DEPARTMENT OF TRANSPORTATION | NEWS
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590



2 UMTA-73

REMARKS BY FRANK C. HERRINGER, ADMINISTRATOR, URBAN MASS TRANSPORTATION ADMINISTRATION, AT THE AMERICAN TRANSIT ASSOCIATION'S NEWS CONFERENCE, WASHINGTON, D.C., MARCH 21, 1973

Thank you, Mr. Gates.

Secretary Brinegar has told you about the importance of the ATA's TRANSBUS model tour to the Department. Now I would like to speak briefly about the TRANSBUS program, itself, and how it fits into our total effort at the Urban Mass Transportation Administration.

This program is being managed by UMTA's Office of Research, Development and Demonstrations, which is responsible for developing new transportation technology. Many of you are well acquainted with such RD&D programs as our Personal Rapid Transit demonstration program at Morgantown, the State-of-the-Art Rail Car, the Urban Tracked Air Cushion Vehicle, and the work we are doing in the field of new propulsion systems.

The purpose of all UMTA RD&D work is to create newer and better transportation technology. This technology, as it becomes available, is then offered to city and regional planners as possible alternatives for solving their particular public transportation problems.

Until the TRANSBUS program was begun, there had not been a major advance in bus design since 1959.

Even the newest buses going into service this year are being manufactured from outdated designs. For instance, all air conditioning systems on these buses are add-ons, not an integral part of the vehicle.

The need to make buses a more attractive alternative to private automobiles is becoming more and more apparent. Recent developments, such as the Shirley Highway exclusive bus lanes here in Washington and similar programs in other cities, have proved that commuters can be converted to use bus service, if the service is fast and comfortable.

The Urban Mass Transportation Administration launched the TRANSBUS research and development program to develop a vehicle to tap this market. We cannot reduce congestion and pollution in the 1970s with buses designed in the 1950s. We need a new design, incorporating the latest technology and passenger appeal, if we are going to revitalize America's urban bus system. This model tour is an important step in ensuring that the final design incorporates the desires of both the riding public and the transit industry.

When the TRANSBUS program develops an advanced, standard design next year, this design will be owned by the Department of Transportation. Any qualified bus manufacturer will be able to use this design to build fleets of these modern buses for local transit systems. Also, the Urban Mass Transportation Administration will be able to provide financial assistance to cities who wish to purchase these buses providing two-thirds of the cost under its Capital Grant program. In this way, we are both developing the new bus technology and providing the funding to help put this technology to work in reducing congestion and pollution in American cities.

I believe the investment in the TRANSBUS program will prove to be a bargain, with the payoff beginning in the 1970s and continuing through the 1980s. The model tour will let the cities know that better bus transit is on the horizon.

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION
ADMINISTRATION
Washington, D.C. 20590

Official Business

POSTAGE AND FEES PAID
URBAN MASS TRANSPORTATION
ADMINISTRATION
DOT 511

FIRST CLASS

No Rep. 500

Presentation by Frank C. Herringer Administrator, Urban Mass Transportation Administration before the House Subcommittee on Transportation, May 5, 1975.

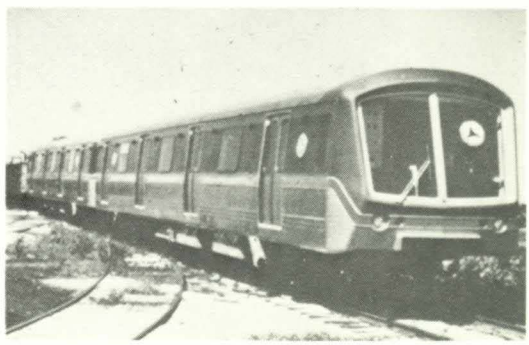
URBAN MASS TRANSPORTATION ADMINISTRATION

RESEARCH and DEVELOPMENT

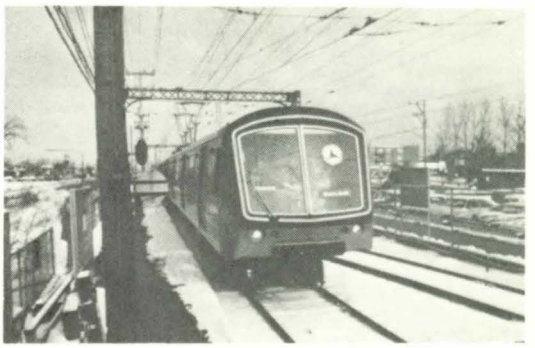
Our State-of-the-Art Car, SOAC, has completed revenue service testing in New York, Boston, Cleveland, Chicago and Philadelphia, and is currently running on the Lindenwold Line in Philadelphia.

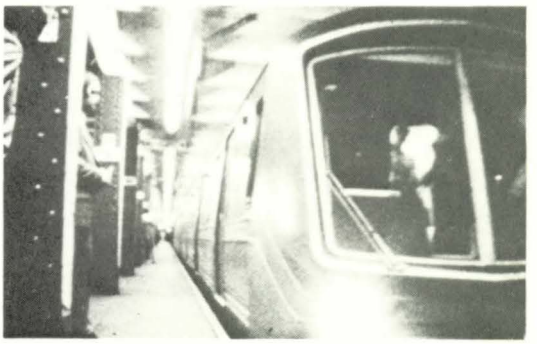
SOAC

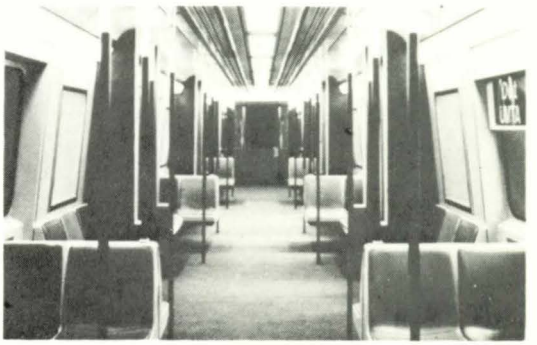
(State-of-the-Art Car)



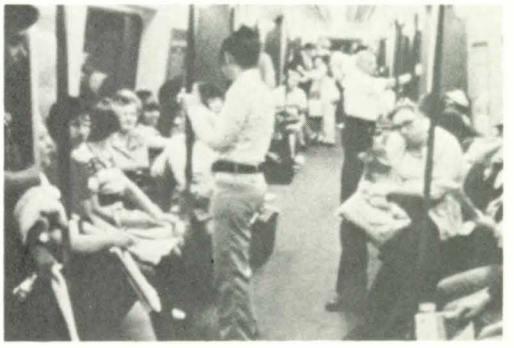
SOAC traveled over 18,000 miles ...



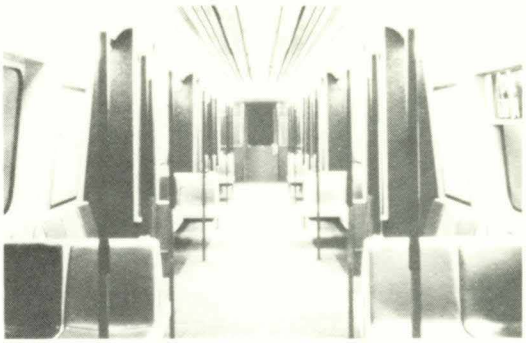




and carried over a quarter of a million people in complete safety and comfort during the revenue test runs.



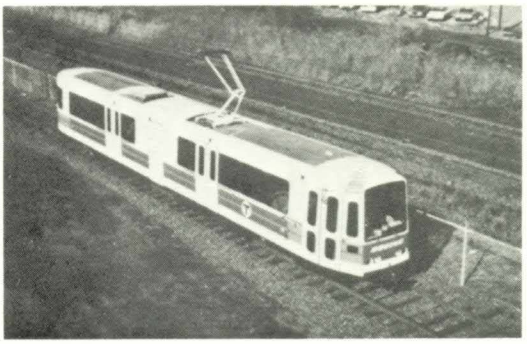
Public reaction to both the high and low density capacity interiors was highly favorable.



## SLRV

**(Standard Light Rail Vehicle)**

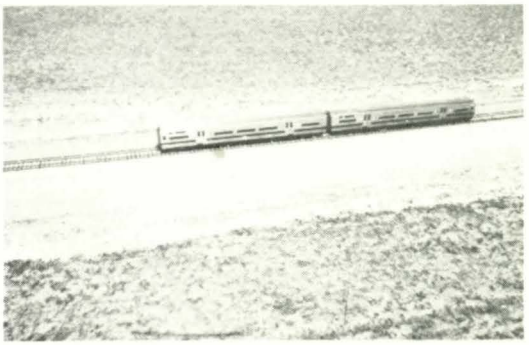
Much of the technology which we have tested successfully during the SOAC demonstrations was transferred to the Standard Light Rail Vehicle rail cars built for Boston and San Francisco. We were able, by working with these two cities, to effect a large savings both to the Federal government and to the local taxpayer by making our capital grants in such a way as to take advantage of the standardized rail car order.

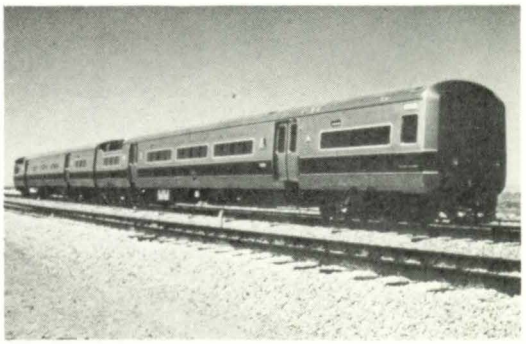


In another area of rail research, our Gas Turbine Electric cars--two prototype four-car trains built by GE and Garrett Corp. -- dual mode gas turbine electric propulsion units will be evaluated in New York by MTA, in revenue service testing.

# GTE

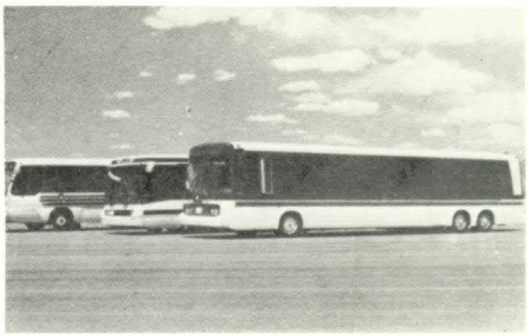
## (Gas Turbine Electric)





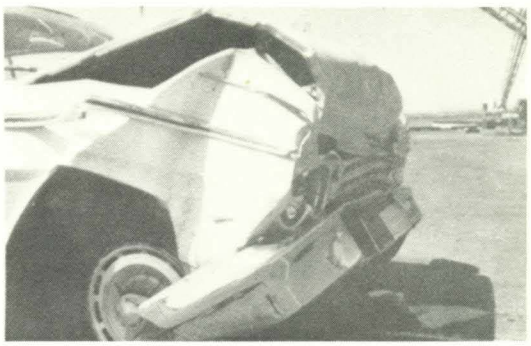
# TRANSBUS

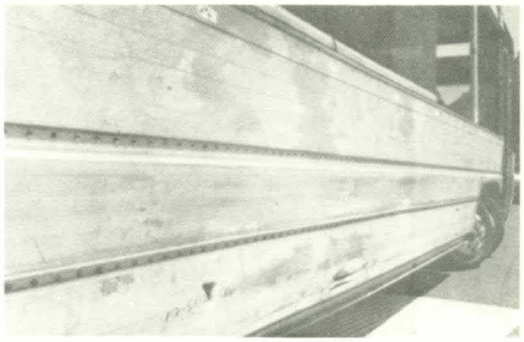
In the area of bus technology, we have completed revenue testing of our three TRANSBUS prototypes, and all nine made by AM General, General Motors Corp. and the Rohr Corp. are continuing to be tested in Phoenix.



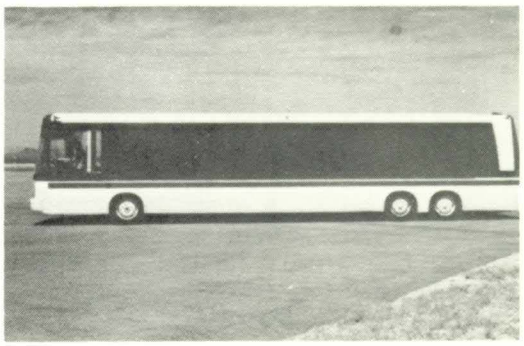
While in Phoenix, safety testing showed that TRANSBUS can more ...

easily withstand potential damage during on-street service, thusly protecting passengers from injury.





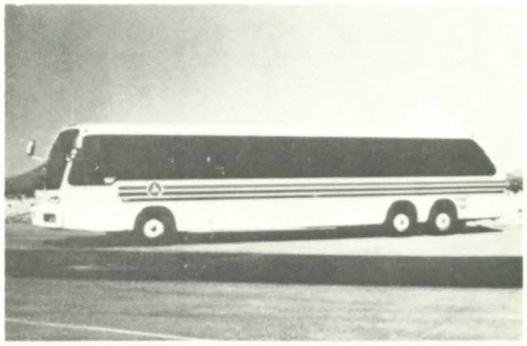
The Congress, as evidenced by its legislative directive, is as interested in making transit available to the elderly and handicapped as is UMTA. All three prototypes feature a low floor which make boarding much easier for those who are ambulatory, but still find the convential bus difficult to board. AM General, here, has a different wheelchair approach...

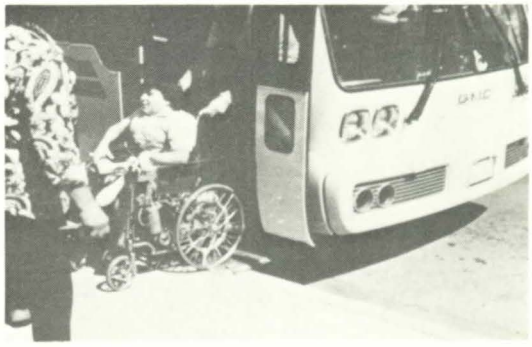


. . . from

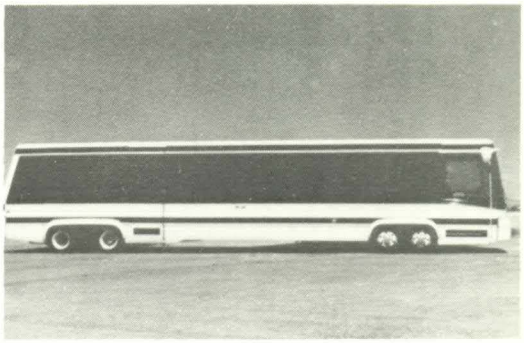
General Motors--which has

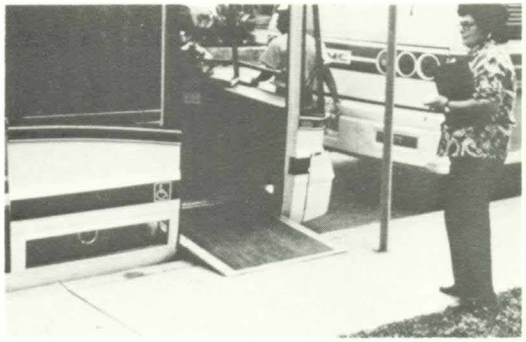
incorporated a lift.





Rohr Corporation has a slightly different ramp than does AM-General.





In addition to research on the large transit coach, we have recently let two contracts for prototype vehicle design to AMF and Steam Power Systems for the development of a paratransit vehicle.

# PARA-TRANSIT VEHICLE

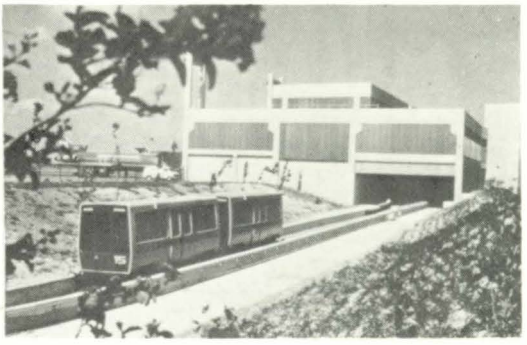
The AMF vehicle is powered by conventional means, and the SPS vehicle will be powered by steam.

# Dial-A-Ride

Another form of paratransit which UMTA has pioneered, and has gone from the R&D stage to full operation is Dial-A-Ride.

Dial-A-Ride, a demand responsive service, is successfully serving the needs of the elderly and handicapped not only at the former test site in Haddonfield, New Jersey, but in many cities across the country. Interestingly, not only have we let four capital grants and have seven pending for Dial-A-Ride service, but we are aware of a number of localities that have instigated Dial-A-Ride service without applying for Federal funds.

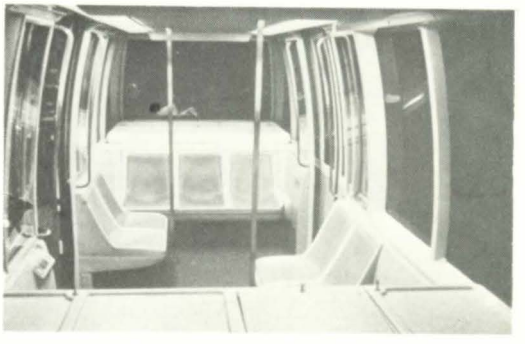
Another area of promise, while not actually an in-city service, but being used at a number of facilities is that of personal rapid transit.



Since it's introduction at the International Transportation Exposition/TRANSPO, the idea of PRT has evolved to the point where Federal research is stepping to a second stage, and localities are...

building on the original research

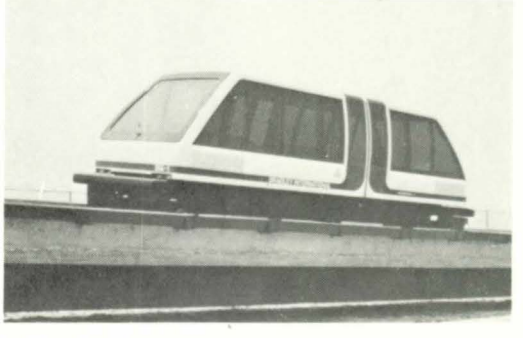
to produce active systems like...

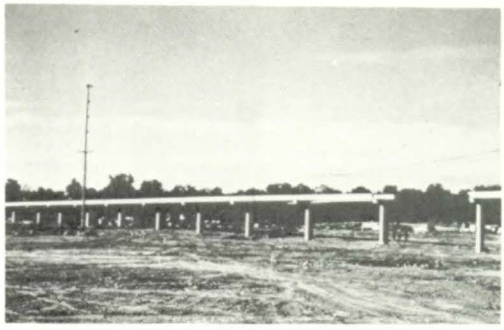
this one going into Bradley Field

which is using a construction

technique developed for ...



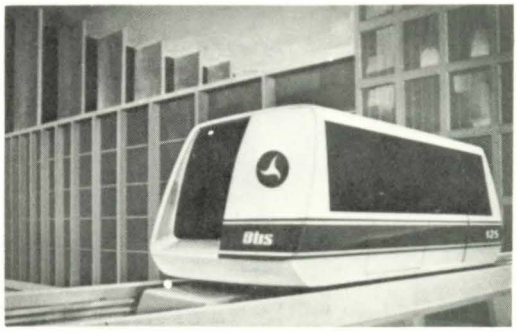
Morgantown. The technique allows a section to be installed in 8 1/2 minutes.



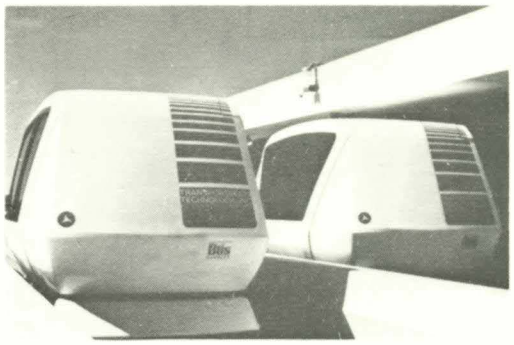
The High Performance Personal Rapid Transit project is the second generation in PRT research.

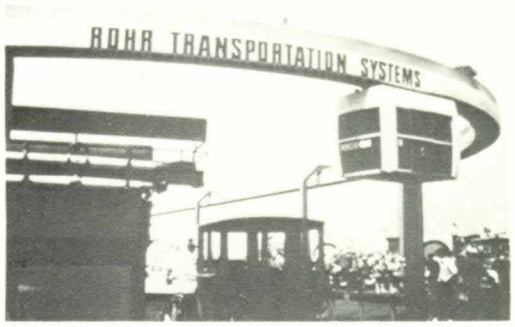
**HPPRT**

**(High Performance Personal Rapid Transit)**

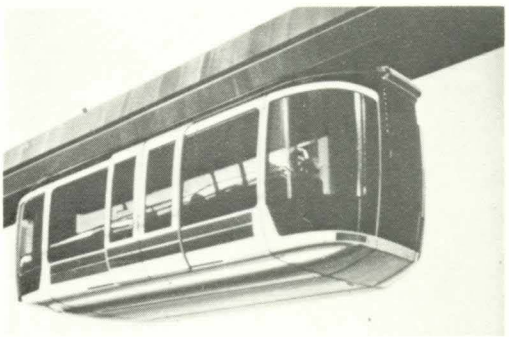


Manufacturers such as Otis...



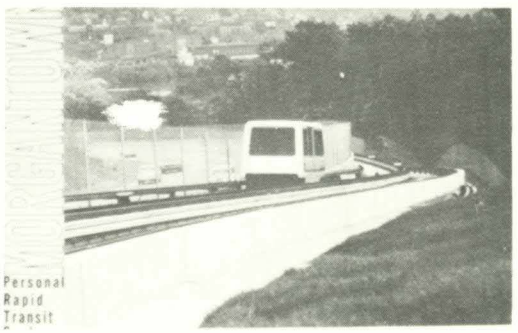




Boeing and Rohr are actively anticipating participation in the development of HPPRT. . . the next step from Morgantown.



DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

**UMTA**



# Morgantown PRT Film

Morgantown's PRT reached a stage last week in which five cars operated simultaneously on the guideway and allowed a 15 second schedule interface, the closest that is planned for its passenger carrying phase.

Passengers will use magnetic tariff cards to enter the station and select their destination. The destination information is fed to a computer which then dispatches the PRT to the designated station. There will be a three man university team currently being trained by Boeing/Vertol in the command center, capable of handling any unforeseen malfunctions and emergency situations -- should they arise.

- Engineering Station serves Evandale campus
- Walnut Street Station, which is downtown, allows for an interface with scheduled buses.
- Beechurst Station, in the heart of the downtown -- the oldest part of the Morgantown campus.