

STATUS REPORT
ON
PUBLIC TRANSPORTATION IN TEXAS

SUMMARY

PREPARED BY
THE STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

IN COOPERATION WITH
THE URBAN MASS TRANSPORTATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

JANUARY 1977

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**STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION**
AUSTIN, TEXAS 78701

ENGINEER-DIRECTOR
B. L. DEBERRY

IN REPLY REFER TO
FILE NO.

Governor Dolph Briscoe

Lieutenant Governor William P. Hobby

Members of the 65th Legislature

Senate Bill 761 enacted by the 64th Texas Legislature in April, 1975 directs the State Department of Highways and Public Transportation to develop and continuously maintain a comprehensive master plan for public and mass transportation development in the State of Texas. This report was prepared and is submitted as a part of that mandate.

In order to maintain a report that accurately reflects the proposed transit developments in Texas, the Status Report on Public Transportation in Texas will be reviewed biennially to evaluate the current validity of assumptions, projections and recommended transit improvements. A reevaluation of the underlying assumptions and projections will be made as warranted by changing conditions or at five-year intervals.

The information contained within the report reflects the current status of transit and intercity passenger transportation in the State and the transit improvements planned to provide an alternate form of mobility for the citizens of the State.

Sincerely yours,


B. L. DeBerry
Engineer-Director

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Chapter 1

MUNICIPAL TRANSIT SYSTEMS

Public transportation in Texas revolves around the 23 urbanized area municipal transit systems and the two non-urbanized area transit services. Transit records indicate that ridership has declined from 250 million persons in 1950 to just over 120 million persons in 1975; nevertheless, municipal transit systems are now improving and expanding their level of service yearly and have the greatest potential for increasing participation in public transportation of any of the existing public transportation modes.

Municipal transit systems in urbanized areas, as examined in Table 1, maintain a combined fleet of 1,732 buses, transport 120,791,000 passengers annually, and travel over 52,000,000 vehicle-miles per year. With the exceptions of the systems in El Paso and Tyler, however, all transit systems in urbanized areas report operating deficits. Statewide figures reveal that annual revenue from all systems total \$37,400,000 while annual operating expenses exceed \$55,400,000; therefore, the statewide average revenue per vehicle-mile was a little less than 72¢ while the average operating cost per vehicle-mile was \$1.06 for an average net difference of 34¢ per vehicle-mile operated.

Fares in the various systems range from 50¢ in Longview and Tyler to 15¢ in the Austin and Laredo systems. State and federal laws require reduced fares for certain riders, including the elderly, handicapped, children, and students, if certain state and/or federal funds are

TABLE 1

EXISTING MUNICIPAL TRANSIT IN TEXAS IN 1975 - URBANIZED AREAS

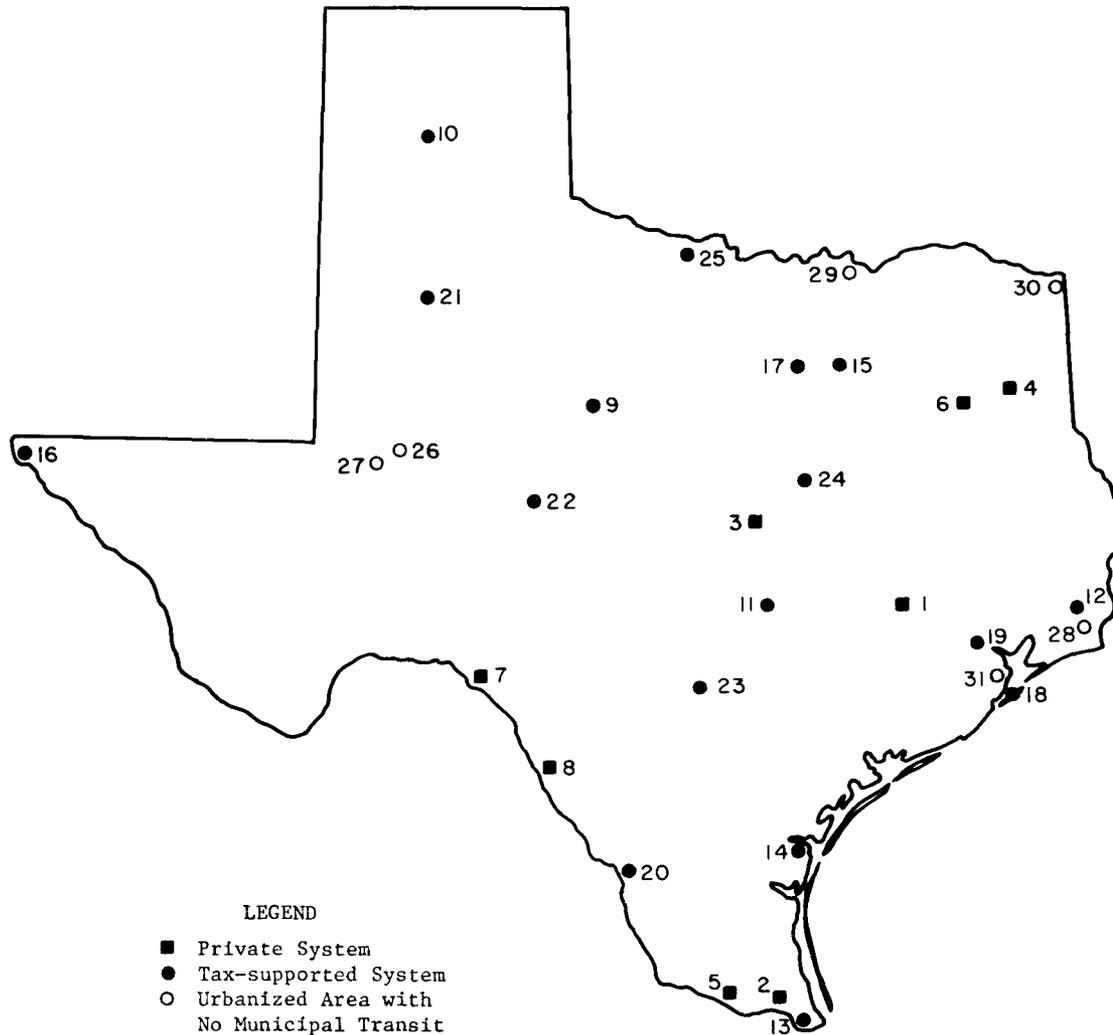
Urbanized Area+	No. of Buses	Annual Passengers	Vehicle Miles Operated	Revenue	Operating Expenses	Age Distribution of Fleet					N/A	No. of Employees	Bus Fare ¢
						1-4	5-10	11-15	16-20	21+			
More than 200,000 Population													
Houston	438	34,512,000	15,968,000	\$12,215,000	\$18,840,000	120	44	84	190			969	40
Dallas	450	31,833,000	13,188,000	10,800,000	14,597,000	51	50	349				841	35
San Antonio	263	23,608,000	7,366,000	5,953,000	8,955,000		79	140	44			587	25
Fort Worth	121	4,490,000	3,077,000	1,678,000	3,106,000	100	5	16				205	35
El Paso	115	9,609,000	4,045,000	3,036,000	2,892,000	22	5	16	22	50		184	25-35
Austin	63	5,031,000	2,518,000	936,000	2,149,000	23	40					152	30
Corpus Christi	50	1,768,000	1,317,000	581,000	1,188,000	1	27	4	5	13		85	25
Sub-Totals	1,500	110,851,000	47,479,000	\$35,226,000	\$51,727,000	317	250	609	261	63		3,023	
Less than 200,000 Population													
Lubbock	32	2,449,000	722,000	\$297,000	\$513,000		4	4	14	10		45	45
Amarillo	32	1,255,000	802,000	223,000	494,000	8	24					45	30
Waco	20	735,000	520,000	228,000	389,000	12	2	2		4		31	35
Port Arthur				(no existing municipal transit service)									
Beaumont	25	1,149,000	570,000	244,000	532,000	25						37	30
Wichita Falls	10	263,000	289,000	98,000	178,000	8			2			17	35
McAllen-Pharr-Edinburg				(limited intracity service is provided by an intercity bus system)									
Abilene	12	181,000	222,000	51,000	168,000		6	6				10	25
Texas City-LaMarque				(no existing municipal transit service)									
Odessa				(no existing municipal transit service)									
Laredo	23*	2,000,000*	701,000	352,000	541,000					23			15
San Angelo	16	218,000	237,000	49,000	118,000		5	6	3	2		11	30
Galveston	25	1,095,000	461,000	364,000	490,000		2	15	2	6		N/A	35-40
Midland				(no existing municipal transit service)									
Tyler	2	42,000	40,000	21,000	12,000			N/A			2	N/A	50
Texarkana				(no existing municipal transit service)									
Sherman-Denison				(no existing municipal transit service)									
Brownsville	21	553,000	278,000	298,000	291,000	6	7	7	1			30	25
Bryan-College Station	2		N/A								2		N/A
Harlingen-San Benito				(limited intracity service is provided by an intercity bus system)									
Killeen-Fort Hood	10			(limited intracity service is provided by an intercity bus system)						10			40
Longview	2			(new system)						2			50
Sub-Totals	232	9,940,000	4,842,000	\$2,225,000	\$3,726,000	59	50	40	22	22	39	226	
Grand Totals	1,732	120,791,000	52,321,000	\$37,451,000	\$55,453,000	376	300	649	283	85	39	3,249	

*estimated figures

N/A - Not Available

+Figures reflect totals for entire county where urbanized area is located.

MUNICIPAL TRANSIT IN TEXAS



LEGEND
 ■ Private System
 ● Tax-supported System
 ○ Urbanized Area with No Municipal Transit

<u>PRIVATE</u>	<u>TAX SUPPORTED</u>	<u>URBANIZED AREAS WITH NO TRANSIT</u>
1. Bryan-College Station	9. Abilene	26. Midland
(2)2. Harlingen-San Benito	10. Amarillo	27. Odessa
(2)3. Killeen-Fort Hood	11. Austin	(3)28. Port Arthur
4. Longview	12. Beaumont	29. Sherman-Denison
(2)5. McAllen-Pharr-Edinburg	(1)13. Brownsville	30. Texarkana
6. Tyler	14. Corpus Christi	31. Texas City-LaMarque
(4)7. Del Rio	15. Dallas	
(4)8. Eagle Pass	(1)16. El Paso	
	17. Fort Worth	
	18. Galveston	
	19. Houston	
	(1)20. Laredo	
	21. Lubbock	
	22. San Angelo	
	23. San Antonio	
	24. Waco	
	25. Wichita Falls	

Notes: (1) Negotiations are currently underway for the city to purchase these systems.
 (2) These cities are served by a private intercity bus operation which provides some limited intracity service.
 (3) Port Arthur is in the process of reimplementing its city transit system.
 (4) Non-urbanized Areas.

Figure 1

used by a transit system. Weekly or monthly passes are also offered by some systems to provide unlimited use by the pass-holder at a reduced price. Reduced fares encourage additional ridership but also contribute to operating deficits in the systems.

Expanded levels of service may also contribute to operating deficits while simultaneously attracting ridership. Whereas transit systems previously offered only fixed-route bus service, many systems now offer special services, including park-and-ride facilities, downtown shuttle systems, dial-a-bus programs and subscription services. Park-and-ride facilities are located in Dallas, San Antonio, Fort Worth, Austin and Amarillo; Houston plans to implement such a system in the near future. Downtown shuttle systems, which expedite the movement of people in a central business district, have been inaugurated in Houston, San Antonio, Dallas and Fort Worth. The Dallas and Amarillo transit systems operate a dial-a-bus program while Fort Worth is the only transit system that offers subscription service, a service which allows employees of large companies to subscribe to special bus service to and from work. Other measures to expedite the movement of buses in large cities include the introduction of contraflow and bus-only lanes. While Dallas and Houston have been studying proposals to implement contraflow bus lanes, San Antonio alone has a small segment in operation. Houston, Dallas and San Antonio, however, have introduced bus-only lanes which allow for faster operating speeds. These innovations have met with varied degrees of success; however, if bus service continues to expand, these and other

innovations can be used to attract ridership.

Public transit service in Del Rio and Eagle Pass, the only non-urbanized areas of the state to have such service, is privately owned and is an international operation, providing service into Mexican border towns as well as inside the Texas border towns. Ridership on the two Del Rio bus lines exceeds 30,000 passengers per month while ridership on the two lines in Eagle Pass surpasses 21,000 passengers per month.

Capital improvement needs of municipal transit systems in urbanized areas are summarized in Table 2, showing that projected capital improvement needs of these systems range from \$99,048,290 in 1976 to \$381,111,080 in 1980. Projected improvements are further detailed in Table 3, which indicates that bus fleet expansion will require more funds than bus replacement until 1979, when bus replacement will require the greater expenditure. The introduction and expansion of rail transit service is expected to be a major innovation in public transportation and will require \$175,000,000 in both FY 79 and FY 80; however, since these rail improvements are scheduled in the latter part of the five-year period, there is a possibility that these capital-intensive projects may be delayed until after the study period.

TABLE 2

PROJECTED CAPITAL IMPROVEMENT NEEDS⁽²⁾
MUNICIPAL PUBLIC TRANSIT IN URBANIZED AREAS
1976 DOLLARS

<u>URBANIZED AREA</u>	<u>FY76</u>	<u>FY77</u>	<u>FY78</u>	<u>FY79</u>	<u>FY80</u>
Houston	46,096,380	27,252,877	18,898,350	13,592,331	11,400,000
Dallas	18,297,500	15,412,500	24,563,000	256,394,500	251,909,500
San Antonio	10,258,810	4,720,000	2,225,000	335,000	2,748,000
Fort Worth	7,408,500	18,871,500	21,641,000	108,196,500	109,407,500
El Paso	5,378,440	9,025,124	2,576,900	820,400	1,069,600
Austin	5,881,000	3,914,000	3,024,000	2,365,000	2,362,000
Corpus Christi	1,576,120	1,503,700	689,020	474,140	512,080
Sub-Totals	94,896,750	80,699,701	73,557,270	382,177,871	379,408,680
Lubbock	158,500		510,000	1,135,650	
Amarillo	251,700	45,000	235,000		
Waco	50,000	249,375	247,000	64,000	64,000
Port Arthur		712,509	7,000	7,000	7,000
Beaumont	3,062,770	36,500	305,000	336,500	505,000
Wichita Falls		Transit Development Program Underway and Pending			
McAllen-Pharr-Edinburg					
Abilene		200,000	120,000	120,000	100,000
Texas City-LaMarque (1)		Consideration and Alternatives Pending			
Odessa (1)		231,000			
Laredo (1)	313,770	1,111,500	414,000	10,000	10,000
San Angelo		100,500	174,724	16,996	24,500
Galveston	52,500	45,000	130,000		
Midland		Consideration and Alternatives Pending			
Tyler (1)		66,500	50,000	66,500	103,000
Texarkana (1)			285,600	10,000	141,500
Sherman-Denison (1)		8,000		21,000	270,900
Brownsville	262,300	581,400	423,900	479,200	396,500
Bryan-College Station (1)		195,000	370,000	200,000	50,000
Harlingen-San Benito					
Killeen-Fort Hood		Consideration and Alternatives Pending			
Longview (1)		66,500	50,000	66,500	30,000
Sub-Totals	4,151,540	3,648,784	3,322,224	2,533,346	1,702,400
Grand Totals	99,048,290	84,348,485	76,879,494	384,711,217	381,111,080

(1) The needs listed for these urbanized areas must be considered as preliminary needs. While the data presented represents the anticipated needs at the time of publication of the report, final approval by local governmental bodies is still pending.

(2) Best information available at time of study.

TABLE 3

TYPE OF CAPITAL IMPROVEMENTS BY YEAR⁽¹⁾
1976 DOLLARS

<u>Year</u>	<u>Total</u>	<u>Bus Replacement</u>	<u>Bus Fleet Expansion</u>	<u>Other Capital Costs</u>	<u>Rail Transit Improvements</u>	<u>Special Transit Improvements</u>
1976	\$99,048,290	\$16,343,754 (233)	\$17,190,744 (241)	\$61,158,792		\$4,355,000 AIRTRANS/SURTRAN
1977	\$83,949,461	\$12,228,410 (169)	\$20,051,310 (338)	\$47,804,741	\$3,000,000 D/FW(Rail)	\$865,000 AIRTRANS/SURTRAN
1978	\$76,389,424	\$7,844,035 (110)	\$26,272,000 (319)	\$27,105,389	\$1,500,000	\$13,668,000
1979	\$384,709,967	\$12,619,131 (135)	\$5,298,900 (103)	\$186,488,936	\$175,000,000	\$5,303,000
1980	\$381,188,330	\$5,475,000 (54)	\$8,854,470 (133)	\$191,793,860	\$175,000,000	\$65,000
	\$1,025,285,472	\$54,510,330 (701)	\$77,667,424 (1,134)	\$514,351,718	\$354,500,000	\$24,256,000

Bus Related Improvements - \$646,529,472
 Rail Related Improvements - \$354,500,000
 Special Related Improvements - \$24,256,000

Note: The numbers in parentheses indicate the total number of vehicles to be purchased

(1) Based on best available data at time of study.

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Chapter 11

TAXICAB SERVICE

If municipal transit systems are the mainstay of public transportation in Texas at this time, the taxicab industry provides valuable support services for public transportation. It has been estimated that the taxicab industry accommodates more than 20 percent of the total passengers carried by surface modes of public transportation.

All urbanized areas of the state are served by taxicabs while only 23 urbanized areas have transit service. Taxicabs furnish transportation to more than 714,000 persons per month and operate almost four million vehicle-miles per month. The taxicab industry is composed of about 400 separate companies with approximately 2,500 vehicles. Of these companies, 243 conduct their operations in urbanized areas of the state while 153 operate in non-urbanized areas.

The Texas taxicab industry reports that it is becoming increasingly difficult to make a reasonable profit. Inflation and government support of transit service competition are major sources of this difficulty. In an effort to determine how the taxicab industry can become more effective in providing public transportation, a technical study is being conducted by the University of Texas with publication expected later this year.

Since the taxicab industry is generally a private, profit-making organization, the State cannot implement a transportation plan for the industry; recommendations for improvement of service and expansion of

ridership, however, can be formulated.

Table 4 lists pertinent data about taxicab service in Texas.

TABLE 4
TAXICAB STATISTICS IN TEXAS
1975

	<u>Companies Identified</u>	<u>Number Vehicles</u>	<u>Systems Reporting</u>	<u>Monthly Vehicle-Miles</u>	<u>Monthly Passengers</u>	<u>Monthly Cost</u>	<u>Monthly Revenue</u>
Urbanized Areas+	243	2,319	46	3,642,345	651,714	\$493,248	\$248,647
Non-urbanized Areas	153	222	69	327,654*	63,029*	\$ 46,879*	50,665*
TOTAL	396	2,541	115	3,969,999	714,743	\$540,127	\$299,312

+Figures reflect totals for entire county where urbanized area is located.

Chapter III

SOCIAL SERVICE TRANSPORTATION

While the municipal transit systems and the taxicab industry in Texas serve the needs of a majority of the transportation disadvantaged population, there remains a significant number of persons who cannot utilize services offered by these modes. The elderly, the handicapped, and the poor are often provided transportation by social service organizations. Social service agencies range in nature from the small, local, private and non-profit organization to the broad-based statewide agency of government. Whatever the organizational characteristics of the social service agency, its primary clientele consists of the elderly, handicapped, poor, or otherwise transportation disadvantaged citizen. Through social service agencies, this segment of the population has access to medical care, shopping centers, various social programs, and other facilities. The demand for transportation to meet the special needs of the elderly, the handicapped, or the otherwise transportation disadvantaged population is very real; social service organizations do much to fill this need.

At least 478 social service transportation providers have been identified in the state. Forty-one percent of these providers are located in urbanized areas of the state and operate 1,801 vehicles. The 280 social service transportation providers in non-urbanized areas of the state operate about 969 vehicles. Of the total number of vehicles operated by social service organizations (2,770), only 132 are especially equipped

to accommodate the handicapped. Table 5 summarizes existing statewide information about these special transportation providers.

Based upon available data, it has been projected that about 431 new and replacement vehicles will be required in Texas through 1980; of these vehicles, 88 will be specially equipped to accommodate the handicapped. Anticipated capital needs through 1980 and annual operating assistance needs in specialized public transportation services for the state are shown in Table 6. Estimated capital cost for the new vehicles is almost \$7 million; annual operating expenses are expected to approach \$5 million. Actual figures could well exceed these estimates as inflation rates continue higher than historical trends.

While these social service agencies provide badly needed services, two major issues must be resolved if transportation provided by social service agencies is to be effective. The primary issue is that of duplication of services. Not only have social service agencies impinged upon the same target group of riders, but they often unknowingly compete with other agencies offering the same service. In addition to the duplication of effort between social service organizations, the taxicab industry reports that this free or low-cost transportation has become a competitor for its clientele. Although it is not known how many persons now utilizing social service organization transportation were former patrons of the taxicab industry, the taxicab industry views the proliferation of publicly supported social service transportation as unfair competition. The taxicab industry, of course, is representative of private enterprise and must

TABLE 5

EXISTING VEHICLES IN SPECIALIZED TRANSPORTATION SERVICES
SOCIAL & HEALTH — STATEWIDE

District	Large Buses	Specialty- Equipped Large Buses	Medium Buses	Specialty- Equipped Medium Buses	Regular Transit Coaches	Small Transit Coaches	Minibuses	Specialty- Equipped Minibuses	Vans	Specialty- Equipped Vans	1975 16b(2) Vehicles	DPW Vehicles	Cars/ Station Wagons	Specialty- Equipped Cars/ Station Wagons	Staff Cars	Volunteer Cars	Various Vehicles**	Total Vehicles
1	--	--	2	--	--	1	18	4	1	--	5	--	36	--	30	38	3	138
2	--	--	2	--	--	1	5	3	--	--	--	--	20	--	68	*	--	99
3	--	--	1	--	--	2	4	--	--	--	--	--	6	--	8	*	--	21
4	1	--	4	--	--	1	14	--	1	--	3	--	16	--	--	*	4	44
5	--	--	1	--	1	--	10	1	14	--	4	--	31	--	5	*	1	68
6	--	--	--	--	--	--	11	--	--	--	2	--	12	--	10+	20	--	55
7	--	--	2	--	2	--	5	--	--	--	--	--	5	--	25	*	--	39
8	--	--	2	--	--	--	3	--	2	3	5	18	2	--	7	*	--	42
9	3	--	6	--	6	--	31	1	11	1	2	--	66	1	85+	--	1	214
10	--	--	2	--	--	--	17	--	1	--	1	--	12	--	9	--	1	43
11	--	--	--	--	--	--	4	--	1	1	7	--	7	--	19	--	--	39
12	7	--	26	--	--	1	9	--	110	4	4	--	39	3	27	70	--	300
13	--	--	1	--	--	--	--	2	7	--	2	--	17	1	11	--	--	41
14	2	--	23	--	4	4	14	6	1	3	4	--	36	--	19	1	112	229
15	1	--	6	--	27	--	47	1	26	2	13	--	29	--	72	--	--	224
16	2	--	2	--	1	--	19	2	23	1	4	--	10	--	43+	2*	1	110
17	2	--	--	--	--	--	--	--	16	--	3	--	15	--	--	--	--	36
18	7	--	5	--	2	--	59	--	88	3	10	--	119	--	--	*	31	324
19	2	--	5	--	--	11	17	--	--*	--	2	--	11	3	51	27*	--	129
20	--	1	2	1	--	--	19	--	--	--	7	--	25	--	20+	*	--	75
21	--	--	23	--	2	--	53	--*	--	--	4	--	79	--	120	--	19	307
22	--	--	--	--	--	2	5	--	--	--	--	7	15	--	7	--	--	29
23	--	--	2	--	--	1	6	--	--	--	2	--	21	--	9	--	1	42
24	2	--	--	--	--	2	1	--	24	--	--++	--	8	--	77	--	2	116
25	--	--	--	--	--	--	1	--	5	--	--	--	--	--	--	*	--	6
	29	1	117	1	45	26	372	20	331	18	84	25	637	8	722	158	176	2,770

*Unspecified number of volunteer cars

**Pickups, trucks, ambulances, jeeps, etc.

+Unspecified number of staff cars

++El Paso Area Chapter of the American Red Cross has been approved for seven 16b(2) vehicles under the 1975 Program. However, this agency has discontinued transportation service so the vehicles are not counted at this time.

TABLE 6

ANTICIPATED CAPITAL NEEDS THROUGH 1980 AND ANNUAL OPERATING ASSISTANCE NEEDS IN SPECIALIZED PUBLIC TRANSPORTATION SERVICES - SOCIAL AND HEALTH - STATEWIDE

Dist.	Large Buses	Medium Buses	Small School Buses	Small Transit Coaches	Specially-Equipped Small Transit Coaches	Mini-buses	Specially-Equipped Minibuses	Vans	Specially-Equipped Vans	Station Wagons	Cars	Radio Equip-ment	Lift Equip-ment	Total Vehicles	Capital Expenditures Through 1980	Annual Operating Assistance
1	--	--	--	--	--	12	--	1	--	--	--	--	--	13	\$ 127,500	\$ 142,000
2	--	--	--	--	5	4	1	1	--	--	--	(1)	--	11	424,500	89,800
3	--	--	--	--	--	2	--	--	--	3	--	(2)	--	5	45,750	79,000
4	--	--	--	--	--	2	1	--	1	--	--	--	2	4	46,900	34,000
5	--	--	--	--	--	1	--	8	--	4	15	--	--	28	171,000	183,500
6	--	1	--	--	--	17	--	--	--	--	--	--	--	18	183,000	159,358
7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4,800
8	--	--	--	--	--	16	8	--	--	--	1	--	--	25	269,000	204,000
9	1	--	--	--	--	2	3	10	3	6	--	(3)	--	25	386,000	151,000
10	--	--	--	--	--	24	--	--	--	--	--	--	--	24	240,000	204,000
11	--	--	--	--	--	--	--	3	1	--	--	--	--	4*	87,000	80,031
12	--	--	--	3	--	70	--	--	--	--	2	--	--	75**	846,200	1,793,860
13	--	--	--	--	--	--	--	3	1	--	--	--	--	4	45,000	34,000
14	--	--	--	--	10	--	2	--	3	1	1	--	--	17	858,000	108,564
15	--	--	--	--	11	5	--	--	--	--	1	--	--	17	495,500	141,700
16	--	3	--	--	--	--	1	4	1	--	--	--	--	9	157,000	58,000
17	--	--	--	--	--	3	1	--	--	--	--	--	--	4	43,000	42,500
18	--	--	--	--	21	3	--	4	11	3	1	--	--	43	1,400,000	415,500
19	--	--	--	--	--	20	1	4	--	2	2	--	--	29	266,000	246,500
20	--	1	--	--	--	3	2	--	--	--	--	--	--	6	86,000	51,000
21	--	1	1	--	--	24	--	5	--	--	--	--	--	31	301,500	392,000
22	1	1	--	--	--	8	--	--	--	--	--	--	--	10	125,000	85,000
23	--	--	--	--	--	7	--	--	--	--	2	--	--	9	80,000	79,000
24	--	--	--	--	--	20	--	--	--	--	--	--	--	20	200,000	85,000
25	--	--	--	--	--	--	--	--	--	--	--	(4)	--	--	11,250	17,000
	2	7	1	3	47	243	20	43	21	19	25			431	\$6,895,100	\$4,881,113

*Also capital equipment worth \$50,000 but not specified.
 **Includes vehicles, office equipment, dispatching equipment & shelters but no specified number.

NOTES: (1) 1 Base Station and 7 Radios (3) Radios
 (2) 2 Base Stations and 1 Radio (4) 4 Base Stations and 1 Radio

make a profit to remain operative; social service organizations are usually non-profit organizations supported in part by grants, contributions, or government funds.

Funding is another issue facing social service transportation providers. While many social service agencies depend upon volunteer staff and vehicles, part of their funding often comes from state and/or federal sources. As shown in Table 7, eight separate federal bureaus administer almost 30 transportation-related funding programs. Insufficient funds or restrictions on expenditures of such funds can complicate the provision of transportation services, lead to fragmented transportation projects, or curtail social service transportation altogether. The pooling of resources and coordination of services is imperative for the overall good of social service transportation, even though conflicting statutory and regulatory provisions tend to restrict and complicate such coordination.

TABLE 7

FEDERAL FUNDING SOURCES

<u>FEDERAL AGENCY</u>	<u>STATUTORY AUTHORIZATION</u>	<u>PROGRAM</u>	<u>DESCRIPTION</u>
Department of Transportation	Urban Mass Transportation Act of 1964, as amended	Section 3	Capital Grants
		Section 5	Capital and Operating Assistance Formula Grants
		Section 6	Research, Development and Demonstration Program Funds
		Section 9	Technical Studies Grants
		Section 16b(1)	Mass Transportation for Elderly and Handicapped
		Section 16b(2)	Transportation Needs of Elderly and Handicapped
		Section 16c	Technical Studies Assistance
	Federal-Aid Highway Act of 1973	Section 147	Rural Highway Public Transportation Demonstration Program
Department of Health, Education and Welfare	Older Americans Act	Title III, Section 308	Model Projects
		Title III, Section 309	Transportation Projects
		Title VII	Nutrition Program for the Elderly
		Title IX	Older Americans Community Service Employment Program
	Public Health Service Act	Title III, Section 314(d)	Comprehensive Public Health Services
		Title III, Section 314(e)	Health Services Development
			Title XII
Social Security Act	Title VI	Service Program for Aged, Blind, and Disabled	
		Title XIX	Medicaid
		Title XX	Individual and Family Services
	Vocational Rehabilitation Act of 1973		Transportation to Medical Therapy
	Higher Education Act	Title I, Sections 101-102	Community Service
	Library Service and Construction Act	Title I	Library Services
Department of Agriculture	Agricultural Act of 1961	Title III, Section 360(a)	Essential Community Facilities
Department of Labor	Comprehensive Employment and Training Act of 1973	Title III	National Older Workers Programs
Office of Economic Opportunity	Economic Opportunity Act	Title II, Sections 212, 221	Community Action Programs
		Title II, Section 222(a)(7)	Senior Opportunities and Services
Veterans Administration	Veteran Health Care & Expansion Act of 1973	Title I, Section 101(b)	Expanded Medical Care
ACTION	Domestic Volunteer Service Act of 1973		Retired Senior Volunteer Program
			Foster Grandparent Program
			Senior Companion Program
			National Volunteer Programs to Assist Small Businesses
Department of Housing and Urban Development	Housing and Community Development Act of 1974	Title I	Development of Urban Communities

Chapter IV

SPECIAL PUBLIC TRANSPORTATION SERVICES

Special public transportation services include those programs designed for a specific clientele within a specific geographic location. Special public transportation services include airport ground transportation, employer operated transit, university shuttle systems, school bus transportation, and church bus transportation.

AIRPORT GROUND TRANSPORTATION is designed to serve airport patrons traveling to and from an airport. While the primary mode of transportation to and from an airport may be the private automobile, the primary method of public transportation to and from an airport may be the taxicab. Most airports have facilities to accommodate the taxicab industry; four airports in Texas supplement taxi service with other types of transportation facilities. Limousine service is available at the airports in Houston, Amarillo and Galveston. At the present time, the level of service offered by these companies appears adequate and service is expected to increase as ridership increases. Other types of airport ground transportation include the SURTRAN bus system which serves the Dallas-Fort Worth Regional Airport and AIRTRANS which serves patrons traveling from one terminal to another inside the airport. The nation's only unsubsidized, regularly scheduled helicopter taxi service links the city of Fort Worth with the Dallas-Fort Worth Regional Airport. Passenger flights began in December, 1976.

EMPLOYER OPERATED TRANSIT, usually in the form of van-

pooling projects, is designed to serve employees of specific companies. Houston is the only city in Texas that has significant employer operated transit projects. With four major companies providing 32 vans, almost 400 persons utilize this service. Both the employer and the employee benefit from such a program. The employer generally can allow less space for parking and often sees an increase in on-time performances among those employees who choose to vanpool. The employee spends less time driving in peak-hour traffic, faces less parking congestion, and saves gasoline and wear-and-tear on his car. If past trends continue, the demand for this type of service will increase. No specific needs, however, have been established for the five-year study period.

UNIVERSITY SHUTTLE SYSTEMS serve students and faculties at certain universities. Transportation Enterprises, Inc., a private company, is the principal transportation provider of this type in the state. The University of Texas at Austin, Texas A & M University at College Station, North Texas State University at Denton, Texas A & I University at Kingsville, Texas Women's University at Denton, and the University of Texas at Arlington are served by this company's shuttle system. A pre-collected student service fee is used to pay for all or part of the service. The level of service is determined by contract and varies from year to year. Transportation Enterprises, Inc. reports no specific needs for the study period.

SCHOOL BUS TRANSPORTATION serves students within specific school districts. With 1,428 school districts and private school systems

in the state, many of which are located in non-urbanized areas, at least 700,000 students are served by school bus transportation. School districts are prohibited by law from using state funds to transport students within a two-mile radius of the school they attend; however, a school district can assume the cost of this service from local maintenance funds and provide such transportation if they so desire. The financial situation of most school districts, however, precludes this practice. School transportation needs for the five-year study period are estimated at \$147.8 million for capital costs, including school bus replacement, and \$295 million for operating costs. The cost of replacing or expanding school bus fleets must be borne by the state school fund and local school district taxes.

CHURCH BUS TRANSPORTATION is used by churches to transport members to and from church-related activities, including services, schools, and outings. This type of transportation is directed at specific congregations rather than the community in general. It is not unusual, however, for a church bus to travel 10 to 15 miles to bring people to church functions. Although not a common practice, some churches use their vehicles to provide transportation for the elderly and poor to non-church activities, such as to medical facilities or shopping centers. Approximately 1,400 churches maintain and operate almost 3,000 vehicles statewide and serve an estimated 175,000 persons per month, according to data received during the transportation provider inventory. It is expected that this type of special public transportation service will continue

to grow but specific needs of this service have not been identified.

Chapter V

INTERCITY SURFACE TRANSPORTATION

Intercity surface transportation is provided by bus and rail passenger service. Travel by bus is the dominant mode of public intercity surface transportation, with over 1,000 communities in Texas served by various bus lines, compared with 20 communities served by rail passenger service and 33 communities served by regularly scheduled airline service.

In 1975, intercity bus transportation was provided by two major national carriers (Greyhound and Continental Trailways), 18 Texas-based bus lines, and ten non-Texas-based bus lines. The 28 smaller bus companies serve rural areas, small towns, and provide a link between points in surrounding states and Mexico. Also for 1975, the intercity bus industry reported operating revenues of almost \$72 million and operating expenses of \$65.7 million.

Amtrak offers the only rail passenger service in the state. The Rail Passenger Service Act of 1970 created the National Railroad Passenger Corporation, known as Amtrak. Beginning operations in 1971, Amtrak assumed passenger service responsibility for those railroads joining the corporation and still offering passenger service. All railroads in Texas offering rail passenger service joined the corporation and assigned all passenger service responsibility to Amtrak. Currently, Amtrak operates three routes in Texas. The Inter-American route runs between Texarkana and Laredo; the Lone Star route runs between Houston and

Fort Worth and on to Chicago; the Sunset Limited route operates between Houston and San Antonio with connections to New Orleans and Los Angeles.

While the intercity bus industry utilizes public highways and the quality of service is directly linked to the highway network, Amtrak operates over private tracks with segments owned by different railroad companies. Amtrak has no control over the track over which it operates; rather, it must depend upon the cooperation of the private railroad companies to maintain and improve trackbeds. Since railroads now emphasize freight movement rather than passenger movement, rail tracks are designed and maintained accordingly; therefore, while the tracks may be adequate for freight movement, they are not always adequate for efficient and safe movement of passengers. The problem of being a quasi-public corporation operating over private right of way has proved to be one of Amtrak's major problems.

Chapter VI

THE DEPARTMENT'S ROLE IN PUBLIC TRANSPORTATION

When the Texas Mass Transportation Commission and the Texas Highway Department were merged in 1975, the new Department adopted public transportation goals which had been formulated by the Texas Mass Transportation Commission:

- *The State of Texas will encourage and foster the establishment and continued provision of public transportation systems designed to provide at least a minimal level of mobility to urban citizens in all of its cities large enough to warrant such a system.
- *The State of Texas shall encourage the larger cities within the state to develop or improve mass transportation systems in order to support continued economic growth of the cities, reduce traffic congestion and pollution resulting therefrom, and provide an acceptable alternate travel service to urban commuters making trips to or from work.
- *The State of Texas will develop and continuously maintain a comprehensive master plan for transit development. In conjunction with and as part of this effort, the State of Texas will maintain a public education function to inform the public of statewide transit needs and development.

These goals are comparable to a policy statement by the State on matters regarding public transportation; however, the Department is limited in its planning authority because the Department cannot actively implement or direct public transportation services. The Department can only "encourage, foster and assist" in planning public transportation improvements.

Despite its inability to actually implement improvements, the Department has not been passive in meeting these goals. In fulfilling these goals, the Department has:

- * responded to requests for technical assistance;
- * assisted in developing applications for state and federal grants;
- * initiated technical research studies;
- * gathered and disseminated statistical data;
- * kept abreast of developments in transit;
- * acted as a clearinghouse of information;
- * conducted conferences and training sessions for representatives of both government and industry.

As these programs are continued, the Department may initiate more direct assistance to the industry in the fields of marketing, management information systems, data collection, planning, and other programs.

Specific objectives for various public transportation modes have also been formulated.

Municipal Transit

- + Assist any area with existing municipal transit to bring that system up to standard by 1980 in terms of quantity and quality of vehicles, support facilities and equipment.

- + Assist any area without existing municipal transit to (a) determine if a municipal transit system is desirable; and, if found to be desirable, (b) assist in determining the best type of system to fit the local needs; and (c) assist in implementing that system by 1980.
- + Assist all urbanized areas in developing a balanced transportation plan through the 3-C Planning Process.
- + Continue to monitor new techniques in municipal transit and evaluate their usefulness in Texas.
- + Encourage rapid transit and other innovations in public transportation as the opportunity arises and such improvements appear justified.
- + Analyze comments and concerns of the municipal transit industry and develop means of responding to such comments and concerns.
- + Gather, analyze and distribute transit operating statistics.

Taxicab Industry

- + Listen to comments and concerns of this industry; respond to such comments and concerns in a fair and equitable manner.
- + Keep the industry informed of programs and plans of the Department which may have an impact on taxicab operations.

Social Service Transportation

- + Continue to act as the managing and contracting agency for the UMTA Section 16b(2) program.
- + Continue to administer Section 147 of the Federal-Aid Highway Act of 1973, as amended.

- + Continue to assist urban areas with grant applications to purchase special vehicles for the elderly and handicapped.
- + Provide technical assistance upon request to urban and rural areas in developing special transportation programs designed to serve the elderly and handicapped.
- + Continue to initiate and develop technical studies to assure a broad knowledge and extensive data base in the field of special transportation services to meet the needs of the elderly, handicapped, and other transportation disadvantaged citizens.
- + Expand the social service provider inventory when appropriate to maintain and improve the knowledge of existing sources.
- + Make every effort to bring about coordination and the pooling of transportation resources among social service transportation providers.

Airport Ground Transportation

- + Initiate studies to determine detailed data on all airport ground transportation including mode of travel, cost, destination, distances traveled, etc.

Employer Operated Transit

- + Encourage further development of this special public transportation service.

School and Church Bus Transportation

- + Continue to inventory vehicles and explore possibilities for better utilization of these vehicles.

University Shuttle Service

- + Continue to keep abreast of new developments.

Intercity Bus Service

- + Continue to evaluate intercity bus service.
- + Recommend expansion, where feasible, with special emphasis directed toward providing a minimum intercity service where it is needed.
- + Attempt to coordinate both existing and future connection services to facilitate more efficient and convenient operation.

Intercity Rail Service

- + Conduct in-depth studies of rail passenger service in Texas, concentrating on passenger participation and new innovations.
- + Study Section 403 of the Rail Passenger Service Act of 1970, modified by Section 705(a) of the Railroad Revitalization and Regulatory Reform Act of 1976, to determine if the state should participate in this program for expansion of rail passenger service.

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Chapter VII

PUBLIC TRANSPORTATION ISSUES

As the Department compiled, analyzed and extrapolated data to use in the preparation of this statewide status report on public transportation in Texas, a number of issues were identified. These issues are far-ranging and address a variety of subjects; however, the determination of these issues will affect the future of public transportation development in Texas.

State Transit Funds - Some intracity transit bus operators and local governments have stated a need for a change in legislation to permit the State Public Transit Funds to be used for transit planning and operating assistance, in addition to assistance for capital expenditures as permitted under existing legislation. In addition, the desirability of "dedicating" revenue resources or specific sums for public transportation purposes has been expressed.

Regional Transit Authority - It has been suggested that the adequacy of the existing Houston/San Antonio permissive legislation be evaluated and that consideration be given to extending that legislation to apply to other urbanized areas or enact similar bills specifically written to apply to other urbanized areas.

Coordination of Public Transportation Services - Due to the increasing number of transportation providers within the state and the proliferation of programs by various state and federal agencies, a need has been expressed for coordination of transportation efforts by a single state

agency or combination of agencies.

Maximum Speed Limit - The intercity bus operators have recommended that the maximum speed limit be increased from the present 55 miles per hour to a suggested 60 miles per hour if and when federal law is modified and/or that Congress be petitioned by the state to change existing federal statutes to permit the states to raise speed limits without incurring financial penalty.

International Competition in Intercity Bus Industry - Some intercity bus operators have suggested that clarification of state agency jurisdiction over buses entering Texas from Mexico is needed. Such clarification would include but not be limited to investigation of legal authority, reciprocity, and insurance protection for the public.

Legal Bus Sizes - Since advanced design buses presently under development will initially be available only in 102-inch wide models, it has been suggested by the transit industry that consideration be given to lowering the minimum city population where such buses can operate, from the present legal limit of 425,000 to a suggested limit of 200,000 or even 100,000.

Tax Exemptions - Transit operators have recommended that consideration be given to exempting local public transit systems from the state fuel tax or, as an alternate, permit such taxes to accrue as the local share of funds required by a city for matching state and federal grants. The taxicab industry has suggested that taxicabs should be exempt from both the state fuel tax and the motor vehicle sales tax.

Economic Impact Statement - Taxicab owners have suggested that a formal economic impact statement be required by the state for all public transportation grant applications in order to evaluate which of several applicants for similar services would make the most cost effective use of public funds.

Transit Labor Problems - The industry has suggested that the state should exercise its influence to effect changes in federal law and procedures as regards public transportation operations as they are affected by union labor negotiations.

State Transportation Agency Organization - Public transportation interests have suggested that regulation of taxicabs should be handled at the state level rather than the local level and that public transportation programs should be given greater priority.

State Ownership of Public Transportation Vehicles - It has been suggested that the state should be able to assist private operators in the development of public transportation and participate in certain federal programs by utilizing its purchasing power and procedures without becoming unduly involved in the operation of the systems or by having to retain title and responsibility for vehicles purchased.

School Transportation Contracts - The 64th Legislature passed a new statute allowing school districts greater freedom in contracting with public transportation companies for pupil transportation, but later in the session reenacted the old restrictive language as part of a comprehensive education bill, nullifying the attempt to encourage contractual

consolidation of public transportation services where mutually agreeable to the school district and the public transportation provider. It has been suggested that consideration be given to reenacting the more permissive language which could well result in a net saving of tax monies now used in procuring and operating separate school and transit fleets in some areas.

Chapter VIII

LEGISLATIVE RECOMMENDATIONS

In reviewing the first full fiscal year of operations and in consideration of the first five years' needs as identified in Chapter I of this report, it appears that the current level of annual funding for capital improvements as provided by the state through the Public Transportation Fund (\$15 million per fiscal year) will be adequate to fund expected capital improvement projects for the next state fiscal biennium (fiscal years 1978 and 1979), provided unexpended balances are carried forward from one fiscal year to the next. Accordingly, the present level of appropriation to the State's Public Transportation Fund should be continued without change. During the next two fiscal years, monitoring of local governments' needs and their utilization of available state funds will provide a clearer picture of needed long-term financial commitments by the state.

Since the Department has been actively engaged in fulfilling its duties and responsibilities for only a short time since enactment of Senate Bills 761 and 762 by the 64th Texas Legislature, it would be premature to suggest legislative action on any issues which are not clearly considered to warrant the attention of the 65th Legislature. Most of the issues previously enumerated are of such complexity that they should be very carefully studied by all concerned before any recommendations for action are suggested. Moreover, most Texas cities are only now beginning the process of achieving their stated goals and objectives as regards devel-

opment of their public transportation systems. Accordingly, the Department will continue to evaluate and clarify the considerations involved in the issues presented, postponing any recommendations until the next session of the legislature.