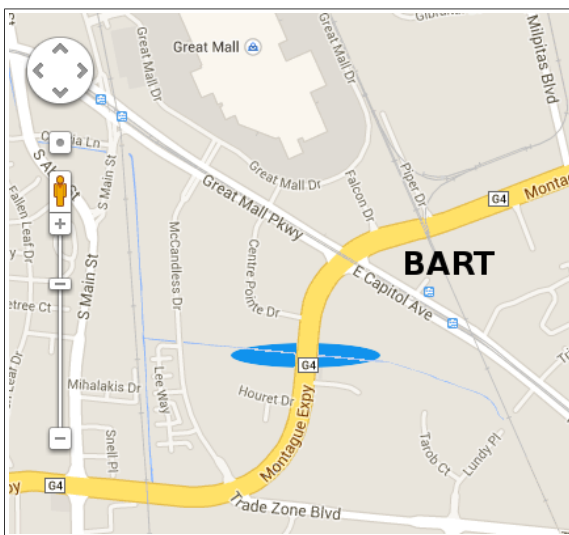


Sunnyhills Neighborhood Association First-Step Funding for Feeder to BART



The Sunnyhills Neighborhood Association (SNA) is working for advanced transit from their Milpitas neighborhood to the Great Mall Transit Center (LRT, buses, and BART in 2017). Rather than drive that three-mile distance, we could ride in small, light-weight Personal Rapid Transit (PRT) vehicles (left) on elevated guideways (below). PRT would provide affordable and convenient, 24/7, non-stop service to our regional transit hub and increase property values.

Common sense suggests that we “learn as we go” by starting small. A minimal PRT system of two stations and guideway connecting them can carry people and their stuff safely and conveniently over one of the many barriers in Milpitas. Such a shuttle will allow us to evaluate PRT technology before extending service to a [circulator loop](#). A prime opportunity lies in the high-density transit area of Milpitas. A crossing of Montague Expressway (oval area below) will connect eastside housing with westside school and sports fields. A PRT [pilot project](#) that crosses Montague Expressway will cost about the same as a standard steel-and-concrete pedestrian bridge. For details, visit <http://sunnyhillsneighborhood.org/crossing.html>



As the next step toward such a PRT shuttle, SNA is seeking to kick-start the project by financing the City's portion of the \$50,000 Environmental Impact Report (EIR). Due to progressive transportation funding rules, we only need \$6,000 (12%). After gathering funding, SNA will work with the City to secure the remaining funding and generate an EIR. Engineering and construction could follow the EIR.

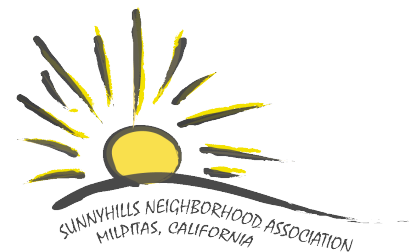
You Can Help

Funding is expected from contributions (individuals, businesses, and cities),

grants from foundations, and maybe from U.S. transportation agencies. SNA will act as escrow agent until the EIR is started.

Questions can be answered by SNA Secretary, Rob Means (408-262-8975, info@sunnyhillsneighborhood.org). Make checks (minimum \$20) payable to:

Sunnyhills Neighborhood Association, 1421 Yellowstone Ave, Milpitas, CA 95035-6913
(Please indicate whether you want to remain anonymous or have your name/organization listed online.)
SNA is a non-profit 501(c)3 corporation (Taxpayer ID = 77-0493926), and contributions are tax deductible.



Citywide Transit Feeder = Outstanding Return On Investment (ROI)

A cost-conscious and effective government considers financial benefits (revenue and savings) that accrue to City coffers and to the local economy. The following assumes a 10-mile long, community-owned, citywide PRT system would capture 5% of automobile trips. Potential savings of such a \$120M PRT feeder linking the Sunnyhills neighborhood to the Milpitas BART transit hub include:

- 1) **\$33M - resident fuel savings of \$6.6M/year** for 5 years if 5% of VMT (vehicle miles traveled) by Milpitas residents were captured by ATN.
According to Table A-3: BAU Forecast Indicators (page A-5 in Appendix A) of the 2013 [Climate Action Plan](#), annual VMT by Milpitas residents in 2005 was 697,265,000. Using a fleet average mileage for passenger vehicles of 21 miles per gallon (Page 3 of [Climate Change Draft Scoping Plan](#): Measure Documentation Supplement) yields an annual consumption of 33,203,095 gallons of gasoline. 5% of that at \$4/gallon = \$6,640,619.
- 2) \$1M - 5% reduction in street maintenance costs (\$200K/year for 5 years) (137 miles of street)
- 3) \$1M - 1% increase in property values due to improved transit generates 1% increased annual property tax revenues (for 5 years) (2011/2012 total Milpitas property tax revenue = \$16M)
- 4) \$1M - increased tourism at PRT "attraction" (\$200K/year for 5 years)
- 5) \$9M - eliminate the need for a bike/ped crossing of Montague Expressway (BART/Piper Drive)
- 6) \$9M - eliminate a bike/ped crossing of Montague Expressway (BART/new school)
- 7) \$5M - eliminate a bike/ped crossing of the railroad tracks at Yosemite/Curtis
- 8) \$5M - eliminate a bike/ped crossing of railroad tracks from Piper Dr. housing to the Great Mall
- 9) \$3M - delay for 10 years widening of Calaveras over the railroad tracks (5% of project cost)
- 10) \$2M - delay for 10 years the Montague/Great Mall urban interchange (5% of project cost)
- 11) \$xM - reduce the amount of VTA Outreach service in the area (for 5 years)
- 12) \$xM - reduce amount of structured parking required in Midtown and Transit Areas (\$30,000/space x 100 parking spaces = \$3M)
- 13) \$xM - rental for utility/conduit space (e.g. telecommunications) within guideways
- 14) \$xM - value of advertising potential from "wraps" on cabs
- 15) \$xM - value of public health/safety benefits (see below)
- 16) \$xM - value of jobs created
- 17) **up to \$51M** - reduce bus service in Milpitas for 5 years (Milpitas Pop. / Santa Clara County Pop. = 3.8% X \$270M annual VTA budget X 5 years)

5-year expected community savings = \$33M to \$120M City's 20% share of \$120M ATN = \$24M

[Savings will be slightly offset by Operations and Maintenance (O&M) of the system, which typically costs 3% to 5% in the transit industry. O&M for PRT should be lower than normal because typical transit systems spend 70% on labor.]

Additional benefits that are difficult to quantify and/or assign a monetary value include:

- more energy security due to less dependence on foreign oil imports;
- better public health due to cleaner air and fewer pedestrian injuries;
- more effective use of public transportation dollars (surprisingly, fuel costs per passenger-mile are often lower for autos than for trains or buses)
- calmer, quieter neighborhoods due to less automobile traffic noise;
- better individual health and time efficiency by avoiding nerve-wracking tailgating and congestion while gaining time to nap, cell-phone, even laptop compute. (The Texas Transportation Institute uses \$12.00 per hour as the cost of time wasted in traffic.)
- more efficient use of highly valuable weekday noon-time travel; (For a \$60K/year worker, lunchtime is valued at \$60/hr.)
- **strong transportation infrastructure attracts businesses.**