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January 20, 2015

Salutation, First, Last, Title
Company
Address 1
Address2
City, State, Zip

Re: Consideration of Automated Transit Networks

Dear Salutation, Last:

This letter serves as our formal request that due consideration, using current information, be given to Automated Transit Networks (ATN) in the development of the policies, programs and projects being considered by your organization. ATN uses small (4 – 30 passenger), driverless vehicles operating on a network of guideways, which may be elevated, at-grade or below grade. Service is characterized by on-demand, direct, nonstop travel with very short wait times. Maximum theoretical line capacities range from about 2,000 to 14,000 passengers per hour per direction with the higher capacities often involving ridesharing and some intermediate stops. Average speeds typically range from 15 to 35 mph and travel times can be comparable to light rail, even when stations are much more closely spaced.

This is not a speculative vision for the distant future. The first ATN system in the world entered service in Morgantown, West Virginia, in 1975 and has logged more than 80 million passenger trips without a single reported injury, let alone a fatality. Nevertheless, up till recently, ATNs have been deemed ineligible for consideration in transit projects due to a lack of suppliers with operational experience. (Boeing, the supplier of the Morgantown system, is no longer in the automated transit business.) But today there are four suppliers providing competitively priced, commercially available systems, proven in public service. Meanwhile, the Morgantown system, which has exceeded its original design lifetime, has become such an integral part of the transportation landscape there, that it is being upgraded.

ATN can match the capacity of light rail and bus rapid transit systems in many situations. In addition, life cycle costs are typically much lower than light rail and similar to bus rapid transit. The shorter wait and travel times typically provided by ATN have been found to attract higher ridership than conventional systems.

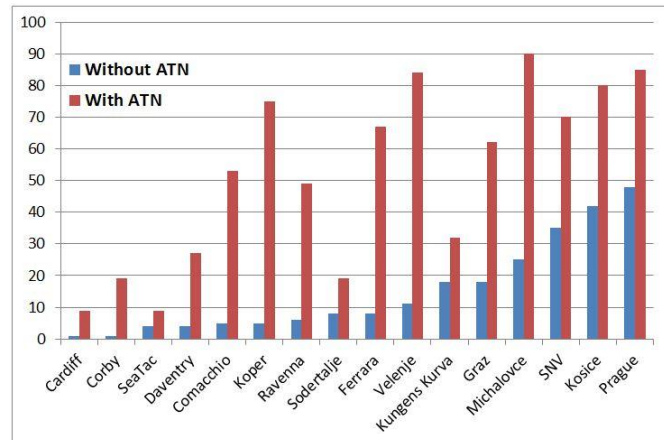
Salutation, Last

Date

ATN is fixed-guideway transit proven in service and eligible to compete for federal funding. It can provide:

- A high level of service that could attract more riders to transit
- An attractive cost/benefit ratio
- Significantly lower energy use
- Zero on-site emissions
- Unprecedented safety and reliability

You can learn more about ATNs at our website www.advancedtransit.org and/or from the Mineta Transportation Institute's recently published report *Automated Transit Networks (ATN): A Review of the State of the Industry and Prospects for the Future* which can be downloaded from <http://transweb.sjsu.edu/project/1227.html>.



Transit Mode Share
Source: Studies in named cities

It is time for us to stop watching from the sidelines as other countries gain valuable experience with the next generation of transit systems. Everyone knows that the future of transportation will not be like the past. To meaningfully address our many transportation challenges, we will need to give new technologies a chance to prove themselves. But this will not be possible without the leadership of transportation professionals like you.

We urge you to give serious consideration to this new opportunity, and to discuss it within your organization. We're confident that you will find, as we have, that bringing advanced technology to the world of transit brings benefits that we cannot afford to ignore.

Yours sincerely,

Peter J. Muller, P.E., President, Advanced Transit Association



2getthere, Masdar City, UAE



Ultra, Heathrow Airport, UK



Vectus, Uppsala, Sweden



Vectus, Suncheon, Korea



2getthere, Rivium, The Netherlands



Modutram, Guadalajara, Mexico