



# DEPARTMENT OF TRANSPORTATION

# NEWS

## URBAN MASS TRANSPORTATION ADMINISTRATION

WASHINGTON, D. C. 20590

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UMTA 76-30

A project to demonstrate the benefits of fully automated people mover systems in urban downtown areas was announced today by Robert E. Patricelli, Administrator of the Department of Transportation's Urban Mass Transportation Administration (UMTA).

Up to three cities will be chosen by UMTA in the fall of 1976 for the first public operation of Downtown People Mover (DPM) systems.

Administrator Patricelli stated the DPM project is intended to show whether relatively simple automated systems can provide a reliable and economical solution to the local circulation problems in congested downtown areas. "Such systems have proven effective in controlled environments, such as airports," Patricelli said. "We now want to test their feasibility and public acceptance in the harsher and more demanding environment of a real city."

"We feel this project is important not only because it will provide for the first time hard data on the cost-effectiveness of a simple automated system," Patricelli said, "but also because it responds to one of the broader program goals of the UMTA program, that is, to support the effective economic functioning of our central cities."

The UMTA Administrator explained that the project had three major policy goals:

- (1) to test the operating cost savings which automated transit systems might deliver;
- (2) to assess the economic impact of improved downtown circulation systems on the central city; and

(3) to test the feasibility of surface or elevated people movers both as feeder distributors and as potential substitutes for certain functions now performed by more expensive fixed guideway systems, such as subways.

The project is expected to provide operating data, planning tools, and experience for use by other communities seeking solutions to similar problems of downtown circulation. The project is also intended to demonstrate the acceptability of modern guideway structures and of driverless vehicles in an urban environment.

The DPM Project is to be funded through local public agencies from funds that are available under UMTA's Capital Assistance program, which will provide up to 80 percent of the capital costs required to implement the project. Local participation for the remaining costs must be provided by or through the sponsoring public agency. In addition, UMTA will fund several research, development, and evaluation efforts in direct support of the project.

A "letter of interest" addressed to the UMTA Administrator is requested by May 15, 1976, from communities interested in participating in the project. These communities must also submit by June 30, 1976, a proposal for the project to the UMTA Office of Research and Development, AGT Application Division.

The proposal must provide sufficient data to permit evaluation of the merits of the proposed project, site opportunities, and the degree to which the proposed project best fulfills the criteria set forth by UMTA (see attachment). Based on its review of the project proposals submitted, UMTA will then select up to three sites to perform project engineering. The number of sites that are selected for construction funding will depend on the engineering results and the availability of funds.

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## Information for Applicants

### UMTA Downtown People Mover Project

Applicants seeking selection for funding Downtown People Mover (DPM) systems must demonstrate, as a minimum, the following:

- (1) The candidate city must be willing to select, through a competitive procurement process, one of the existing people mover technologies with minimum modifications to adapt it for urban deployment. The project is not designed to develop new technology.
- (2) The applicant must give assurance that, upon completion of the installation, successful testing, and initial public operation, it will continue to operate the system.
- (3) The proposed project should have national relevance; i.e., it should illustrate service patterns that would be widely applicable, show intermodal links, and generally be of a nature that would fairly test the feasibility of urban uses of such systems.
- (4) The total cost of the installation of the system, including costs for site acquisition, preparation, and integration, should be commensurate with the anticipated benefits. Such benefits as patronage in both peak and off-peak hours, and attainment of local land use and community development goals will be considered.
- (5) The candidate city will have to demonstrate:
  - (a) that adequate planning for the project has been performed;
  - (b) that the project is consistent with the approved regional transportation plan;
  - (c) that there is support from all elements of the community that share in the responsibility for the project and that the project has been endorsed by appropriate local officials;
  - (d) that adequate financial resources to fund the local share of the capital costs of the project have been firmly identified;
  - (e) that financial resources to fund any deficits that may result from continuing operations and maintenance of the system have been explored;

(f) that adequate technological resources to implement and operate the system will be provided; and

(g) that the project complies with all requirements under the Urban Mass Transportation Act of 1964, as amended.

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