such scalability and flexibility of ATN dramatically reduces the risk of using the technology. In just 5 years we could be operating a starter network that connects BART to Caltrain. If we like that system, then we could grow the network as appropriate.

Rapidly accelerating global climate disruption requires major responses quickly. Waiting a decade or more to use 50-year old technology to serve a small fraction of our population is like responding to an oncoming train by freezing in its path. As Bill McKibben says, “Winning slowly is the same as losing.” 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 that result from our transportation infrastructure.

You can help! As the first step toward ATN, a small-scale Personal Rapid Transit (PRT) project has been proposed for the Transit 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 to different needs and places – like replacing the BART Burrow with an ATN that serves far more people from 96 more places and runs 24/7.

Learn more about advanced transit and the dual-loop project proposed for Milpitas at <https://MilpitasPRT.com/>. Many of the questions and concerns of elected officials, VTA staff, and the public will be answered once this \$60M project is built.

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