

PLANS
FOR
PUBLIC TRANSPORTATION IN TEXAS

PREPARED BY
THE STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

IN COOPERATION WITH
THE URBAN MASS TRANSPORTATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

NOVEMBER 1982



COMMISSION

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IN REPLY REFER TO
FILE NO.

Governor William P. Clements

Lieutenant Governor William P. Hobby

Members of the 68th Legislature

The State Department of Highways and Public Transportation is charged with continuously compiling and maintaining a comprehensive master plan for public and mass transportation in the State of Texas.

In order to maintain a report that accurately reflects the proposed transit developments in Texas, the Plans for Public Transportation in Texas will be reviewed biennially to evaluate the current validity of assumptions, projections and recommended transit improvements.

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.

This report is hereby submitted in accordance with VACS Article 6663b enacted by the 64th Texas Legislature and later amendments.

Sincerely yours,

A handwritten signature in cursive script that reads "Mark Goode".

M. G. Goode
Engineer-Director

ACKNOWLEDGEMENTS

The material presented herein was developed by the State Department of Highways and Public Transportation in cooperation with the Urban Mass Transportation Administration, U.S. Department of Transportation, and with assistance provided by many of the public and private transportation providers in Texas.

The State Highway and Public Transportation Commission also wishes to express its appreciation for assistance from the Texas Railroad Commission; the Texas Energy and Natural Resources Advisory Council (TENRAC); the regional councils of governments; city governments; transportation providers in the State, including taxicab operators, intercity bus operators and municipal transit operators.

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INTRODUCTION

The State Department of Highways and Public Transportation is a multimodal Department with a single mission - to provide the best transportation possible for the people of Texas. This is accomplished through a decentralized organization comprised of the main office in Austin and the twenty-four District Offices located in strategic points throughout the State. The District Offices are directly responsible for all highway and public transportation activities in their particular areas. This includes assisting the cities in planning and development of mass transportation programs, cooperating with local agencies in recommending expenditures for public transportation capital improvements and various other functions associated with public transportation. The Transportation Planning Division is responsible for coordinating these efforts on a statewide basis. Therefore, this Master Plan represents twenty-four individual public transportation plans that are responsive to the needs of their particular locality and coordinated into a statewide Master Plan for Public Transportation.

This Master Plan contains planned transit projects including proposed costs of these projects. The Department requested specific and firm estimates projecting two year funding for Fiscal Years 84 and 85 be obtained from the governing boards of the various transit systems in the State. Cost figures included in Tables II and III are five year needs.

TEXAS
PUBLIC
TRANSPORTATION

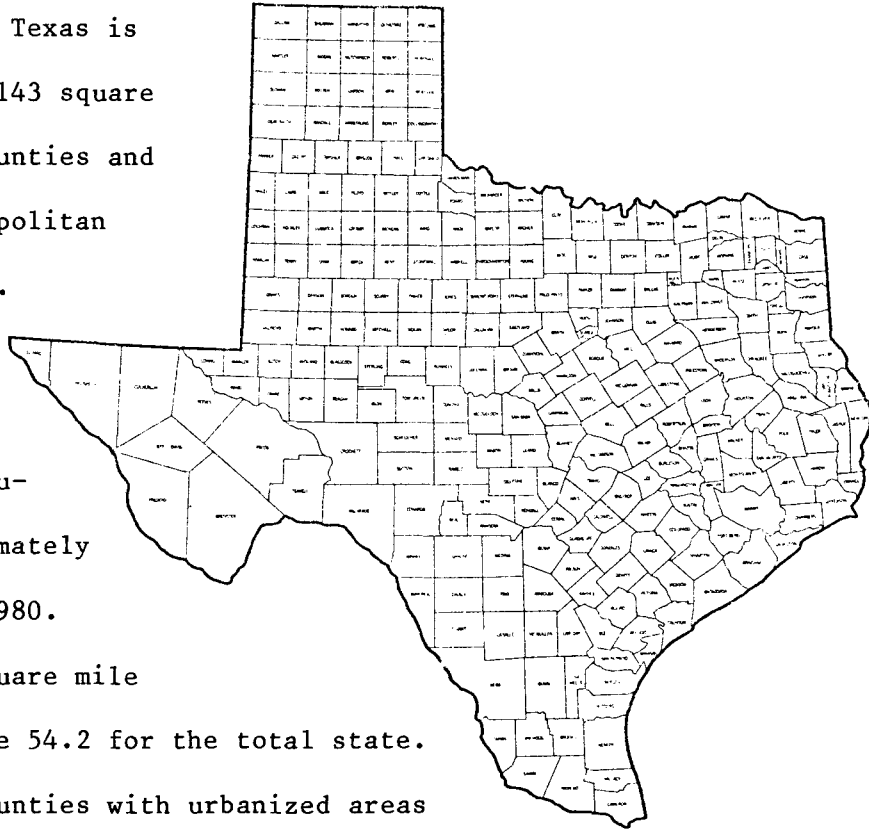
STATE SUMMARY
1982 PUBLIC AND MASS TRANSPORTATION PLAN

The State of Texas is comprised of 262,143 square miles with 254 counties and 26 Standard Metropolitan Statistical Areas.

The Bureau of Census reported a total state population of approximately 14.2 million in 1980.

Population per square mile would then average 54.2 for the total state. However, Texas counties with urbanized areas comprise only 28,842 square miles and had a 1980

population of approximately 11.4 million. Texas counties without urbanized areas, which comprise 89 percent of the State's land area, or 233,301 square miles, had a 1980 population of about 2.8 million. Therefore, urbanized counties had 395.3 persons per square mile in 1980 and non-urbanized counties had 12 persons per square mile in that same year. The low density of population in the major portion of the State has made public transportation development almost impossible up to this time. In fact, public transportation in rural and small urban areas consists primarily of taxicab and intercity bus service. These services are augmented somewhat by transportation services provided by human services organizations for the elderly, the handicapped, and the



low-income population. The delivery of efficient and cost-effective public transportation services in these low-density areas of Texas is one of the problems facing Texas over the next five years. The Surface Transportation Assistance Act of 1978 included an amendment to provide funding for rural and small urban areas. Section 18, "Non-Urbanized Formula Grant Program", authorizes funding through FY 1982 for this program in the United States. Since the passage of the Act, Texas has received apportionments totalling approximately \$15.2 million. Twelve systems (see District summaries) have received funding to date. Federal funds are available to provide 50 percent of net operating costs and 80 percent of capital and administrative costs. Funds are also available for technical assistance projects and eleven have been approved.

The Section 18 program was expected to stimulate public transportation development in low-density areas due to the availability of operating assistance for non-urbanized areas. However, the scarcity of local matching funds and the proposed phase-out of that Federal operating assistance have lessened the impact of the Section 18 program.

Along with the problem of providing transportation services in low-density areas, the State is growing at a very fast rate which will affect the State's urbanized areas and the municipal transit service operating within them. Texas is the second fastest growing State in the nation. As a result of this steady growth in population, Texas residents comprise almost 6.3 percent of the nation's total population.

Also, reduction in the number of transit systems and their con-

version to public ownership during the past 25 years, has led to increased federal, state and local support in funding the systems. In 1954, all 37 Texas cities with transit service had privately owned systems. By 1973, transit operations had ended in 19 cities. Of the 18 cities with transit service in 1974, only four were in private operation with no local tax support. In the other 14 cities, transit systems were either municipally owned or received local public tax support. Today, there are 18 publicly owned municipal transit systems in the State. The only private operations left which operate within Texas are two intercity bus companies offering some limited intracity service, and four small municipal systems. The increase in public ownership of transit operations has led to an increase in public awareness of the need and desirability for convenient transit service. In addition, concern over the availability of energy and energy conservation has led to more public awareness of the need for transit service and its potential for use in a crisis situation such as the one experienced during the Organization of Petroleum Exporting Countries (OPEC) oil embargo of 1973. Increased funding levels led cities to update their transit equipment and facilities while expanding service levels. In the last few years, most Texans have been enjoying more comfortable and convenient transit service.

Municipal transit operations should be expanded and improved over the next five years due to the State's rapid population growth, increasing traffic congestion, concern over air quality, and concern over energy.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

The State of Texas established a Public Transportation Fund in June of 1975. This funding was authorized by Senate Bill 762, Acts of the 64th Legislature, Regular Session, which appropriated \$31 million for public transportation purposes. The 65th Legislature continued this funding with \$30 million appropriated for fiscal years 1978 and 1979. The 66th Legislature appropriated \$10 million for FY 80 and \$15 million for FY 81. At the end of FY 81, the balance of the State Public Transportation Fund was approximately \$58 million. The 67th Legislature withdrew \$30 million from the balance and returned that amount to the General Fund and reappropriated the remaining \$28 million for the 1982-83 biennium.

State funds are not available for operating assistance but are available for assisting local governments in matching funds for federal capital grant programs. Most of the capital grants are funded federally by the Urban Mass Transportation Administration on an 80 percent federal and 20 percent local match basis. A grant applicant may apply to the State of Texas to provide 65 percent of the local share requirement. In the case of an 80 percent federal-20 percent local match, the State may, therefore, provide up to 13 percent of the total cost of the project. If federal funds are unavailable, an applicant may apply for up to 50% state funding for a capital project.

Approximately \$64.7 million in public transportation capital improvement projects have been initiated by local governments in Texas during the past two years. Of this \$64.7 million, approximately \$11.3 million was provided by the State's Public Transportation Fund and \$7.9 million was provided by the local areas. As indicated in Table

I, approximately \$55.0 million of the total funding went to the seven transit systems in cities of 200,000 population or more. The remaining \$9.7 million in funding went to the twelve transit systems in the smaller areas. Each project and its source of funding is identified in the appropriate District Plan summary.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS & EXPENDITURES 1980-1982(1)

	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
Seven Transit Systems in Cities of 200,000 Population or more (2)	\$ 37,663,559	\$10,080,895	\$7,255,495	\$54,999,949
Remaining Transit Systems(3)	<u>7,785,231</u>	<u>1,265,100</u>	<u>681,208</u>	<u>9,731,539</u>
STATE TOTAL	\$ 45,448,790	\$11,345,995	\$7,936,703	\$64,731,488

(1) Sections 3 and 5 Capital only.

(2) Includes Fort Worth (District 2), Houston (District 12), Austin (District 14), San Antonio (District 15), Corpus Christi (District 16), Dallas (District 18), and El Paso (District 24).

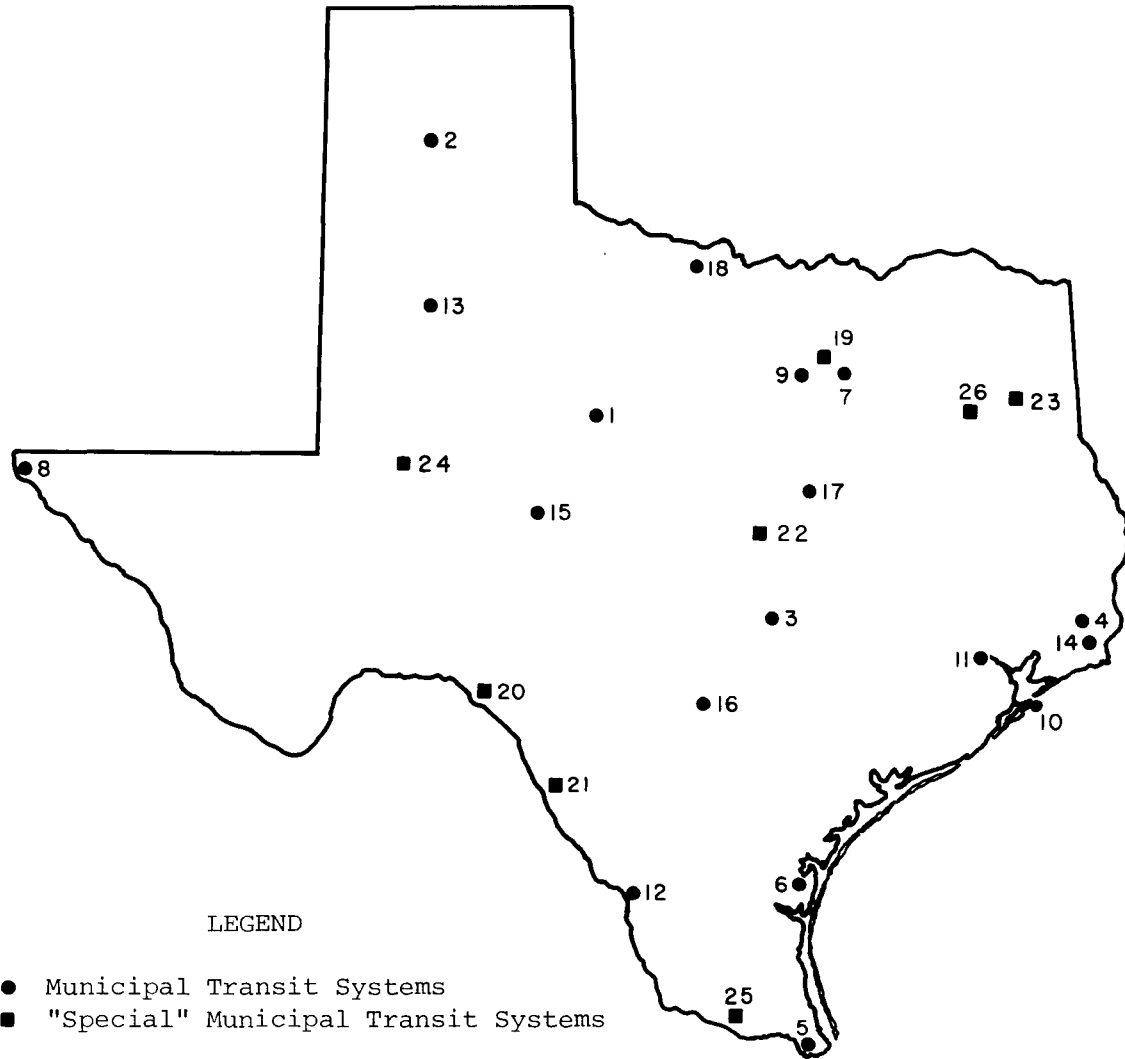
(3) Includes Wichita Falls (District 3), Amarillo (District 4), Lubbock (District 5), Midland (District 6), San Angelo (District 7), Abilene (District 8), Waco (District 9), Galveston (District 12), Beaumont and Port Arthur (District 20), and Brownsville and Laredo (District 21).

PUBLIC AND MASS TRANSPORTATION IN
TEXAS - 1982

1. Municipal Transit Systems

Municipal Transit Systems have been separated into two categories for statistical purposes. The "regular" municipal transit systems are defined as those systems with five (5) or more vehicles in scheduled, fixed route, intracity service. This includes the two metropolitan transit authorities presently operating in Texas. In August, 1982, there were 18 regular municipal transit systems. All of these systems are publicly owned.

MUNICIPAL TRANSIT IN TEXAS



MUNICIPAL SYSTEMS

- | | |
|------------------|------------------|
| 1 Abilene | 10 Galveston |
| 2 Amarillo | 11 Houston |
| 3 Austin | 12 Laredo |
| 4 Beaumont | 13 Lubbock |
| 5 Brownsville | 14 Port Arthur |
| 6 Corpus Christi | 15 San Angelo |
| 7 Dallas | 16 San Antonio |
| 8 El Paso | 17 Waco |
| 9 Fort Worth | 18 Wichita Falls |

"SPECIAL" MUNICIPAL SYSTEMS*

- | |
|---------------------------|
| 19 Dallas (Surtrans) |
| 20 Del Rio |
| 21 Eagle Pass |
| 22 Killeen-Fort Hood |
| 23 Longview |
| 24 Midland |
| 25 McAllen-Pharr-Edinburg |
| 26 Tyler |

*See text

Figure 1

All other systems which perform some limited or special municipal transit service are classified as "special" municipal transit and their operations are explained below. See Figure 1 for the location of each system.

MIDTRANS is primarily a demand-responsive bus system in Midland using 19 small vehicles. Service started in early 1980 and a steady gain in ridership has taken place.

SURTRANS is a special shuttle system between the Dallas-Fort Worth Airport and the central business areas and major hotels and motels. SURTRANS had 45 buses.

Rainbow Transit is a one bus system in regular service in Del Rio. International Transportation Co., Inc. has four transit vehicles and offers service along one fixed route in Del Rio.

Two privately owned transit companies operate in Eagle Pass: City Bus and Eaglette Shuttle Bus Service. Inc.

Tyler Bus Lines is owned by the City of Tyler. Two 15 passenger vans operate on a fixed route at a one hour headway.

Longview has a privately owned mini-bus service subsidized by the City called Transit and Taxi Company of Longview.

Valley Transit Company, headquartered in Harlingen, is primarily an intercity carrier but does provide some service as an intracity carrier, primarily in McAllen.

Southwestern Transit Company operates an intercity transit system in the Temple, Belton, Killeen, Fort Hood and Copperas Cove area of Central Texas. This service provides some limited intracity service.

Of the 18 municipal transit systems in Texas, seven are found in cities of 200,000 population or more. These seven transit systems

account for more than 90 percent of the operating statistics in the State. (See Tables A and B, as well as the District Summaries for information on individual transit operations.)

TABLE A
OPERATING STATISTICS*

	<u>No. of Buses</u>	<u>No. of Employees</u>	<u>Fare Structure**</u>	<u>Annual Passengers</u>	<u>Vehicle Miles Operated</u>	<u>Operating Revenue</u>	<u>Operating Expenses</u>	<u>Net Operating Income</u>
Seven Transit Systems in Cities of 200,000 Population or more(1)	2,477	4,498	\$.20 - .56	140,386,966	63,394,666	\$65,177,650	\$188,088,529	(\$122,910,879)
Remaining Eleven Transit Systems (2)	247	441	\$.21 - .51	14,326,980	6,107,083	\$ 4,191,272	\$ 12,106,553	(\$ 7,915,281)
STATE TOTAL	2,724	4,939	\$.21 - .54	154,713,946	69,501,749	\$69,368,922	\$200,195,082	(\$130,826,160)

*Operating Statistics were obtained by the tabulation of monthly reports provided by the transit systems.

**Average range.

Notes:

- (1) Includes Fort Worth (District 2), Houston (District 12), Austin (District 14), San Antonio (District 15), Corpus Christi (District 16), Dallas (District 18), El Paso (District 24).
- (2) Includes Wichita Falls (District 3), Amarillo (District 4), Lubbock (District 5), San Angelo (District 7), Abilene (District 8), Waco (District 9), Galveston (District 12), Beaumont and Port Arthur (District 20), Laredo and Brownsville (District 21).

TABLE B
VEHICLE INVENTORY

	<u>Under 5 Years</u>	<u>5-9 Years</u>	<u>10-14 Years</u>	<u>15-19 Years</u>	<u>20+ Years</u>	<u>Total</u>
Seven Transit Systems in Cities of 200,000 Population or more(1)	1,367	340	189	472	109	2,477
Remaining Eleven Transit Systems (2)	148	78	20	1	-	247
STATE TOTAL	1,515	418	209	473	109	2,724

Notes:

- (1) Includes Fort Worth (District 2), Houston (District 12), Austin (District 14), San Antonio (District 15), Corpus Christi (District 16), Dallas (District 18), El Paso (District 24).
- (2) Includes Wichita Falls (District 3), Amarillo (District 4), Lubbock (District 5), San Angelo (District 7), Abilene (District 8), Waco (District 9), Galveston (District 12), Beaumont and Port Arthur (District 20), Laredo and Brownsville (District 21).

2. Paratransit Systems

2A. TAXICAB SYSTEMS

Taxicab companies perform a vital transportation function in the State of Texas. In many rural and small urban areas of the State, taxicabs are the only available form of public transportation. At least 339 taxicab companies were identified in 1981. Of these, 317 companies (approximately 94 percent) responded to the survey questionnaire. The 317 companies reported operating 4,552 vehicles, 48 of which are specially-equipped for the handicapped.

Over the past few years, taxicab companies have been very concerned with government support of human services transportation providers which they feel have caused unfair competition to their private operations. The industry has reported that it is becoming increasingly more difficult to make a reasonable profit. In several areas of Texas, this problem has been addressed between the companies involved and the human services agencies. In some instances, compromises have resulted where the taxicab company has contracted with the human services agency to provide transportation for their clients.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

Human services transportation within Texas has evolved out of the need to transport clients of different agencies to needed goods and services. Many clients, especially the elderly and handicapped, require specially-equipped vehicles and personal attention in order to travel. Other clients simply may not be able to afford other forms of transportation. The gap between the public transportation services offered and the services available needed to be filled. Therefore,

many agencies entered the transportation business, not out of desire, but out of perceived necessity. The result has been a trend toward duplication of transportation services. In Texas alone, 770 human services transportation providers were identified in 1981. Of the 770 identified providers, 481 (about 62 percent) responded to a survey questionnaire. The responding providers reported operating 2,310 vehicles, including 297 specially-equipped vehicles to serve the elderly and handicapped. It is difficult to identify, much less survey, all the providers that are operating in the human services transportation field in Texas. It is also apparent that this form of transportation requires a large investment of the taxpayers' money. A group of State agencies meet periodically, including this Department, for the purpose of encouraging interagency cooperation to improve the coordination of human services transportation in Texas.

2C. OTHER PARATRANSIT SYSTEMS

Other paratransit services are designed for a very specific clientele and serve a certain geographical area. These services include airport ground transportation, employer operated transit, and commuter service. There were 94 of these systems identified in 1981. Of the 94 providers surveyed, 69 (73 percent) responded. The 69 providers operate 864 vehicles, 25 of which are specially equipped to serve the elderly and handicapped.

A paratransit effort not included in the survey was the Texas Vanpool Program. The Texas Vanpool Program is a cooperative effort by the Texas Energy and Natural Resources Advisory Council, the Texas Transportation Institute, several other state agencies, and a growing number of private employers.

The Program began under the Governor's Office of Energy Resources in early 1978 as part of the State Energy Conservation Plan, funded by the U. S. Department of Energy. According to this Plan, Texas had a goal of 1500 vanpools on the road and 0.2 percent increase in carpooling by the end of 1980.

Efforts became focused primarily on vanpooling because it seemed to have more potential for success. A vanpool is a much more formal arrangement than a carpool (there is a signed contract and an exchange of cash); vanpools are easier to keep track of, and they are more likely to last.

The vanpool program, which is supported by the Texas Railroad Commission, the Department of Public Safety, the State Board of Insurance, and the State Department of Highways and Public Transportation, has enjoyed considerable success. As a matter of fact, it is more successful than any other state vanpool program in the U. S. (about 17 percent of all vanpools in the country are operating in Texas). As of January 1, 1982, an estimated 2700 vanpools were in operation on Texas roads (three-fourths of which were in the Houston areas).

By conservative estimates, Texas vanpools are saving more than 11 million gallons of gasoline annually. At current gasoline prices averaging \$1.30/gal., the program is saving Texas commuters some \$14.4 million per year. The vans, which have an excellent safety record, are providing almost half-a-billion passenger miles of service annually.

TENRAC's primary function is to provide promotional and technical assistance, to research difficult problems, and to try to create a

vanpool "community". To this end, about 135 meetings have been held and more than 2000 packets of materials have been distributed which show major employers how their interests can be served by a vanpool program.

A factor to the success of the program has been the recent acknowledgement of employers that they have a stake in how their employees get to work. Another factor is there are also some economic advantages in providing for vanpooling. Texas employers have invested more than \$23 million of their own resources on these programs. Every vanpool program in Texas operates on a share-the-expense basis, with no federal subsidies.

3. Intercity Bus and Passenger Rail Systems

INTERCITY BUS

The intercity bus industry continues to provide the most widely available, energy efficient, and lowest priced form of common carrier passenger transportation. In 1980, the industry averaged 112 passenger miles per gallon of fuel on their regularly scheduled service, which was approximately two and one-half times more than the corresponding average for automobiles or Amtrak, and nearly five times the average for airlines. If statistics for their charter and special services were included, the figure would be much more favorable for the industry. Nationwide in 1979, the bus industry was comprised of 1,200 companies. In 1980, that number increased to some 1,330 companies, while the number of communities served (approximately 14,600) remained the same. In 1980, approximately 373 million passenger trips were made on intercity buses, one-fourth more than on either railroads (including both Amtrak and the many commuter lines)

or the airlines.

In the period between 1970 and 1978, the industry's net income before taxes, fell from \$89 million to \$54 million, a decline of approximately 40 percent. In 1979, there was a dramatic turnaround with increase in net income of approximately 40 percent with that figure being \$90.2 million. While operating expenses also increased during this period from \$1,366.3 million to \$1,564.6 million, this was an increase of only 13 percent. Thus, the operating ratio (expenses divided by revenues) showed its first decrease since 1971. While the operating ratio is still considerably higher than the 1971 figure of 89.4, the 94.6 figure of 1979 is 1.6 points lower than the 1978 ratio. More important, it may have signaled a change in the industry, perhaps brought about by the realization of proposed deregulation, similar to what occurred within the airline industry. The 1980 preliminary figures seem to support this trend. In 1980, the operating ratio decreased further to 93.1. The net revenue increased dramatically from the 90.2 million in 1979 to 133.5 million in 1980 or an increase of approximately 33 percent. The operating expenses also continued the trend by increasing only 14 percent from 1,564.6 million to 1,813.0 million during this same period.

Intercity bus transportation is a very important form of public transportation in Texas. While communities in Texas have experienced a decrease in service in recent years, the elimination was not primarily due to an overall reduction of bus service. There are two basic reasons given for this elimination of service to some scheduled points. First, the number of people travelling short distances between intermediate stops along a given route has declined;

TABLE C

INTERCITY BUS LINES IN 1980

Major U.S. Carriers	Trailways, Inc. Greyhound Lines, Inc.	Dallas, Texas Phoenix, Arizona
Texas Based Carriers Operating Mainly in Texas	Arrow Coach Lines Central Texas Bus Lines, Inc. Kerrville Bus Company, Inc. Painter Bus Lines Southwestern Transit Co., Inc. Sun-Set Stage, Inc. Texas Bus Lines Texas Motor Coaches, Inc.* T. N. M. & O. Coaches, Inc. Trans Texas Coaches Valley Transit Company, Inc.	Killeen, Texas Waco, Texas Kerrville, Texas Kerrville, Texas Killeen, Texas Abilene, Texas Austin, Texas Grande Prairie, Texas Lubbock, Texas Odessa, Texas Harlingen, Texas
Interstate Carriers With Limited Operations in Texas	Jefferson Lines, Inc. Jordan Bus Company, Inc. M. K. O. Lines New Mexico Transportation Co., Inc. Oklahoma Transportation Company	Minneapolis, Minnesota Hugo, Oklahoma Tulsa, Oklahoma Roswell, New Mexico Oklahoma City, Oklahoma
Mexico Based Carriers	Autobuses Anahuac Autobuses De Oriente Ado Linea Azul Omnibus de Mexico Transportation Chihuahuenses Transportation del Norte Tres Estrellas De Oro	Piedreas Negras Mexico City Mexico City Juarez Jurazec Monterrey Mexico City

*Bought in May by Austin-based Transportation Enterprises, Inc.

TABLE D

INTERCITY BUS LINES IN 1981

Major U.S. Carriers	Trailways, Inc. Greyhound Lines, Inc.	Dallas, Texas Phoenix, Arizona
Texas Based Carriers Operating Mainly in Texas	Arrow Coach Lines Central Texas Bus Lines, Inc. Kerrville Bus Company, Inc. Painter Bus Lines Southwestern Transit Co., Inc. Sun-Set Stage, Inc. Texas Bus Lines Transportation Enterprises, Inc. T. N. M. & O. Coaches, Inc. Trans Texas Coaches Valley Transit Company, Inc.	Killeen, Texas Waco, Texas Kerrville, Texas Kerrville, Texas Killeen, Texas Abilene, Texas Austin, Texas Austin, Texas Lubbock, Texas Odessa, Texas Harlingen, Texas
Interstate Carriers With Limited Operations in Texas	Jefferson Lines, Inc. Jordan Bus Company, Inc. M. K. O. Lines New Mexico Transportation Co., Inc. Oklahoma Transportation Company	Minneapolis, Minnesota Hugo, Oklahoma Tulsa, Oklahoma Roswell, New Mexico Oklahoma City, Oklahoma
Mexico Based Carriers	Autobuses Anahuac Autobuses De Oriente Ado Linea Azul Omnibus de Mexico Transportation Chihuahuenses Transportation del Norte Tres Estrellas De Oro	Piedreas Negras Mexico City Mexico City Juarez Jurazec Monterrey Mexico City

therefore, that route continued but those stops were eliminated. Secondly, the tariff charged for providing service to low ridership areas did not warrant continuing that service stop along the route. The intercity bus industry in Texas has reduced the number of communities served from 1,124 communities, identified in 1978, to the approximate 1,000 now being served.

During the period from 1980 to 1981, the number of Texas-based carriers has remained the same, although one company was sold (see Tables C and D). Texas Motor Coaches based in Grand Prairie, was sold in May of 1981 to Transportation Enterprises, Inc., with Transportation Enterprises continuing to offer the same scheduled service in the Dallas-Fort Worth area. Aside from the previously mentioned take over, the industry has had no significant changes in status for the past two years. Also, based on the limited data available, there seems to have been little change in the service provided by all the other carriers such as the Mexican based carriers, etc., to the communities in Texas (See Figure 2). The Texas Transportation Institute (TTI) at Texas A&M University has just recently completed a study entitled "The Intercity Bus Industry in Texas and the U.S." which should be available shortly. The study should deal in depth with the industry's position in Texas as compared to the rest of the nation.

In 1980, the eleven Texas-based carriers increased their total operating revenue approximately 9 percent over 1979. This is in line with what the industry has been doing for the past three years. The total operating revenue for 1979 was approximately 30 million as compared to the approximate 35 million received in 1980. Meanwhile,

SCHEDULED INTERCITY BUS SERVICE

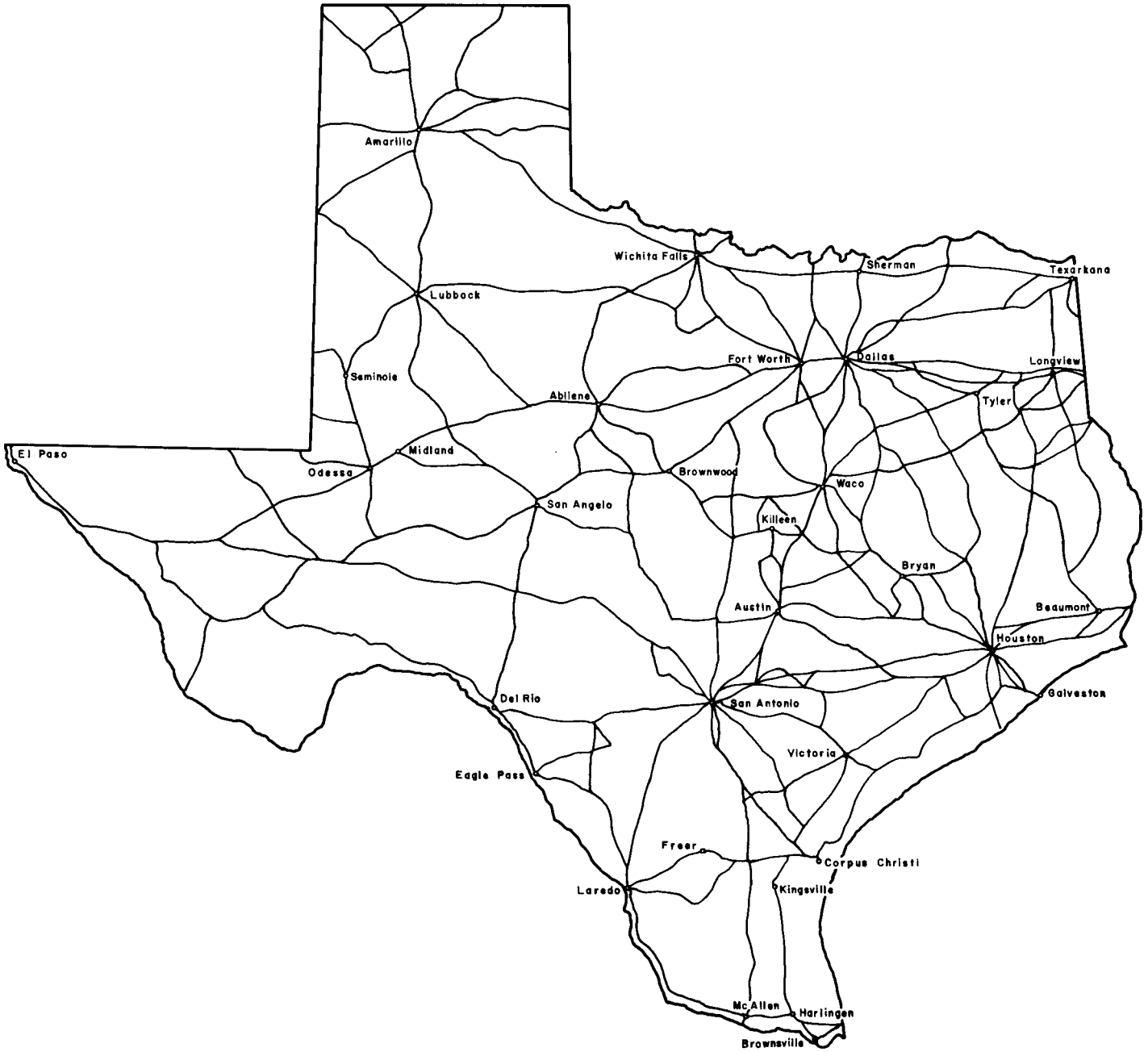


Figure 2

the total operating expenses also remained relatively constant. In 1979, the total operating expense figure was 26.1 million whereas in 1980 the figure was 29.5 million or an approximate increase of 9 percent. This also follows the trend which the intercity bus industry has been experiencing over the past several years. The number of bus miles operated continues to increase, from 16.7 million in 1979 to 17.2 million in 1980, or approximately 10 percent. This increase is significant when compared to the previous two years where the industry reflected only a 3 percent increase in bus miles operated. This may further support the theory that the intercity bus industry may have reversed a trend of the previous decade.

The 1980 data does not include passengers carried by Transportation Enterprises, Inc., which took over Texas Motor Coaches. This is important, because, in 1979, Texas Motor Coaches carried some 334,337 passengers on their scheduled routes. Also, during this period, there was an increase of approximately 11 percent in the number of employees, from 687 to 768. The number of vehicles operated declined from 346 in 1979, to 304 in 1980; but, once again, all these totals lack input from Transportation Enterprises, Inc. (See "1980 Intercity Bus Statistics - Texas Based Lines" Table E.)

There continued to be the same eleven Texas based carriers operating mainly in Texas in the year 1981. Overall, the eleven companies showed an approximate 6 percent increase in number of passengers carried, from 5,081,689 in 1980 to 5,296,847 in 1981. It should be noted at this time that the totals are without benefit of the input from Transportation Enterprises, Inc. or Texas Bus Lines. The important aspect in reviewing ridership figures for the individual

TABLE E

1980 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Where Headquartered</u>	<u>Bus Miles Opr.</u>	<u>No. Of Vehicles</u>	<u>Total Opr. Revenue</u>	<u>Total Opr. Expense</u>	<u>No. Of Employees</u>	<u>Passengers Carried</u>
Arrow Coach Lines	Killeen	2,418,666	31	3,314,385	3,050,277	127	210,684
Central Texas Bus Lines	Waco	1,837,238	38	2,353,049	2,433,520	86	161,076
Kerrville Bus Company	Kerrville	3,512,100	92	12,983,865	10,661,079	180	1,099,292
Painter Bus Lines	Kerrville	1,003,314	1*	2,053,698	1,699,811	39	176,313
Southwestern Transit Co., Inc.	Killeen	254,826	20	661,203	481,666	34	725,457
Sun Set Stages, Inc.	Abilene	484,004	10	697,315	598,051	22	45,250
Texas Bus Lines	Austin	947,789	17	1,805,681	1,739,020	45	7,164
Transportation Enterprises, Inc.	Austin	NA	NA	NA	NA	NA	NA
T. N. M. & O. Coaches, Inc..	Lubbock	3,291,262	40	6,901,147	4,709,689	113	258,331
Trans Texas Coaches	Odessa	375,871	10	668,556	626,602	26	11,654
Valley Transit Co., Inc.	Harlingen	3,078,876	45	3,629,648	3,582,751	96	2,336,458
TOTALS**		17,203,946	304	35,068,547	29,582,466	768	5,031,689

*All other vehicles are leased.

**Based on partial data.

SOURCE: Texas Railroad Commission

companies is that 4 out of 9 reported a decrease from 1980 to 1981. While two of the companies, Painter Bus Lines and T. N. M. & O. Coaches suffered only a 4 percent loss in ridership, Central Texas Bus Lines saw an approximate 14 percent decrease. The other carrier, Southwestern Transit based in Killeen, reported a 34 percent decrease in passengers carried. The number of bus miles operated increased approximately 6 percent from 17.2 million to 18.3 million in 1981. Total operating revenue increased about 5 percent from 35 million to 36.9 million. Meanwhile, during this same period the industry overall experienced only an approximate 3 percent increase in total operating expenses. The total operating expenses in 1981 was 30.5 million as compared to the 1980 figure of 29.6 million. The increase in the number of employees seen between the years 1979 and 1980 continued with the industry reporting 861 workers in 1981 as compared to the 768 in 1980. Meanwhile, the number of vehicles in operation remained relatively constant. (See "1981 Intercity Bus Statistics - Texas Based Lines" Table F.)

TABLE F

1981 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Where Headquartered</u>	<u>Bus Miles Opr.</u>	<u>No. Of Vehicles</u>	<u>Total Opr. Revenue</u>	<u>Total Opr. Expense</u>	<u>No. Of Employees</u>	<u>Passengers Carried</u>
Arrow Coach Lines	Killeen	1,690,651	42	4,062,012	3,855,737	154	290,572
Central Texas Bus Lines	Waco	1,207,053	36	2,084,431	2,175,704	59	138,230
Kerrville Bus Company	Kerrville	6,849,055	110	14,637,956	11,794,240	230	1,529,350
Painter Bus Lines	Kerrville	1,046,213	1*	2,158,998	1,618,395	39	169,832
Southwestern Transit Co., Inc.	Killeen	207,400	15	521,549	505,290	37	479,854
Sun Set Stages, Inc.	Abilene	557,756	11	834,182	661,374	48	50,562
Texas Bus Lines	Austin	NA	NA	NA	NA	NA	NA
Transportation Enterprises, Inc.	Austin	NA	NA	NA	NA	NA	NA
T. N. M. & O. Coaches, Inc.	Lubbock	3,284,876	40	7,635,505	5,103,048	112	248,654
Trans Texas Coaches	Odessa	303,820	12	800,411	729,182	76	13,326
Valley Transit Co., Inc.	Harlingen	3,134,448	48	4,149,365	4,062,521	106	2,376,467
TOTALS**		18,281,272	315	36,884,409	30,505,491	861	5,296,847

*All other vehicles are leased.

**Based on partial data.

SOURCE: Texas Railroad Commission

After reviewing and comparing the available statistics from the intercity bus industry in Texas with those of industries nationwide, the Texas carriers seem to parallel what is happening to the industry overall. While 1981 figures are not currently available for the industry nationwide, a comparison of 1979 with 1980 reflects basically what's occurring in Texas. Ridership is increasing only slightly but still increasing. For the past several years, both total operating revenues and operating expenses continue to rise but in a proportion that remains relatively constant when compared to each other.

The number of employees both nationwide and within the Texas carriers continues to rise, while the number of buses operated remains approximately the same. During 1981, not only was there an increase in ridership for Texas-based companies; revenues and expenses increased as well, therefore, following the trend of the industry nationwide.

PASSENGER RAIL SYSTEMS

During the period covered by this report there have been several changes in rail passenger service within Texas. As reported in the previous "Plans for Public Transportation in Texas - 1980" rail passenger service was reduced by one-third with the deletion of the "Lone Star" Route. Since then, service has been further reduced by route changes in the then "Inter-American Route". The "Inter-American" provided the only north-south link for the cities of Houston and Laredo. Although ridership on the segment from Houston to Temple and Laredo to San Antonio was increasing, Amtrack, because of financial difficulties, chose to eliminate these particular segments and change the name of the route to "The Eagle". The initial reduction of service (eliminating the Lone Star Route) resulted in only a 70 mile loss of rail service, whereas the current reduction eliminates approximately 350 miles of rail passenger service (see figure 3). Another change that occurred with the institution of the Eagle was a reduction in frequency of service. While the same number of cities are served by the Eagle route, the frequency of service has been reduced from daily to tri-weekly service. During this period, several other changes, somewhat more favorable, also occurred. There has been a definite attempt to upgrade the equipment being used on the two routes in Texas. The rail cars are the more modern "Superliner" variety with observation decks, which are considerably taller to allow the passenger to sit farther away from the rails. Also, there has been an increase in the number of cars in a train currently operating over these routes. The majority of train stations have been improved. The stations have been modernized and increased in size with much

RAIL PASSENGER SERVICE IN TEXAS

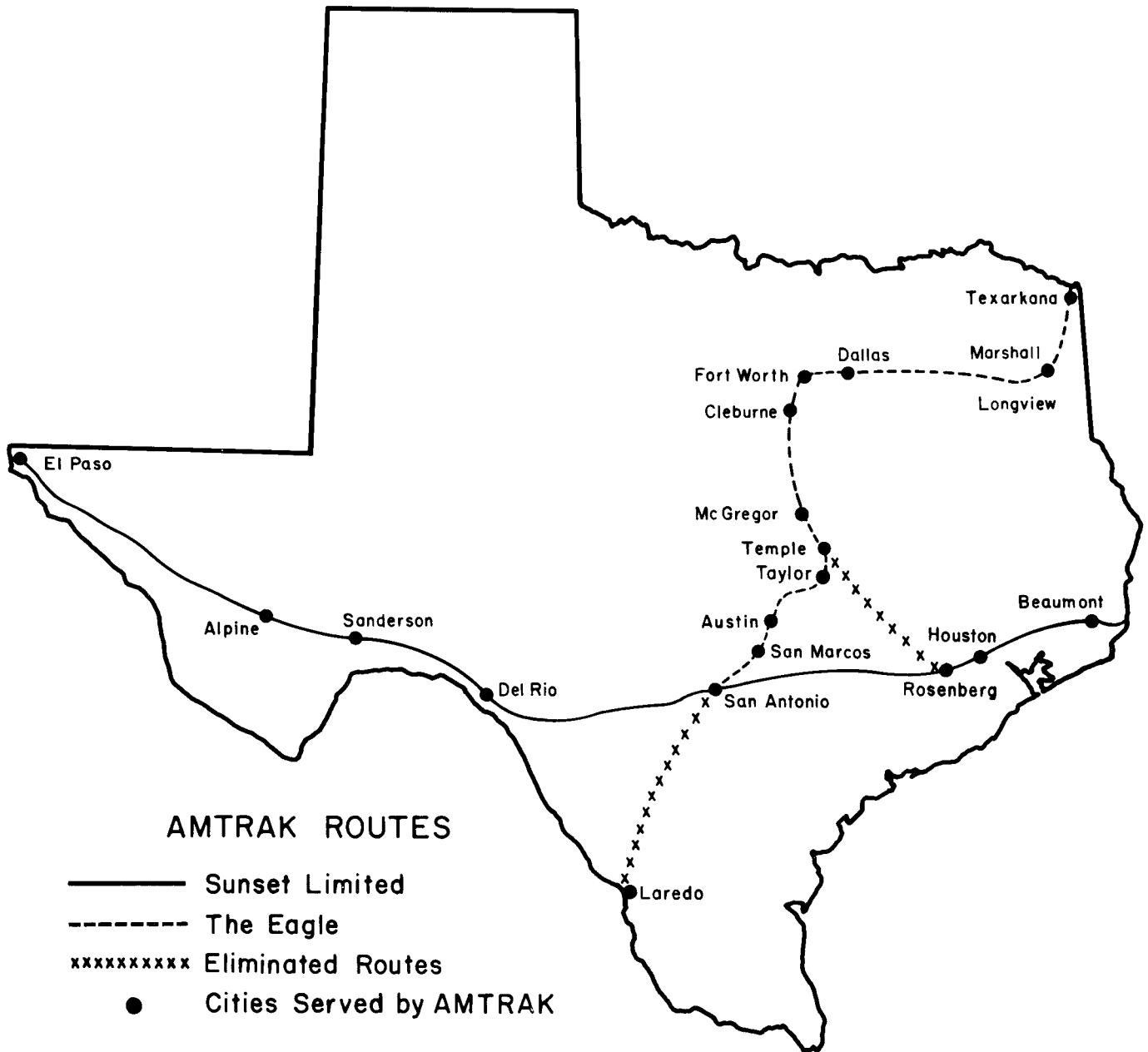


Figure 3

SOURCE: AMTRAK Schedule

better waiting facilities. The ticketing process has also undergone improvements with the addition of more sophisticated computers to better serve the clientele. There has been an attempt in some areas to locate a more convenient and more readily accessible spot to have a train station.

The Eagle is currently the only route to provide north-south passenger service in Texas. The Eagle enters Texas at Texarkana and makes 12 stops prior to its termination in San Antonio. The train originates in Chicago with service provided on a tri-weekly basis. The train departs Chicago on Tuesdays, Thursdays and Sundays and arrives in San Antonio on Mondays, Wednesdays and Fridays. The route originally travelled 682 miles in Texas on a daily basis; whereas, now it travels only 529 miles on a tri-weekly basis.

The Eagle is scheduled to travel the 529 miles from Texarkana to San Antonio in 13 hours and 28 minutes, averaging approximately 39 miles an hour. Historically, this is consistent with previous operations along the north-south routes in Texas. In 1979, the Inter-American averaged 41 miles per hour when operating in Texas, while in 1977 it averaged approximately 45 miles per hour. The major slowdown coming between Dallas and Fort Worth where it takes the Eagle 1 hour and 25 minutes to travel 31 miles averaging only approximately 21 miles per hour.

The second route through Texas is the Sunset Limited, an east-west route which originates in New Orleans and terminates in Los Angeles. Operation of the Sunset Limited has remained approximately the same for the past several years, although there has been a reduction of stops resulting from the elimination of the stop at

Rosenberg. The route enters Texas just north of Orange and departs the State at El Paso. It is scheduled to travel the 897 mile route in 19 hours and 45 minutes, averaging approximately 45 miles per hour. This is a slight decrease in operating speed when compared to the previous schedules. Service continues to be on a tri-weekly basis departing New Orleans on Mondays, Wednesdays and Fridays and returning on Tuesday, Thursdays, and Sundays. The major problems that continue to plague the Limited are attracting ridership in Texas, and its unfavorable arrival and departure times at major stops. It arrives in Houston at 10:40 p.m. and departs at 10:55 p.m., reaches San Antonio at 3:45 a.m. and departs at 4:15 a.m. on its westbound route. Arrival and departure times are more favorable for attracting riders on the eastbound, which arrives in San Antonio at 5:25 a.m. and departs at 5:55 a.m., thus arriving in Houston at a much more favorable time of 10:25 a.m. and departing to New Orleans at 10:40 a.m.

Efforts continue at all levels of government and within the National Railroad Passenger Corporation itself to preserve and enhance rail passenger service in the United States. In Texas, rail passenger transportation could increase significantly between 1980 and the year 2000 because of the state's increasing population growth and healthy economy. A study performed by Texas A & M University estimates increases in intercity rail passenger ridership up to 56 million per year by the year 2000. One proposal of this study suggests using alternate energy sources to operate trains in the future. This would reduce the reliance upon oil (foreign or domestic) as a major transportation energy source. Other sources less critical in

abundancy such as coal, lignite, solar could be used to power the electrification of the railroads.

Recently, there has been much consideration and study of rail passenger transportation within the Texas Triangle. The Triangle consists of Houston, San Antonio, and Dallas, but, as stated previously, this area just recently suffered a cut back in service. With the elimination of the segment between Houston and Temple and on to Dallas a major link is without service. While this is a concern within Texas, evidently it was not with the Amtrak management. This may be a prime example of the problems the National Railroad Passenger Corporation has to face in operating as a quasi-public corporation having to operate using private-rights-of-way. While the National Railroad Passenger Corporation continues to make every effort to cut expenses, improve services and comply with regulations, the magnitude of the problem makes it difficult to compete with intercity bus and the airlines.

PUBLIC TRANSPORTATION IMPROVEMENT
NEEDS IN TEXAS BY 1983

The tabulation of the 24 District Plan Summaries indicates approximately \$1.6 billion in public transportation improvement needs by 1987 (see Table II). The major portion, 98 percent, will be used by transit systems for capital assistance. Few systems included the total amount of operating assistance they will need in the next five years, since the State assists only capital projects. Therefore, operating assistance is not being included because of incomplete information. The needs for human services totaled \$15.3 million and for taxicabs \$13.4 million, or two percent of the total. It should be

noted that many of the District Summaries could not include projections for all of these categories; therefore, these figures should be considered partial totals with the exception of capital assistance.

Of the \$1.6 billion tabulated for public transportation improvements by 1987, 98 percent is projected for the seven Districts with cities of 200,000 population or more. Likewise, 98 percent of the capital assistance is projected to be needed in these seven Districts. The projected needs for human services and taxicabs for these seven Districts equal 84 percent of the statewide needs.

TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS FY 1982-87

	<u>Capital Assistance for City Public Transportation</u>	<u>Human Services Transportation and Taxicabs</u>	<u>Total</u>
Seven Districts with Cities of 200,000 Population or More ⁽¹⁾	\$1,496,996,476	\$24,079,000	\$1,521,075,476
Remaining 17 Districts	<u>26,980,261</u>	<u>4,718,400</u>	<u>31,698,661</u>
STATE TOTAL	\$1,523,976,737	\$28,797,400*	\$1,552,774,137

*Includes \$13.4 million for taxicabs and \$15.3 million for human services.

NOTE:

(1) Includes District 2 (Fort Worth), District 12 (Houston), District 14 (Austin), District 15 (San Antonio), District 16 (Corpus Christi), District 18 (Dallas), and District 24 (El Paso).

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1983

Table III indicates the approximate cost to each agency for all recommended projects by 1987, assuming the present method of financing public transportation capital projects continues. Of the \$1.6 billion total, \$1.2 billion or 77 percent is eligible for federal assistance and 13 percent is eligible for state assistance. Local governments would need to contribute nine percent of the total, while private

agencies contributions would total \$20 million or one percent of the total.

For the past few years, there has been considerable concern about the Public Transportation Fund. In order to obtain accurate dollar amounts from the transit systems for their needs during the next bienium, this Department asked each system or city to "certify" the amount needed from the Public Transportation Fund during the next two years. In early May, 1982, the systems certified that their needs totaled \$70.2 million for the next two years or about \$35 million each year.

As indicated in Table III, the District plans propose spending \$193.6 million from the Public Transportation Fund for the next five years. The proposed yearly average would be \$38.7 million, an eleven percent difference from the amount certified by the transit systems in May, 1982. The Department would generally be expected to participate in 65 percent of the local share of federally supported projects (nominally 13 percent of the project cost). For this practice to continue, the existing legislation (VACS Article 6663c, Acts of the 64th Legislature, p. 2064, ch. 679) would need to be amended to allow such full participation.

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1982-87

	Federal UNTA/FHWA	State SDHPT	Local	Private Agencies	Total
Seven Districts with Cities of 200,000 Population or More ⁽¹⁾	\$1,172,744,983	\$190,142,602	\$139,567,691	\$18,620,200	\$1,521,075,476
Remaining 17 Districts	<u>25,335,679</u>	<u>3,475,259</u>	<u>676,043</u>	<u>2,211,680</u>	<u>31,698,661</u>
STATE TOTAL	\$1,198,080,662	\$193,617,861	\$140,243,734	\$20,831,880	\$1,552,774,137

NOTE:

(1) Includes District 2 (Fort Worth), District 12 (Houston), District 14 (Austin), District 15 (San Antonio), District 16 (Corpus Christi), District 18 (Dallas), and District 24 (El Paso)

THE STATE PUBLIC TRANSPORTATION FUND

The Public Transportation Fund (PTF) was established by Senate Bill 762 in 1975 to provide state funds for capital assistance to transit in Texas. The amount set aside for direct assistance to transit systems to date totals approximately \$53 million. As of August 31, 1982 (the end of FY 1982), \$51,661,452 had been obligated from the Public Transportation Fund for financial assistance to Texas' cities (see Figure 4).

PUBLIC TRANSPORTATION ISSUES AND RECOMMENDATIONS

BACKGROUND

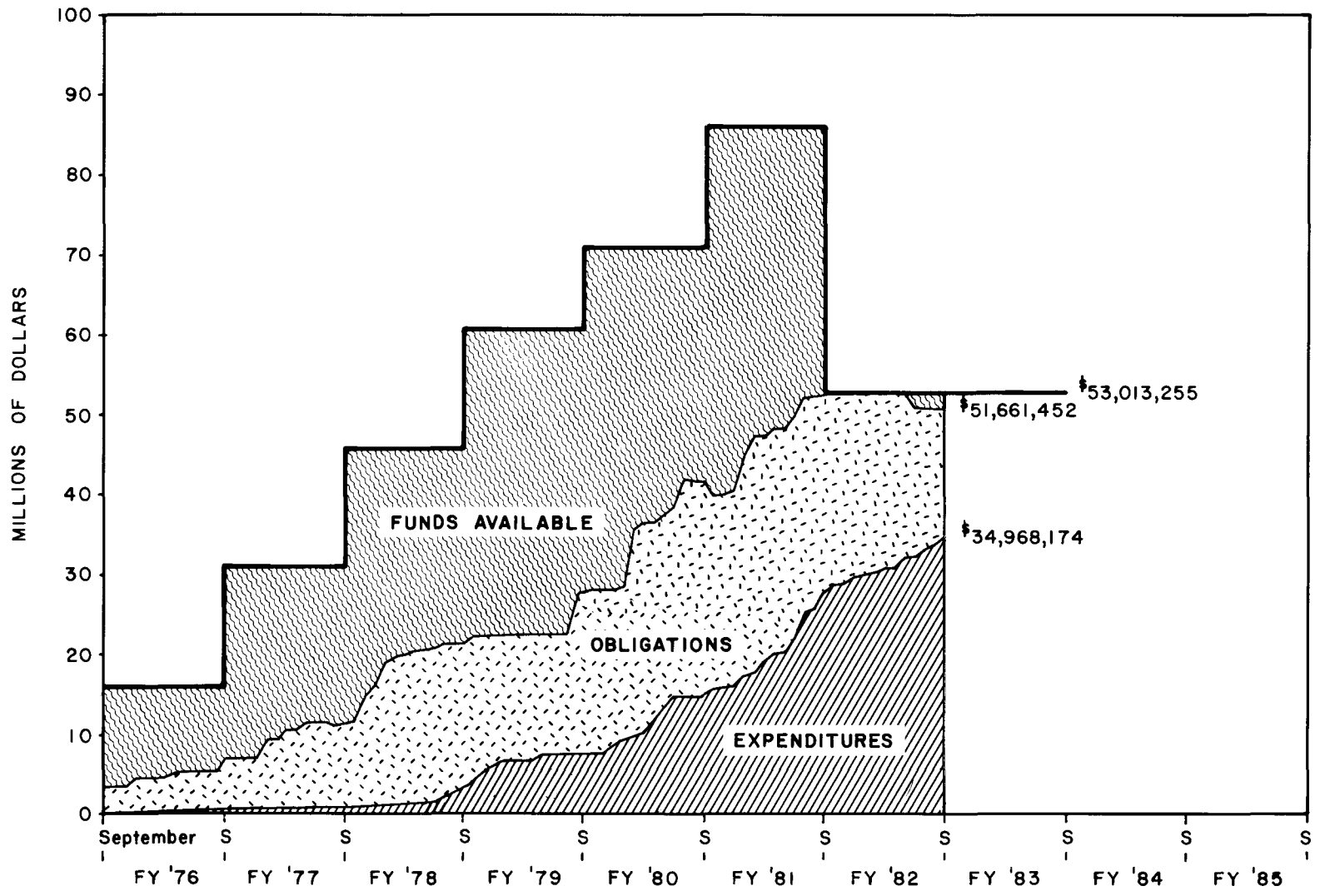
Public Transportation issues, like other elements of society, are ever changing, and the response to those issues vary greatly.

In the past, the Texas legislature has acted on transit matters by: 1) creating the Texas Mass Transportation Commission; 2) authorizing the local option creation of six regional transit authorities; and 3) creating the State Department of Highways and Public Transportation through the merger of the Texas Mass Transportation Commission and the Texas Highway Department. Along with the merger, the 64th Legislature provided capital funding assistance for the State's public transportation industry and for input from the Department through legislative recommendations.

PUBLIC TRANSPORTATION ISSUES

In implementing the authority to recommend legislation as described above, the Department has continued its liaison with the local government personnel, university researchers and the following three industry organizations to assist in identifying and evaluating

STATE PUBLIC TRANSPORTATION FUNDS AVAILABLE FOR FINANCIAL ASSISTANCE TO TEXAS TRANSIT SYSTEMS



30

Figure 4

public transportation problems.

1. The Transit Industry Advisory Committee (TIAC). Membership includes the general managers of each of the significant transit systems in Texas, plus the appropriate transit representative for the city government;
2. The Taxicab Owners Advisory Committee (TOAC). Composed of representatives of the management of taxi operations in seven Texas cities, with fleet sizes ranging from 13 to over 1,200;
3. The Texas Intercity Bus Operators Committee (TIBOC). Membership consists of five and includes representatives of both the two major national carriers and of Texas based regional carriers.

In addition to these three industry organizations, the Department has organized the Public Transportation Council which includes members from each of the three industry groups to provide a forum for discussion among these groups and also to advise the Department on public transportation matters.

On matters affecting rail passenger service, the Texas Railroad Association is recognized as representing the Texas railroad industry and Amtrak, the National Railroad Passenger Corporation, as responsible for the rail passenger service offered in the State. Informal contact is maintained by the Department with both organizations for assistance in considering rail passenger plans and problems.

Discussions with industry organizations, the Public Transportation Council, and based on a review of responses to the Department's survey questionnaire, the following public transportation

issues were identified. Our Department's recommendations follow each issue.

State Transit Funds. Almost all of the designated money set aside in the Texas Public Transportation Fund (PTF) has been obligated or expended.

Additional and continuing financial assistance to Texas transit should be a top priority of the 68th Legislature.

Formula Allocation. The Public Transportation Fund is divided between two basic programs: The Formula Program, which is annually allocated 60 percent of the total appropriated funds for use by large urban areas; and, the Discretionary Program which is annually allocated 40 percent of the total for use by smaller urban and rural areas of the State. For both of these programs, apportioned funds which remain uncommitted for 1½ years are then credited to a third program; the Secondary-Discretionary Program, which is available to any local government which has exhausted currently apportioned funds. From Figure 5 it is apparent that the large urban areas have utilized the fund far more than the smaller areas. Even though the large areas are eligible to apply for funding from the Secondary-Discretionary Program, they must wait 1½ years after the original apportionment to do so.

The formula allocation of 60-40 and the 1½ year reservation should be modified to give the State Highway and Public Transportation Commission greater discretionary authority to permit more timely utilization of available funds.

STATE FINANCIAL ASSISTANCE FOR PUBLIC TRANSPORTATION
FY 76 through FY 82
(millions)

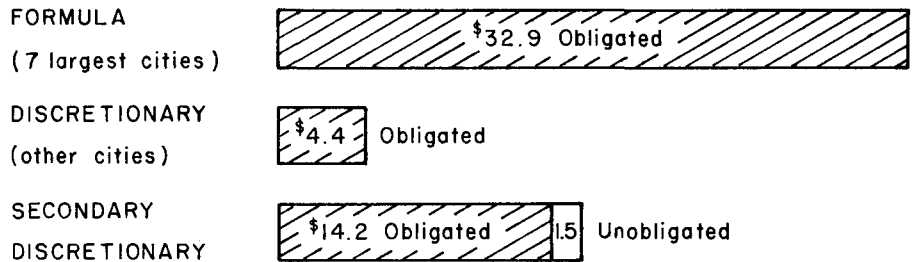


Figure 5

Transit Authorities. Previous legislation has allowed for the possible creation of six Metropolitan Transit Authorities (MTA's) in Texas upon local voter approval. Houston and San Antonio have MTA's. Dallas-Fort Worth voters defeated the first attempt but the permissive legislation has been changed and the area will have another opportunity to vote, probably early in 1983. El Paso voters defeated the creation of an MTA in early 1982. Austin voters will probably vote on the issue in early 1983. The remaining cities in Texas with transit systems are asking the 68th Legislature to enact legislation allowing them to exercise local option to collect additional sales tax specifically for transit purposes.

Legislation should be enacted which would permit any urbanized area (over 50,000 population) to exercise a local option to create a mass transit department and to assess a local sales tax in appropriate increments up to a maximum of one cent.

Coordination of Public Transportation Services. The increasing number of human services transportation providers within the State and the proliferation of programs by various state and federal agencies has given rise to the need for coordination of transportation efforts by a single agency.

The Legislature should consider assigning coordination responsibilities for such programs to a single state agency to reduce redundancy and duplication of administrative efforts.

Private Sector Involvement. Increased interest is being expressed concerning private sector involvement in public transportation. Private businesses and industries are becoming more aware that helping to insure ease of travel to work for their employees is in everyone's best interest.

Our Department is working to determine the potential of creative financial techniques and private sector support in planning, development and operation of urban transportation systems.

102" Wide Bus. At present, 102" wide buses may operate within the limits of an incorporated city, its' suburbs and the county in which the city is located. Many states have passed laws allowing the use of 102" wide buses on their total highway system. Nearly all states need such a law before the major intercity bus companies can take advantage of the extra width. The extra seat width would improve the bus modes competitiveness with other travel modes.

Our Department recommends allowing bus width to 102".

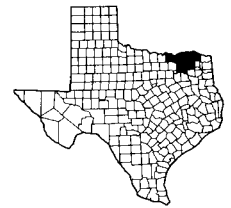
Fuel Tax. Since most transit systems serve the general public and are publicly owned, the industry has perceived the fuel tax as regressive and unfair. They feel it should be refunded or removed for public transportation purposes. Transit systems with an exemption certificate from the comptroller are presently entitled to a tax rate on gasoline of 4 cents per gallon rather than 5 cents per gallon, and diesel fuel tax rate of 6 cents per gallon rather than 6.5 cents per gallon. State and local governments pay the full tax rate.

Our Department cannot recommend exemptions to the fuel tax.

Charter Service Competition. Most charter bus business is done by private operators, however, an increasing amount is being done by publicly owned transit systems. The buses of publicly owned systems have been purchased with tax-payer money. The private charter companies however, must pay 100% of their costs and therefore have difficulty competing with the publicly owned systems.

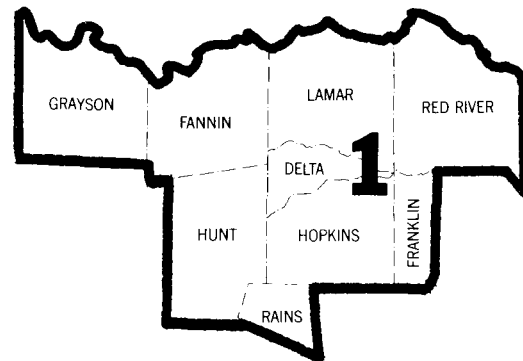
Some method should be developed so that publicly owned transit systems take into account the capital and operating costs of equipment in setting their charter rates.

DISTRICT
PLAN
SUMMARIES



DISTRICT 1
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 1 of the State Department of Highways and Public Transportation consists of a nine county region in northeast Texas. These nine counties have a population of 269,000 and comprise a land area of 6,170 square miles. The population densities of the nine counties vary from 16 to 96 people per square mile.



The Sherman-Denison-Howe area is the only urbanized area in the District. The five urban cities in the District are Greenville, Commerce, Paris, Sulphur Springs and Bonham. The population in other incorporated cities is not large enough to satisfy the federal definition for an urban area.

There are no municipal transit systems in the District. Taxi service and commercial bus lines are the only public transportation services available to the general public. A few cities along with a number of private agencies provide transportation on a limited basis to the elderly and handicapped. Most of the trips provided by these agencies are for medical care and to social services agencies. Trips are also provided for shopping, post office business, recreation, and other desired trips when vehicles and monies are available for operation.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1980-1982

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Sherman*	1980	Purchase 12-passenger van	\$ 9,342		\$1,037	\$10,379
City of Bells*	1980	Purchase 12-passenger van	7,913		879	8,792
City of Denison*	1980	Purchase 12-passenger van	8,813		979	9,792
City of Honey Grove*	1980	Purchase 12-passenger van	7,913		879	8,792
NETO, Mt. Vernon	1981	Purchase 16-passenger van with lift	18,480		4,620	23,100
HCOC, Greenville	1980	Purchase 2 16-passenger vans	18,480		4,620	23,100
TOTAL			70,941		13,014	83,955

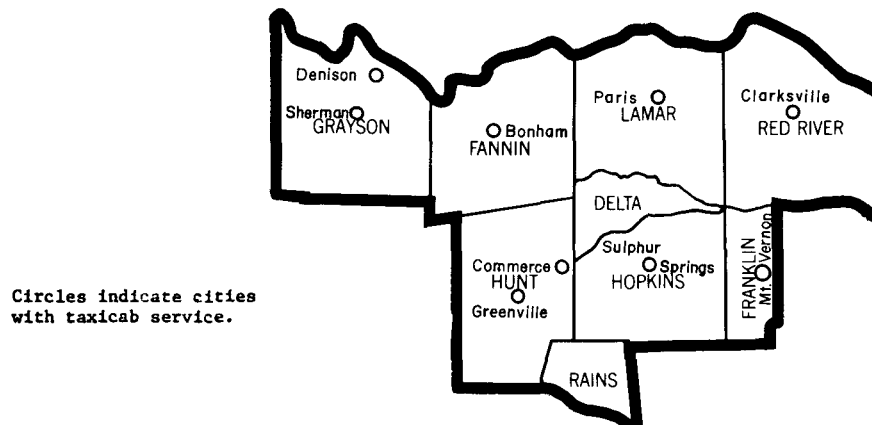
*The grant to obtain vehicles was through the Area Office on Aging.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 1 - 1982

1. Municipal Transit Systems

None

2. Paratransit Systems



2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Bonham	1	2	0	1,700	650	3,669	Set inside city, zoned outside city
Commerce	1	3	0	8,000	750	2,712	\$1.50 in old city limits, \$1.60 outside city limits
Clarksville	2	2	0	1,000	660	2,460	No response.
Denison	2	4	0	1,400	840	5,971	Zoned average fare \$2.00
Greenville	1	8	0	4,600	4,000	2,770	Zoned \$1.50 to \$3.00
Mt. Vernon	1	1	0	200	60	2,085	No response.
Paris	2	6	0	12,000	700	4,250	\$3.75 per pass. 60c/mile outside city limits.
Sherman	1	5	0	15,000	4,400	6,082	Zoned min. \$1.50
Sulphur Springs	1	2	0	9,000	1,900	6,402	No response.
TOTAL	12	33	0	52,900	13,960		

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

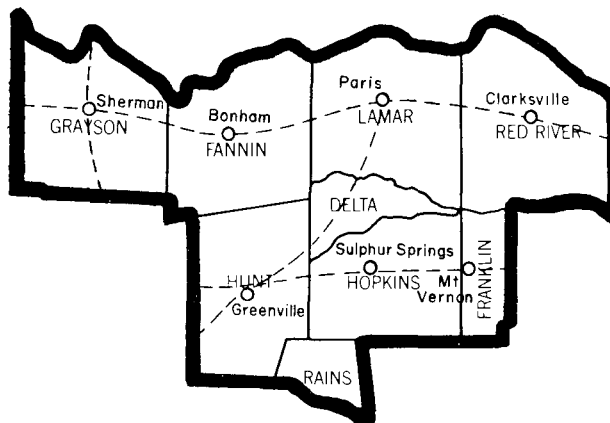
<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 1	28	107	10	66,372	15,200	80,000	\$35,125

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
Paris	1	1	1	2,500	30

This category includes an airline commuter service between Cox Field in Paris to the Dallas-Fort Worth Regional Airport.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Greyhound Bus Lines
Trailways

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT
NEEDS IN DISTRICT 1 BY 1987

A population of 278,000 is forecasted for the nine county region of District 1 by 1987. Because of the low population densities in most of the District, a major need for public transportation is in the outlying or rural areas of each county. The largest increase is forecasted for Grayson County which has the only urbanized area in District 1.

The primary mode of transportation is the private automobile; however, in many areas people either do not own an automobile or they cannot operate one because of age and physical handicaps. The elderly, handicapped and the poor are less likely to have access to transportation services because a high percentage of these people live in rural areas where transportation services are limited. Volunteer organizations that provide transportation are utilized if available but the demand for such service is far greater than the volunteers can supply. Many agencies are reducing services because of high operating costs and less federal and state money. It is estimated that many of the transportation providers will reduce their services even more in 1983 if new monies are not found to replace worn out vehicles and help with the operating costs.

The 107 vehicles now in service cannot meet the needs of the existing conditions. There are five vehicles operating in District 1 under the 16b(2) grant program. One of the major problems with the 16b(2) program is the time lag between the time of application and delivery of the vehicle. It is recommended that agencies wishing to make application for replacement of vehicles, begin the application process at least one year in advance. This will avoid any delay in service. It is estimated that 50 new vehicles will be needed in the next five years.

There is a need to stimulate more interest in carsharing and van-pooling programs. A few of the larger industries are using and promoting carpool programs for employees living in outlying areas. These programs are expected to increase in the next five years. This will require park and ride lots.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1985

The City of Greenville is doing a Transit Feasibility Study to see if the city would benefit in developing some type of public transit system. The following table shows replacements and improvements for the various minibus systems which are now operating:

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Sherman	2 mini buses	FY 82-87	\$22,500
City of Denison	4 mini buses	FY 82-87	\$45,000
Human Services	Capital Acquisition	FY 82-87	\$825,000
		TOTAL	\$892,500

TABLE III

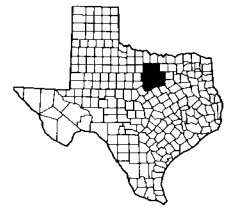
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$720,750		\$6,750	\$165,000	\$892,500

The Area Office on Aging is providing \$60,750 federal funding for the projects in the Cities of Sherman and Denison.

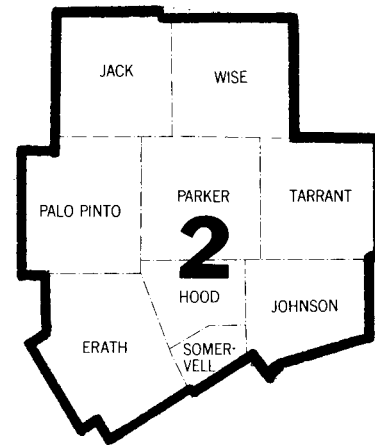
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DISTRICT 2
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 2 of the State Department of Highways and Public Transportation consists of a nine county region in North Central Texas having an overall area of 7,026 square miles, most of which is rural in character. It has a population of 1,083,627, of whom more than eight out of every ten people live in a single county, Tarrant, which measures 861 square miles. County sizes range from 197 square miles in the case of Somervell to 1,085 square miles in its immediate neighbor, Erath, with an average of 781 square miles.



Population range of these counties is from a minimum of 4,150 in Somervell to 902,400 in Tarrant. Population density is greatest in Tarrant County at 1,048.1 persons per square mile, and is the least in Jack County at only 7.9 per square mile, while the average for all counties is 154.2 per square mile.

There are, despite the predominantly rural character of the District, no fewer than 25 cities which are statistically categorized as urban areas; i.e., more than 5,000 population. Of the urban area cities, all but five - Cleburne, Burleson, Mineral Wells, Weatherford, and Stephenville - are in Tarrant County. Two cities, Fort Worth at 397,450 and Arlington at 165,900, are classified as urbanized areas; i.e., exceeding 50,000 population. The contiguous cities of Hurst-Euless-Bedford, which operate a unified independent school district, hospital and certain other civic affairs, might be considered to function as an urbanized area, with their combined population of 85,450.

Since eight of the counties in this District have relatively sparse population, Johnson being the most densely inhabited of the eight counties at 92.7 per square mile, no major change in public transportation is foreseen for these rural areas during the next 50 years. Tarrant County, however, requires extensive transportation to solve its problems of peak hour traffic congestion, lack of unified transportation system, and special facilities for the elderly and handicapped, and improved services for the urban poor.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

During the past two years, approximately \$2,113,400 in Public Transportation Capital Improvement Projects have been implemented in District 2, of which the State's Public Transportation Fund has financed \$198,342 of the capital improvements. Federal funding through the Urban Mass

Transportation Administration (UMTA) and the Federal Highway Administration (FHWA) totals \$1,730,220 for capital projects. The federal government contributed \$3,203,000 toward deficit operating costs in District 2 during the past two years.

A descriptive tabulation of all these assistance projects is shown in Table I.

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Fort Worth (TX-03-0064)	07-31-81	Rehabilitate six buses, supplies, materials, & contingency	\$320,000	\$ 52,000	\$ 28,000	\$ 400,000
Fort Worth (TX-05-0071)	05-26-82	Replace two buses & stockpile old buses, purchase two replace- ment support vehicles, office equipment, fare collection equip- ment & management information system, also purchase service vehicle, fork lift, replacement tractor, print shop equipment, misc. mechanical and shop equipment.	805,120	130,832	70,448	1,006,400
Cleburne [RPT-0002(002)]	09-23-81	Purchase one minibus with radio. Fund administrative overhead and a portion of operating costs.	21,600	3,510	1,890	27,000
16b(2) Programs		Capital Assistance to private non-profit organizations	294,000		78,000	372,000
Section 18 City of Cleburne		Capital Assistance	74,500	12,000	6,500	93,000
Section 18 CENTS		Demonstration Project	215,000			215,000
TOTAL			\$1,730,220	\$198,342	\$184,838	\$2,113,400

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 2 - 1982

1. Municipal Transit Systems

CITRAN
2304 Pine Street
P. O. Box 1477
Fort Worth, Texas 76101
(817) 870-6221

In the nine county area comprising District 2, Fort Worth is the only city served by a municipal transit system. Owned by the City of Fort Worth, which took over the privately held franchise operation, CITRAN is operated under contract by McDonald Transit, Inc., a private management firm.

Currently, CITRAN provides intra-city public service to the residents of Fort Worth. Regular fixed-route service is provided by 135 buses on 30 routes, between 5:00 a.m. and 10:15 p.m., Monday through Friday; 5:15 a.m. and 10:15 p.m. on Saturdays; and, 7:30 a.m. and 8:15 p.m. on Sundays.

CITRAN also provides subscription service to two major employment centers in Fort Worth. The service began in May, 1974. General Dynamics Company, which employs about 17,000 people, and Bell Helicopter/Textron, which employs approximately 10,000 people, agreed to work with CITRAN to initiate semi-express subscription service from various areas in Fort Worth to their plants. The service began with three bus routes and about 125 riders. Presently, there are 24 subscription routes carrying over 1,500 daily passengers. The subscription service takes company employees from conveniently located parking areas to their jobs. The popularity of subscription service is important because it demonstrates that transit services can be made attractive to choice riders.

OPERATING STATISTICS

AREA	NUMBER OF BUSES	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Fort Worth	135	5,953,789	3,409,456	\$4,940,300	\$7,096,600	245	30¢ - 60¢

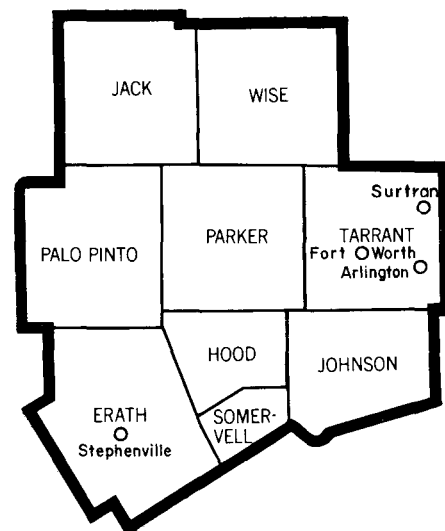
VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	# EQUIPPED FOR HANDICAPPED
Regular Transit Coach (Over 25 passenger)	29	100	6			135	29
						TOTAL VEHICLES	135
							29

2. Paratransit Systems

2A. Taxicab Systems

In our 1978 and 1980 surveys of the industry, taxicab owners complained that government programs for the elderly and handicapped were putting them out of business. Their predictions were verified by our 1982 survey. One taxicab company halted operations in Stephenville, Mineral Wells, and Euless, and two ceased to operate in Weatherford. A new taxicab company replaced the one that stopped operations in Stephenville in Erath County. Tarrant County has four taxicab companies. The other seven counties in our District at this time have no taxi companies.



Circles indicate cities with taxicab service.

Only two of the four taxicab companies in Tarrant County would respond to our survey. The taxicab companies that are prospering and surviving appear to be those cooperating with the elderly and handicapped or other government funded programs.

The taxicab companies that are prospering, or surviving, are participating with cities, MITS (Mobility Impaired Transportation Service), Medicare, local businesses, and other transportation agencies as well as well as other agencies.

2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Arlington/ Grand Prairie	1	13*	0	42,900	6,810	524	.75 1st 1/5 mile unit, .20 add'l 1 mile unit
Surtran/Yellow Cab/Ft. Worth (15%)	1	150**	0	82,500	3,750	25	1.30 for 1/8 mi., .10 for ea. add'l 1/8 mi., 8.00/hr for traffic delays/waiting time, .50 for extra passenger
Fort Worth	2	110***	12	660,000	66,000	1,783	1.30 1st 1/4 mi. unit; .20 add'l 1.4 mile unit
Stephenville	1	2	0	7,640	1,760	880	2.00 adult anywhere in City; .60/mile outside city limit
TOTAL	5	275	12	793,040	78,320		

*Half of 13-cab fleet considered as operating in Arlington and in Tarrant County Sector of Grand Prairie.

**District 2 share of Surtran operations is 15%.

***Includes Fort Worth MITS Operation.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 2	20	90*	35	122,031	20,876	62,707**	\$80,895***

*Six of these personal vehicles.

**Five agencies could not estimate potential candidates.

***One agency could not separate these expenses from other operation and one agency did not indicate costs.

We believe there is a vital need for coordination between the various Human Service Transportation Systems. This should occur in order to eliminate duplication of service and to serve areas of need where services are stretched too thin. The Section 18 program (CENTS) scheduled to operate in Erath, Palo Pinto, Somervell, Hood and Parker Counties in 1982-1983 will address this problem.

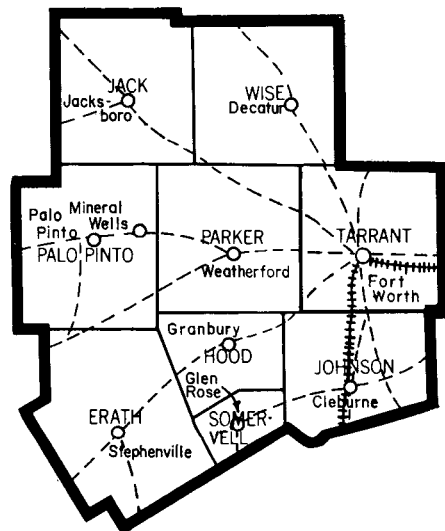
2C. OTHER PARATRANSIT SYSTEMS*

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS
Cleburne	1	3	1	3,700	1,500
Fort Worth	3	82	0	355,785	17,712

*Only four of the seven other paratransit systems organizations identified by this office responded to the survey.

Transportation Enterprises, Inc., operates college, commuter, and charter services in the Dallas-Fort Worth area. Ridership and service mileage were up from 1980, boosted by the purchase of Texas Motor Coaches. The service provided by the former Texas Motor Coaches was changed to provide riders a more efficient and economical means of transportation. In January 1982, TEI added a peak-hour park-and-ride route from Arlington Stadium to downtown Dallas. Since the inception of this service, TEI's ridership from Arlington has increased 67 percent.

3. Intercity Bus and Passenger Rail System



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Transportation Enterprises, Inc.
- Central Texas Bus Lines, Inc.

Rail Systems:

- Amtrak Route - The Eagle

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 2 BY 1987

According to the North Central Texas Council of Governments, nine counties in District 2 had a total population on January 1, 1981, of 1,083,627, and in 1980, a population of 1,071,779. This represents a growth rate of 1.1 percent. By January 1, 1987, using this growth rate, the District population is anticipated to be 1,157,143.

In August 1980, the voters of Tarrant County by 72 percent of voters, defeated the proposal to create the Lone Star Transportation Authority.

In the spring of 1981, the Legislature passed and the Governor signed a new legislation governing the Metroplex Transportation Authority. Under this new legislation, the issue of eminent domain was assigned to the jurisdiction of each city council. This new act makes it possible for either Dallas or Fort Worth to vote and invite the system. Other cities may join the system at later dates. In the summer of 1981, the Fort Worth City Council directed the Public Transportation Advisory Committee (PTAC) to: 1) identify alternative funding sources to finance future transit needs in Fort Worth; 2) investigate and study the alternatives; and, 3) develop a recommendation for the council which will provide the needed funding. In the fall of 1981, the Fort Worth City Council approved a resolution that would implement the enabling legislation to establish a Regional Transportation Authority in Tarrant County. The resolution proposed an additional city sales tax that would not exceed one-half of one percent. In the winter of 1981-82, the city council of Fort Worth appointed four members to the Regional Transportation Authority (RTA) interim board. The RTA interim board will be complete when the county commissioners appoint four members and the City of Arlington appoints one member.

CITRAN, the Fort Worth transit system, reports an increase in service miles since the 1980 report, but a decline in passenger revenue. This situation is attributed to the increased availability of gasoline in addition to the decline in gasoline prices, as well as a fifty percent increase in bus fares. Under the auspices of the Regional Transportation Council, CITRAN has scheduled the following projects through fiscal year 1987 to facilitate increased passengers and service miles:

- a) the purchase of 75 new buses aimed at modernization of the fleet;
- b) improvements to maintenance facilities and maintenance support vehicles;
- c) a system of route markers and passenger convenience facilities along the routes and at pick-up points;
- d) improved service through better routing and more frequent headways; and,
- e) expanded service for the elderly and handicapped.

The SURTRAN system is jointly owned by the two cities of Dallas and Fort Worth on an 85% and 15% ratio. The system has a contract with the regional airport for providing ground transportation to the public over a ten county area to and from the airport. Buses follow designated scheduled routes and a taxicab service is provided.

According to UMTA agency projection, District 2 will have almost 200,000 elderly and handicapped persons by 1987. Obviously, all of these elderly and handicapped individuals will not choose to use public transportation. At this time, two counties have no type of public transportation provided for the elderly and handicapped. We have fewer human services organizations in 1982 than we had in 1980. However, expansion of successful programs and coordination with paratransit organizations

has increased services. We expect expansion of services and coordination with other transportation services to increase markedly by 1987.

A RIDESHARE Program administered by Transportation Services Information Center of Fort Worth is making progress in increasing automobile passenger occupancy and should be even more effective in 1987.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

The primary emphasis of the District 2 Public and Mass Transportation Plan is to update and modernize and maintain the equipment, rolling stock and facilities of CITRAN, SURTRAN and social and health services transportation providers. Special emphasis will also be placed on identifying the transportation needs of the elderly and handicapped, and coordinating these needs with existing facilities and providers such as taxicab companies and other paratransit organizations.

The public transportation projects listed in Table II reflect the estimates of needs in District 2. The estimates are based on data obtained from the Transportation Plan for North Central Texas Region for 1990, and from various transportation providers and the Council of Governments.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Fort Worth	Bus and Carpool Priority System on Arterial Streets and Freeways	FY 83	\$ 375,000
	Elderly and Handicapped Equipment	FY 83	770,000
	Data-Collection Program	FY 83	205,000
	Service Center Improvements	FY 83	335,000
	Vehicle Replacement and Addition Program	FY 84	16,540,000
	Operational Support Facilities	FY 83	65,000
	Bus Shelters, Signing and Information System	FY 83	295,000
	Transit User Walkways	FY 83	200,000
	Minor Geometric Modifications	FY 83	485,000
	Office Equipment	FY 83	60,000
	Shop and Support Equipment	FY 83	130,000
	Mobility Impaired Transportation Service Computer Hardware and Software	FY 83	90,000
	Transit Vehicle Auxiliary Equipment	FY 83	1,004,000
	Wheelchair Ramp Construction and Delineation	FY 83	230,000

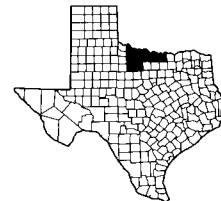
TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Fort Worth	Alternative Preferential Bus/Carpool Treatments	FY 83	530,000
	Park-and-Ride Facilities	FY 83	1,300,000
City of Arlington	Fixed-Route Transit Equipment	FY 85	1,100,000
	Transportation Terminal Land Acquisition	FY 86	600,000
	Bus Shelters & Route Displays	FY 86	40,000
	Additional Fixed-Route Transit Service	FY 87	1,100,000
	Transportation Terminal Design and Construction	FY 87	200,000
	Elderly and Handicapped Transportation	FY 83	515,000
	Additional Park and Ride Equipment	FY 85	750,000
SURTRAN (Cities of Fort Worth and Dallas)	Bus Purchase and Replacement Program	FY 83	8,890,000
Human Services Section 16b(2)		FY 83	875,000
Human Services Section 18		FY 83	400,000
TOTAL			\$37,084,000

The total cost of all recommended public transportation improvement projects through fiscal year 1987 for District 2 is estimated at approximately \$37,084,000. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as follows:

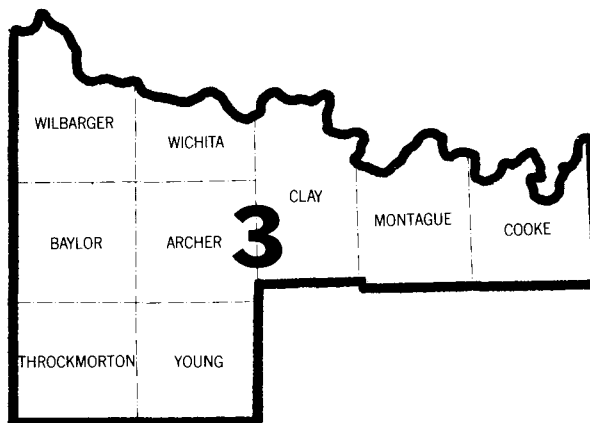
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$29,667,000	\$4,719,000	\$2,541,000	\$157,000	\$37,084,000



DISTRICT 3
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 3 of the State Department of Highways and Public Transportation consists of a nine county region in North Central Texas, five of which are adjacent to the Oklahoma border along the Red River. These nine counties contained a total population of 224,900 in 1980 and comprise an area of 8,064 square miles. In the eight counties other than Wichita County, the population densities vary from two people per square mile to 31 people per square mile. Wichita County has a population density of 198 people per square mile.



There are six cities in District 3 classified as urban areas (over 5,000 population): Bowie, Burkburnett, Gainesville, Graham, Iowa Park and Vernon. All other areas in District 3 are considered rural except Wichita Falls, which has a population of 94,201 and is the only urbanized area (over 50,000 population) in District 3.

The eight counties with low population densities will require only minor changes in public transportation during the next five years.

Wichita County and the City of Wichita Falls will require additional planning in order to continue to furnish transit to the captive ridership, to improve service in efforts to increase ridership, and to coordinate and improve transportation for the elderly and handicapped.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 3 - 1982

1. Municipal Transit Systems

Wichita Falls Transit System
P. O. Box 1431
Wichita Falls, Texas 76307
(817) 322-5611

The Wichita Falls Transit System is owned and operated by the City of Wichita Falls. It provides regular fixed route bus service to most areas of the City. WFTS operates three nineteen passenger coaches and five thirty-one passenger coaches on regular fixed route schedules.

These eight vehicles are 5-9 years old. They also have two thirty-one passenger coaches that are brand new. In addition to the four regular transit routes, WFTS offers charter service.

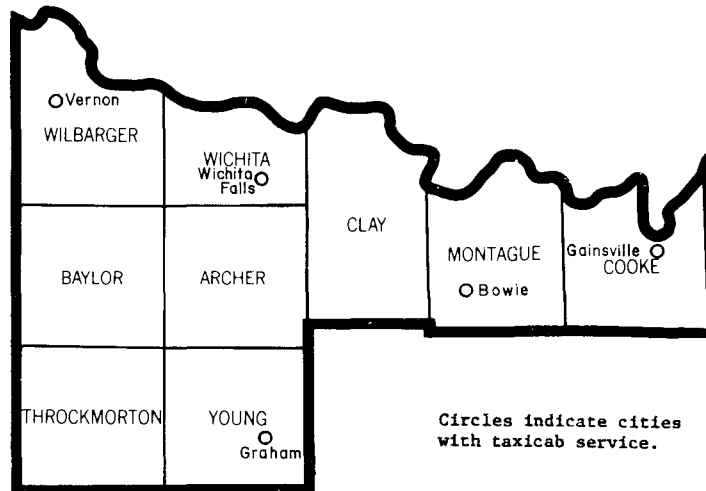
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Wichita Falls	10	215,373	302,742	\$105,552	\$371,630	17	20c - 70c

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passenger)							
Small Transit Coach (16 to 25 passengers)		3				3	0
Regular Transit Coach (Over 25 passengers)	2	5				7	0
Other							
						TOTAL VEHICLES	10
							0

2. Paratransit Systems



2A. Taxicab Systems

Taxicab systems operate in Bowie, Gainesville, Graham, Vernon and Wichita Falls. There is only one company operating in each city. In each city except Wichita Falls, the number of vehicles varies according to demand. Two to five vehicles per company seem to be the normal operating fleet in the small cities. None of the taxicab companies in District 3 have vehicles equipped to accommodate handicapped persons. No data is available on vehicle miles, passenger trips, etc. The small companies have no plans for changes in their operations.

The Yellow-Checker Cab Company of Wichita Falls operates with a fleet of fifteen cabs. The maintenance of the existing fleet of cabs is a major problem. Statistics are incomplete on this operation, but the owner indicates that he has been operating at a loss for some time.

The City of Wichita Falls and the Yellow-Checker Cab Company plan to negotiate a contract for the transportation of the elderly and handicapped as soon as the two wheelchair lift equipped vans are delivered. This contract may well prove to be the salvation of the taxicab service as well as providing a much needed service for the elderly and handicapped. It is intended that this contract will provide demand responsive service to all elderly and handicapped in the City of Wichita Falls.

The Yellow-Checker Cab Company offers reduced rates to patrons willing to share rides. They plan to market the shared ride concept.

Only the Yellow-Checker Cab Company of Wichita Falls returned the survey forms. The above information on the taxicab operations in the small cities is based on conversations with operators and observations.

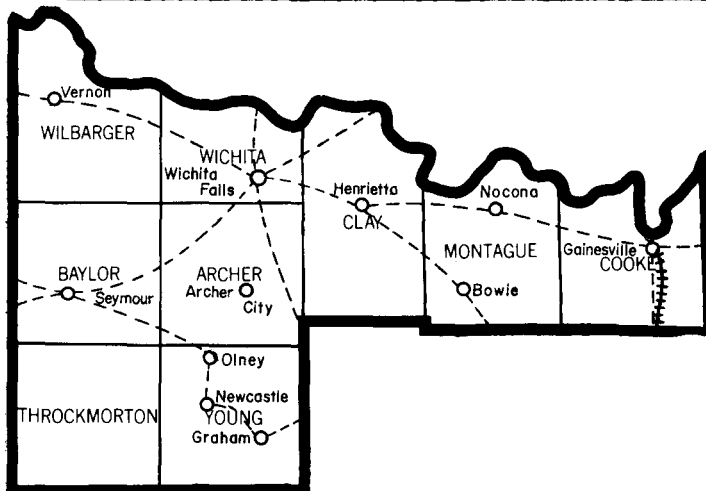
2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 3	8*	15	0	16,000	2,668	32,088**	\$5,140

*Questionnaires returned from 6 of 8.

**Due to overlap in clientele, the summation of this answer could not be meaningful.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Taos Transportation Co.
- Oklahoma Trans. Co.
- T.N.M. & O. Coaches, Inc.
- Jordan Bus Co.
- Arrow Coach Lines

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 3 BY 1987

The population in District 3 is forecast to be near 230,000 in 1987. About sixty percent of this population is expected to be in the Wichita Falls Metropolitan area. Due to the low population densities in the eight Texas counties around Wichita County, it is anticipated that the only major changes in public transportation will be in the Wichita Falls area.

Residential land use in Wichita Falls and the surrounding area is primarily single family residential, creating low population densities. The same type land use is expected to continue through 1987. Expansion of the Wichita Falls Transit System operation of buses is considered the most logical way to improve public transportation for the city.

The City of Wichita Falls is operating under a short-range improvement program indicating needs by 1987 which include: a) the purchase of new buses; b) new administrative, maintenance and operating facilities; c) new vehicles and services for the elderly and handicapped; d) improved service in passenger amenities, and e) stimulation of ridership through marketing and promotion.

Future demand for taxicab service is projected to increase about 1% per year in Wichita Falls while demand in the five urban areas with taxicab service is not expected to change. The small city taxicab operators vary the number of vehicles and hire temporary or part-time drivers as the demand for service dictates, and by so doing are able to operate profitably. Continued operation of the Yellow-Checker Cab Company of Wichita Falls may depend on the negotiation of a contract to transport the elderly and handicapped, as stated previously.

The segment of the population eligible for human services transportation is very difficult to determine. A special services study of the City of Wichita Falls completed last year indicates there may be about 20,000 elderly and handicapped combined. The City of Wichita Falls plans to utilize vans with wheelchair lifts and tie downs operated by contract with the Yellow-Checker Cab Company to serve the transportation needs of these people.

It is estimated that 20 vehicles need to be obtained by 1987 to provide human service transportation in District 3 outside the Wichita Falls area.

PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

Urban development in the Wichita Falls Metropolitan Area, expansion of the existing public transportation systems in District 3 and the availability of funds are the major consideration in the 1982 Public and Mass Transportation Plan.

The improvement projects listed in Table I are projected by the respective agencies to meet the public transportation needs in District 3. No priorities are indicated, and implementation will begin as soon as possible and likely will extend into 1987 in each instance.

TABLE I
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

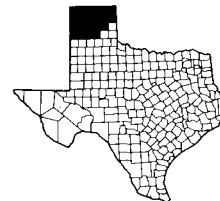
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Wichita Falls	Equipment Acquisition	FY 83-87	\$ 637,000
	Maintenance Facility	FY 83-87	550,000
	Terminal Facility	FY 83-87	385,000
	Other Capital Improvements	FY 83-87	7,000
	Operating Assistance	FY 83-87	1,140,000
	Elderly & Handicapped Operating Assistance	FY 83-87	235,000
	Elderly & Handicapped Capital Assistance	FY 83-87	240,000
Human Service	Capital Assistance to Private Non-profit Agencies Equipment Acquisition	FY 83-87	363,000
Private	Operating Costs	FY 83-87	40,000
TOTAL			\$3,597,000

TABLE II
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,433,100	\$236,470	\$814,830	\$112,600	\$3,597,000

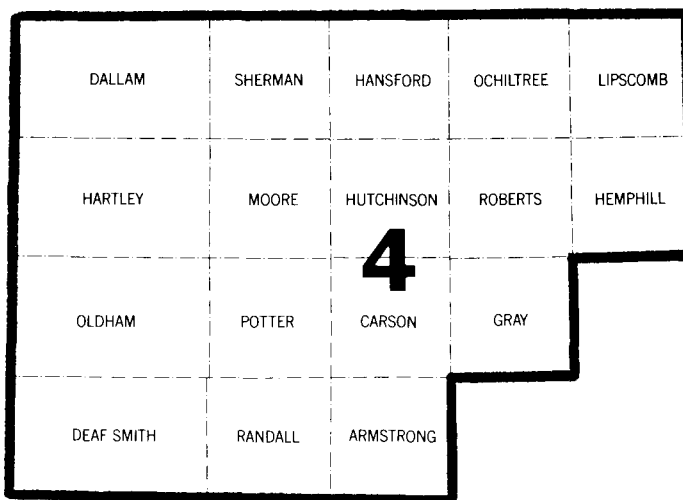
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DISTRICT 4
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 4 includes seventeen counties located in the Panhandle. They are Armstrong, Carson, Dallam, Deaf Smith, Gray, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Potter, Randall, Roberts and Sherman. The Texas Panhandle enjoys widely rolling topography. The area around Amarillo in the center of the region is a relatively flat unbroken plain.



Twenty six miles southeast of Amarillo lies Palo Duro Canyon, which varies in depths up to 1,000 feet and is 100 miles in length running northwest to southeast through Randall and Armstrong Counties. The High Plains in the central panhandle are characterized by nearly flat land sloping to the southeast at 8 to 10 feet per mile. The Western Panhandle is not flat, but rather hilly with some mesas. North of Amarillo approximately 30 miles is another area of gentle rolling hills called the "Canadian Breaks". These hills lie close to the Canadian River which runs on a rough southwest-northeast diagonal across the northern half of the Panhandle. The Eastern Panhandle shows reliefs in its rolling hills.

The District encompasses an area of approximately 17,774 square miles with a 1980 estimated population of 314,824. The population density averages 18 people per square mile. There are seven cities in the District considered urban areas (more than 5,000 population) they are Borger, Canyon, Dalhart, Dumas, Hereford, Pampa and Perryton. All other areas of the District are considered rural except Amarillo, which is an urbanized area (more than 50,000 population).

The entire District is traversed by seven U.S. Highways, Interstates 40 and 27 as well as numerous State Highways, and Farm to Market Roads which make up 3,627 miles of roadway. There are four bus lines operating in the District with 86 scheduled buses daily. The Amarillo International Air Terminal is the only terminal in the District which is serviced by major air carriers.

The Panhandle Regional Planning Commission is the Council of Governments coordinating with the District Office in Regional Planning.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

Approximately \$221,561 in public transportation improvements have been implemented in District 4 during the past two years. This involved a Section 5 UMTA Grant for capital improvements to the Amarillo Transit System as shown in Table I. Operating assistance grants were also approved for the Amarillo System in the total amount of \$843,450 (Federal share) which represents approximately 50 percent of the operating deficit.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Amarillo (TX-05-0040-01)	08-24-81	Construction of bus storage and office facility Engineering and design Purchase land Relocation Appraisal Purchase 22 fareboxes and one vault Purchase lift equipped van	\$177,248	\$28,803	\$15,510	\$221,561*
TOTAL			\$177,248	\$28,803	\$15,510	\$221,561

*Total estimated net project cost: \$736,879.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 4 - 1982

1. Municipal Transit Systems

Amarillo Transit System
P. O. Box 1971
Amarillo, Texas 79186
(806) 378-3000

The Amarillo Transit System is owned and operated by the City of Amarillo and functions as a part of the City Government. In this capacity, it is the only intra-city bus service operating in the seventeen county area. The route system consists of 10 routes which converge at a central transfer point located in the Central Business District (CBD). Eight of the routes are through connected in the CBD, and two are operated as a single leg route that loops back on itself. The system presently operates thirty-one transit coaches.

Special arrangements are available which include charter, summer trips to Palo Duro Canyon for the outdoor drama, "Texas", as well as school loops.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Amarillo *Transfers, 10c Children (6-12) 30c Students, 30c Adults, 40c Elderly/handicapped, 15c	31	777,434	778,608	\$252,440	\$1,199,262	35	15c-30c-40c

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Van (up to 15 passengers)	1					1	1
Small Transit Coach (16 to 25 passengers)	19					19	9
Regular Transit Coach (over 25 passenger)	7					7	0
Other (school bus)		4				4	
						TOTAL VEHICLES	31
							10

2. Paratransit Systems

DALLAM	SHERMAN	HANSFORD	OCHILTREE	LIPSCOMB
HARTLEY	MOORE	HUTCHINSON	ROBERTS	HEMPHILL
OLDHAM	POTTER	CARSON	○ Pampa GRAY	
DEAF SMITH	RANDALL	ARMSTRONG		

Circles indicate cities with taxicab service.

2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Pampa	1	1	0	2,600	500	N/A	N/A

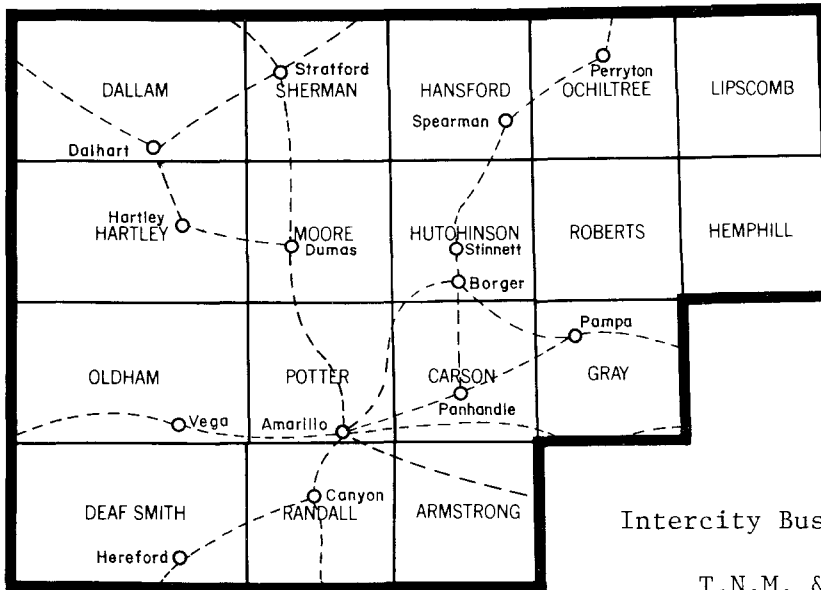
2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 4	30	94	7	35,992	8,198	6,967	\$17,084.96

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
Amarillo	7	13	0	23,934	10,797
Carson County	1	28	0	1,320	20
Masterson, Texas	1	69	0	101,378	680
TOTAL	9	110	0	126,632	11,498

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

T.N.M. & O. Coaches
 New Mexico Transp. Co., Inc.
 Greyhound Bus Lines
 Trailways

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 4 BY 1987

The estimated 1980 population for the seventeen county area of District 4 was 314,824 which represents about a 14 percent increase over the 1970 population (275,401) for the same region. At this rate of growth, the area would reach about 362,047 population by 1987. Approximately fifty-five percent of the regions population is now and is expected to continue to be concentrated within the two counties comprising the Amarillo SMSA (Potter and Randall). Due to the low population density of the other counties, it is expected that the major needs in public transportation will be for medical and social purpose for the elderly and handicapped.

In District 4, the UMTA 16b(2) program continues to provide assistance to private non-profit organizations for capital improvements. There are currently nine program vehicles operating in the District, eight are located in Amarillo and one in Perryton. At the present time, the District Planning Office has forwarded and is awaiting final UMTA approval on three program applications. Based on inquiries from organizations it is estimated that there is a need for approximately five additional program vehicles in the District.

In previous years, the Area Office on Aging housed with the Panhandle Regional Planning Commission has also assisted agencies with securing vehicles. The vehicles were purchased on a 90%-10% match basis (90% Government-10% local), through the Governor's Office on Aging. The program has lapsed because of funding.

The demand for taxicab service in the area during the future is expected to undergo little or no change.

In view of the above, it is apparent that whatever major public transportation improvements are implemented within District 4 over the next five years, they will specifically involve the Amarillo Transit System. Improvements that the City of Amarillo plans through the Transit System Department are: a) the purchase of six new buses aimed at modernizing the fleet; b) improvements to maintenance facilities; c) convenience facilities along the routes and pick up points; d) improve service through better routing; and, e) expanded service for the elderly and handicapped.

West Texas State University located in Canyon commenced the operation of a student carpooling program January 11, 1981. The system is a roster type and a month after it was commenced, 17 individuals were involved.

The Phillip's Petroleum Plant located in Borger also implemented an employees vanpooling program. Those involved live in Borger, Fritch, and Amarillo and pool on a daily basis.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

The primary objective of the District 4 Public and Mass Transportation Plan is to update and modernize the equipment and rolling stock operated by the Amarillo Transit System.

The public transportation improvement projects listed in Table II reflect the estimated need in District 4. These estimates are based on data obtained from the City of Amarillo, various transportation providers and the Council of Governments.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

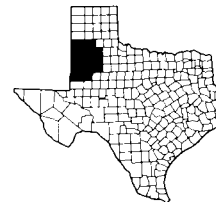
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Amarillo	Purchase six buses	FY 84	\$ 570,000
City of Amarillo	Operating assistance	FY 82	500,000
Human Services	Capital Assistance to private non-profit agencies for equipment acquisition Potter Co.: 5 vans w/radios Randall Co.: 1 van w/radio Lipscomb Co.: 1 van w/radio Gray Co.: 1 van w/radio	FY 87	197,400
TOTAL			\$1,267,400

The total cost of all the recommended public transportation improvement projects for District 4 is estimated to be about \$1,267,400. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

TABLE III

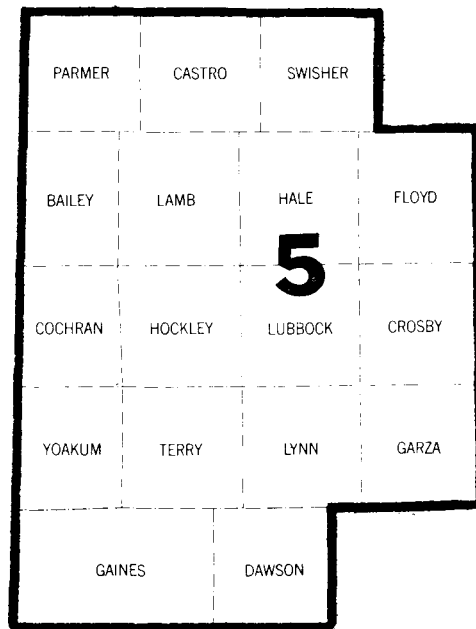
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$863,920	\$74,100	\$289,900	\$39,480	\$1,267,400



DISTRICT 5
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 5 of the State Department of Highways and Public Transportation consists of a seventeen county region in the South Plains of Texas. The seventeen counties had a population of 422,300, according to the 1980 census, with land area of approximately 15,908 square miles. The average population density (population per square mile) varies from 5.8 to 40.4 in the sixteen counties surrounding Lubbock County. Lubbock County averages 237.0 people per square mile.



There are nine cities in District Five which are considered Urban Areas (more than 5,000 in the 1980 census). These cities are Brownfield, Dimmitt, Lamesa, Levelland, Littlefield, Plainview, Seminole, Slaton, and Tulia. All other areas in the District are considered rural except the City of Lubbock, which had a population of 173,979, according to the 1980 census, and is the only Urbanized Area (more than 50,000 population in the 1980 census) in the District.

In the seventeen counties included in District Five, there are over 4,800 miles of roadway included in the highway system. Lubbock International Airport provides scheduled air travel to connecting points worldwide. Texas, New Mexico, and Oklahoma Coaches, Inc., schedule intercity bus travel in the area.

The sixteen counties outside of Lubbock are relatively sparsely populated, but changes in the public transportation provided for these rural areas will be seen in the next five years. The availability of Section 18 funds for rural public transportation should provide an increase in public transportation services and encourage coordination of efforts in District Five.

In the future, Lubbock County and the City of Lubbock will be involved in more extensive planning and changes due to the energy situation.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1980-1982

The following Public Transportation Improvement Projects have been implemented in District Five during the last two years. Table I identifies these projects and shows the funding sources for each project.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Lubbock (TX-05-0068)	03-19-81	Purchase: 16 GMC Advanced Design Buses 2 engine assemblies, and land for parking	\$2,166,095	\$351,991	\$189,553	\$2,707,619
Dawson County (TX-16-0001)	09-10-81	Purchase: 1 van with lift	21,000		5,250	26,250
Central Plains Community Action Association, Inc.	01-08-82	Administration and Operation of Rural Transportation System	60,249		40,852	101,101
TOTAL			\$2,247,344	\$351,991	\$235,635	\$2,834,970

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 5 - 19821. Municipal Transit Systems

Lubbock Transit System
P. O. Box 2000
Lubbock, Texas 79457
(806) 762-6411

The Lubbock Transit System is owned by the City of Lubbock and managed by ATE Management firm. All of the equipment is owned or leased by the City of Lubbock. The Lubbock Transit System provides a regular fixed route service for the City and special demand-responsive service for citizens with mobility impairments. LTS currently operates 18 regular transit buses and one small transit bus equipped with the ability to transport the mobility impaired. These buses contain both wheelchair lifts and kneeling capabilities. Also operated by LTS are 14 regular transit buses and 12 small transit buses not equipped with either of the handicapped aids. The buses are used to provide service on the 12 regular routes, and on a chartered basis to provide transportation to, from, and within the Texas Tech University campus. In addition to the buses, LTS operates two vans used on a demand-response basis. The vans are equipped with wheelchair lifts.

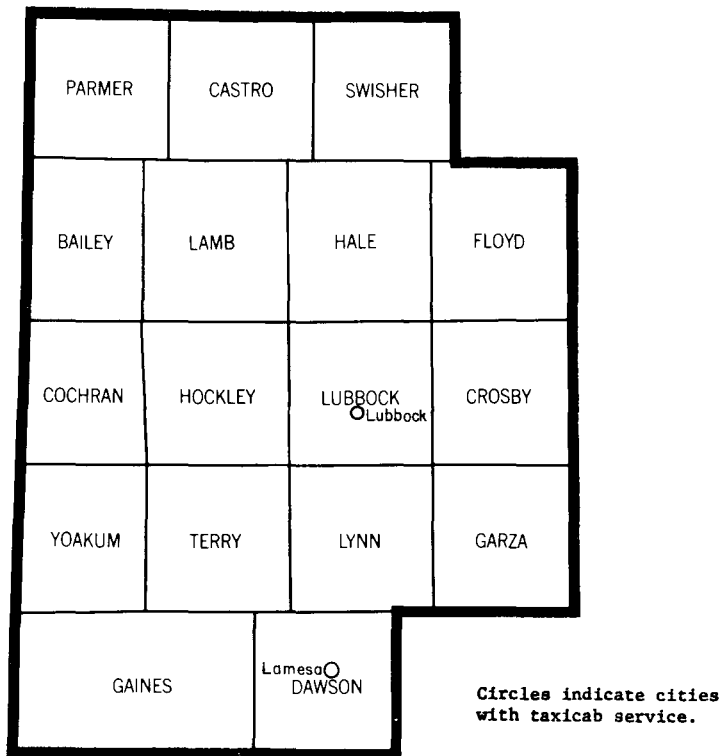
OPERATING STATISTICS

AREA	NUMBER OF BUSES	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Lubbock	49	2,959,916	1,018,817	\$529,420	\$2,814,206	64	25¢ - 50¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	2					2	2
Small Transit Coach (16 to 25 passengers)		13				13	1
Regular Transit Coach (Over 25 passengers)	34					34	18
						TOTAL VEHICLES	49
							21

2. Paratransit Systems



2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Lubbock	1	18	0	95,000	10,000	10,250	\$1.20 1st mile \$1.00 ad'l. mile
Lamesa	1	1	0	1,800	900	11,800	By zone -- \$2.00- \$3.00
TOTAL	2	19	0	96,800	10,900		

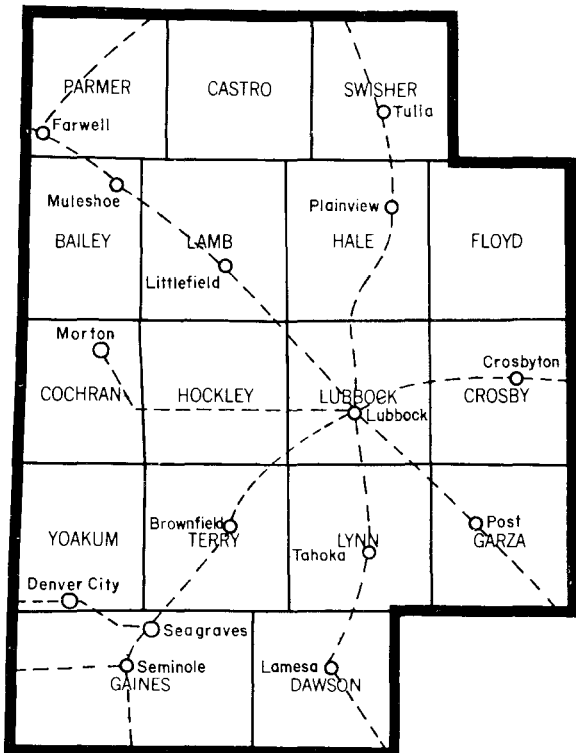
2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 5	22*	105	7	64,241	15,355	N/A	\$44,282

*Number of agencies which returned questionnaires.

The number of potential passengers is not shown because the data obtained from the questionnaires came from agencies with overlapping service areas.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- T.N.M. & O. Coaches

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 5 BY 1987

A total population of 433,527 is forecast for the seventeen county region of District Five by 1987. Lubbock is expected to have a population of approximately 198,100 by this date or 45 percent of the total District population. Due to the low population densities of the sixteen counties surrounding Lubbock County, the major needs in public transportation programs will be for vocational, medical, and social purposes for the elderly, poor, and handicapped.

Lubbock and the surrounding area is predominantly low density, single family residences. This pattern of land use is expected to continue into 1987. Due to the flexibility a bus transit system has in serving this type of urban development, expansion of the Lubbock Transit System is considered the most logical public transportation improvement for the

City of Lubbock.

The City of Lubbock has recently had its transit system updated extensively, and future plans call for replacing obsolete equipment. Fourteen buses similar to those currently used in the fleet are expected to be needed by 1987 for planned service expansion. Also, two vans similar to those now used will be necessary to replace the present ones which will have outlived their expected life span.

The two taxicab companies presently operating in District Five have both reduced their fleets since the 1980 Master Plan questionnaires were received. They have no plans for expansion during the next five years.

Approximately 33,700 people in District Five will be eligible for some type of human service transportation by 1987. The City of Lubbock is expected to contain 12,000 of those citizens. Upgrading and maintaining present facilities are the proposals set forth by organizations for meeting their transportation needs.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

Urban development in the Lubbock Metropolitan Area, operation and expansion of the existing transportation systems in the District, and the availability of financial resources are the primary considerations of District Five in the development of the 1982 Public and Mass Transportation Plan.

The improvement projects listed in Table II were designed to meet the transportation needs of this District through 1987. Individual

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Lubbock	Operating Assistance	FY 83	\$1,629,000
	Capital Improvement	FY 84	137,000
	Operating Assistance	FY 84	1,714,750
	Capital Improvement	FY 85	1,518,000
	Operating Assistance	FY 85	1,805,000
	Capital Improvement	FY 86	1,582,000
	Operating Assistance	FY 86	1,900,000
	Capital Improvement	FY 87	56,000
	Operating Assistance	FY 87	2,000,000
	Social Agencies	Capital Improvement	FY 83-87
Operating Assistance		FY 83-87	2,500,000
TOTAL			\$14,961,750

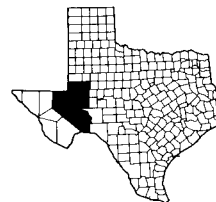
details and descriptions are available at the Lubbock District Office. Although no definite order is given for the projects listed, the implementation data indicates the year each project is expected to begin.

The figures above represent estimates of funding required for maintaining the Lubbock Transit System with a small degree of expansion and for continuing the operation of this District's social service agencies. If the present level of financing public transportation projects continues, the approximate cost to each agency will be as shown in Table III.

TABLE III

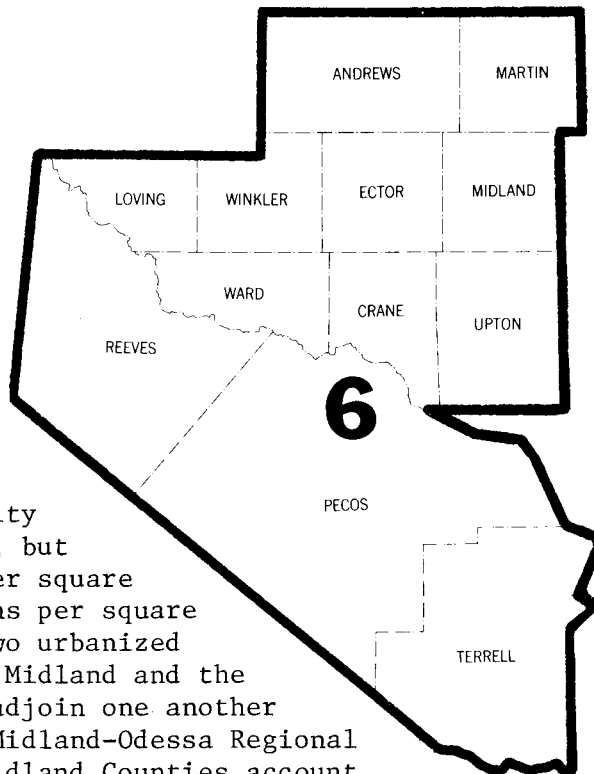
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$8,504,775	\$428,090	\$4,754,885	\$1,274,000	\$14,961,750



DISTRICT 6
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 6 consists of a twelve county region in West Texas. The counties included are Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward and Winkler. The major transportation routes through the area are the east-west routes of IH 10 and IH 20.



The Bureau of Census 1980 population of this area is 281,261 with a land area of 18,514 square miles. The population density averages 15 people per square mile, but ranges from less than one person per square mile in Loving County to 127 persons per square mile in Ector County. There are two urbanized areas in the District; the City of Midland and the City of Odessa. These two cities adjoin one another and together they have formed the Midland-Odessa Regional Transportation Study. Ector and Midland Counties account for 70 percent of the total District population. Five other cities in the District are considered urban areas (more than 5,000 population); they are Andrews (Andrews County), Fort Stockton (Pecos County), Kermit (Winkler County), Monahans (Ward County) and Pecos (Reeves County). Even though these cities are designated as urban areas, the ten counties outside of Ector and Midland Counties in the District are sparsely populated, ranging in density from less than one to seventeen persons per square mile, and they are considered rural in character.

The highway system in the District consists of approximately 2,800 miles of roadway on the FM, RM, SH, US and IH systems. The Midland Airport serves as the regional air service for the area with connections to major points in the State and Nation. Numerous bus lines serve intercity and interstate needs. Passenger rail service (Amtrak) is available only in the extreme southern edge of the District at Sanderson (Terrell County) on the Southern Pacific Railroad. The only municipal transit system in the District is located in the City of Midland. Its operation began in 1980, after a long absence of public transit in Midland.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1980-1982

Improvements and expenditures in District 6 are primarily related to the implementation of the transit service in Midland. MIDTRAN has made application in the amount of \$358,742 for 10 additional small transit buses and other related equipment. These capital improvements are

indicated in Table I. Section 5 Operating Assistance grants for fiscal years 80, 81 and 82 have been submitted to UMTA for approval in the total amount of \$975,000. This will result in a federal share of \$478,500 at 50 percent of the operating deficit since the beginning of MIDTRAN's operations.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Midland (TX-05-0069)	09-25-81	Purchase 10 small buses, four with wheelchair lifts 12 two-way radios 10 fareboxes Miscellaneous tools One service truck One supervisors automobile Quality control	\$286,994	\$46,636	\$25,112	\$358,742
TOTAL			\$286,994	\$46,636	\$25,112	\$358,742

Human service agencies have requested through the 16b(2) grant program, seventeen vehicles for a total amount of \$345,450. Bids have been received for eleven of these vehicles and bids for the remainder of the vehicles are anticipated to be received this year.

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 6 - 1982

1. Municipal Transit Systems

Midland Transportation System (MIDTRAN)
P. O. Box 3441
Midland, TX 79702
(915) 684-3751

The Midland Transportation System (MIDTRAN) is owned and operated by the City of Midland. The system provides monthly subscription service from home to work, a point deviation flex route service in the eastern part of Midland and a demand response service throughout the City as well as Midland County. MIDTRAN has also coordinated with most the human service agencies in Midland to provide their transportation needs. Service is provided to all the certified elderly and handicapped at reduced rates during the off peak hours. The operational hours are 5:30 a.m. to 7:00 p.m., Monday through Friday. Charter service is offered for special events. The system owns ten small transit coaches, four of which are equipped to accommodate the handicapped. They also operate nine vans, one of which is equipped with a wheelchair lift.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Midland	19	143,299	255,948	\$110,949	\$413,856	28	See below

PRIMARY SERVICE AREA
(City of Midland)

Flex Route
Individual - \$.75
Door-to-Door - \$1.75

Sr. Citizen & Handicapped--
Non-Peak Hours - \$.25

Subscription Service--
One Month - \$31.00

SECONDARY SERVICE AREA
(Outside the City Limits,
in Midland County and
Midland's Airport)

Individual - \$5.00

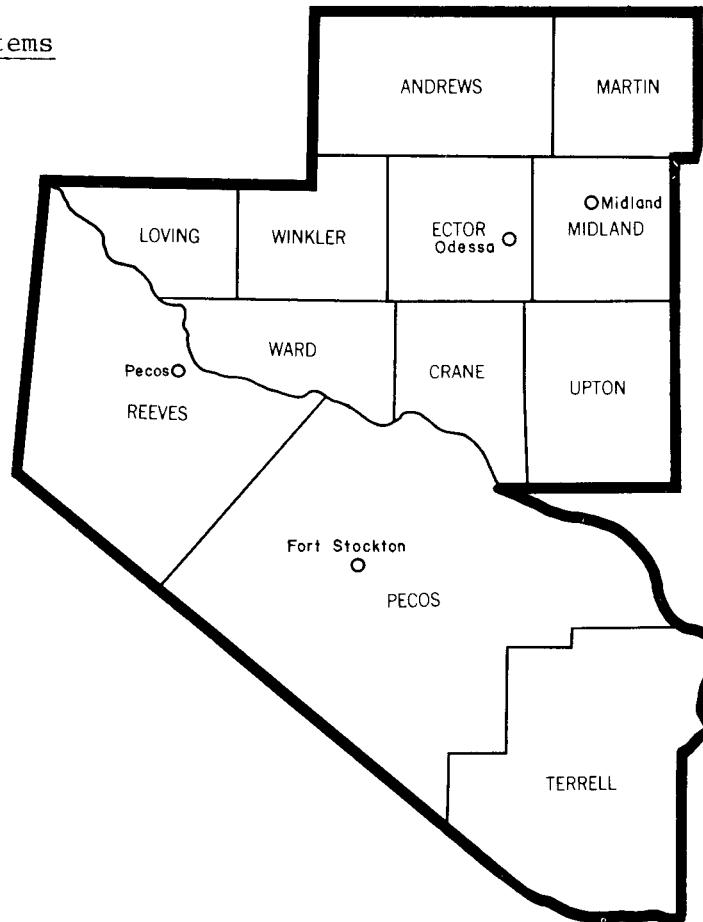
Sr. Citizen & Handicapped--
Non-Peak Hours - \$2.00

Subscription Service--
One Month - \$42.00

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	9					9	1
Small Transit Coach (16 to 25 passenger)	10					10	4
						TOTAL VEHICLES	19
							5

2. Paratransit Systems



2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Fort Stockton	1*	1	0	N/A	N/A	8,688	N/A
Midland	2	21	0	91,000	14,000	3,400	\$1.15 drop, \$1.00/mile
Odessa	1	17**	0	74,000	11,300	5,300	\$1.20 drop, \$1.00/mile
Pecos	1*	1	0	N/A	N/A	12,855	N/A
TOTAL	5	40	0				

*Part time operations.

**The franchise allows the operation of up to 52 vehicles.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 6	18*	17	4	12,000	2,700	7,800	\$6,000

*Data is not included for the four agencies that did not return the survey.

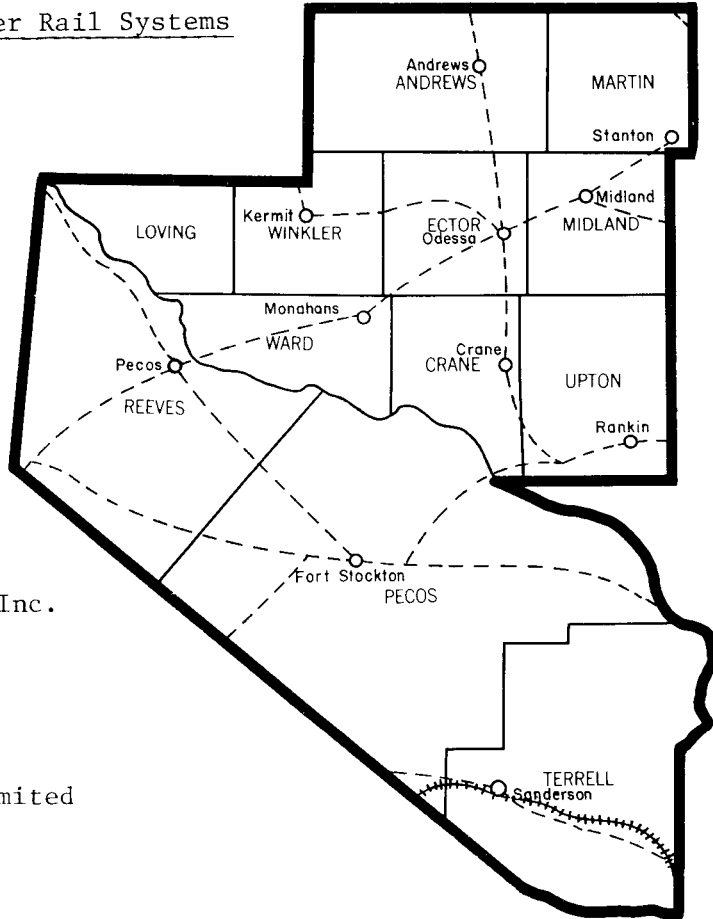
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- T.N.M. & O. Coaches
- Kerrville Bus Co., Inc.
- New Mexico Transp. Co., Inc.
- Trans Texas Coaches

Rail Systems:

- Amtrak Route - Sunset Limited



PUBLIC TRANSPORTATION IMPROVEMENT
NEEDS IN DISTRICT 6 BY 1987

A total population of 330,600 has been forecasted from data provided by the Division of Planning and Coordination of the Governor's Office for the twelve county region of District 6 by 1987. It is estimated that approximately seventy-one percent (235,600) of this population will be within the Midland-Odessa Metropolitan area. Due to the low population densities of the surrounding ten counties, new public transit facilities will be considered primarily in the Midland-Odessa area. The areas urban form is predominately low density development with dwelling units being primarily single-family residences. Multi-family dwelling units are being constructed; however, the land use pattern of low density development is expected to be predominate through 1987.

A transportation development program has been prepared for the City of Odessa; however, the City has not indicated interest in initiating any form of public transportation programs other than those operated by private non-profit organizations for human services. It is, therefore, anticipated that Odessa will not initiate a program for public transportation within the time frame of this plan.

Midland's program for providing subscription service and a demand-response system for the general population began in February, 1980. The initial response to this transit system indicated further development and expansion of the service was needed and approval of a grant for 10 additional vehicles resulted. It is anticipated that the demand for this service will continue to increase with the rapid development which the area is currently experiencing. Due to this demand, it is estimated that up to fourteen additional small transit coaches may be required by 1987, along with office, maintenance and support equipment improvements.

It is anticipated that the taxicab service in Midland and Odessa will grow at about 2% per year through the time frame of this plan. The demand in the other areas of the District where taxi service exists, are expected to remain at a low level of service, operating only on a part-time basis through 1987.

Due to the low densities and growth rates, the major needs in the District outside of Ector and Midland Counties will be for medical and social purposes for the elderly and handicapped. It is reasonable to expect that these needs could best be served by the human service agencies. It is estimated that approximately 45,000 people will be considered in the elderly and handicapped category by 1987. Approximately 13,300 of these are expected to be in the ten rural counties of the District. The transportation needs for social service agencies in the ten counties outside of Ector and Midland Counties could best be served by small vehicles. It is estimated that up to eleven additional vehicles could be utilized in these areas.

The social service agencies in Midland should be adequately served with the expansion of Midland's transit program and with the proper coordination between the concerned agencies. In Odessa, the social service agencies needs could be served by the acquisition of two additional lift equipped vans and one replacement vehicle. This is contingent upon

the agencies utilizing the existing vehicles to cooperate and coordinate their efforts into a unified system in Odessa.

Carpool-vanpool programs should continue to be emphasized primarily in the Midland-Odessa area by providing major employers as well as the general public information concerning the benefits, operations, organizations and implementation of such programs.

RECOMMENDED PUBLIC TRANSPORTATION
IMPROVEMENT PLAN AND PROJECTS - 1987

The primary objective of District 6's Public and Mass Transportation Plan is to present the programs which seem reasonable and which may be developed within the financial constraints of the local agencies required to implement the programs. It is essential that considerations be given to providing the equipment necessary to provide the desired operation of Midland's transit needs. It is also essential to provide for the transportation needs of the elderly and handicapped by identifying additional equipment and coordinating the needs with existing providers such as taxicab companies. Even though Odessa has not indicated an interest in implementing a citywide service, the human service needs identified in the Transit Study must be considered for possible implementation in the time frame of this plan. Partial implementation of the plan is therefore included in the list of projects in Table II under the jurisdiction of human service agencies.

The projects listed in Table II reflect the estimated needs for public transportation in District 6 for the next five years. The estimates are based upon information provided by the various transportation providers and the Midland-Odessa Transit Study.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Midland	Provide Building for Office Space and Maintenance Shop, Including Land Acquisition, Wash Facilities, Fuel Island and Storage, Maintenance Tools and Furniture	FY 83-84	\$ 441,000
	Purchase 7 Replacement Small Transit Coaches - 4 lift equipped, 25 fare boxes and 25 two-way radios	FY 84	355,000
	Purchase 5 Transit Vehicles, Radios, Fare Boxes, Quality Control, Maintenance Pick-up Truck, Tow Vehicle and Supervisors Vehicle	FY 85	718,000
	Operating Assistance	FY 83-87	5,083,000
Human Services	Purchase 14 vans with lift equipment	FY 83-87	382,200
TOTAL COSTS			\$6,979,200

The total cost of the recommended transportation improvement projects through 1987 for District 6 is estimated at about \$7 million. Of this total, about \$6.6 million represents estimates of funding required for expansion and the continuation of Midland's transit system. The remaining represents the funding required to expand the level of human service transportation in Odessa and the rural reas of District 6. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

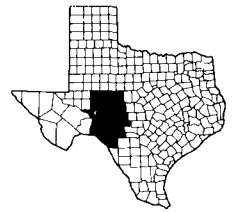
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$4,058,460	\$196,820	\$2,647,480	\$76,440	\$6,979,200

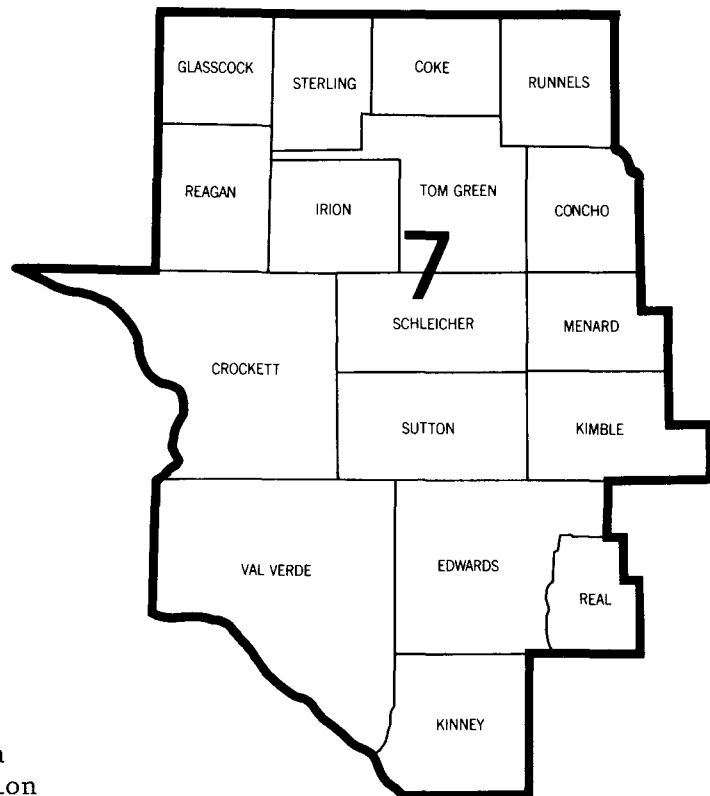
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DISTRICT 7
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 7 of the State Department of Highways and Public Transportation is comprised of 17 counties in West Central Texas extending from the Northern edge of the Edwards Plateau to the border of Mexico. The 1980 census population was 172,159 people in the 23,593 square miles, which in land area makes it the largest District in Texas. The population density of the rural counties varies from 1.3 to 11.2 persons per square mile. Tom Green County averages 56.5 persons per square mile.



San Angelo, in Tom Green County, with a 1980 population of 73,240 is the only urbanized area (over 50,000 population) within the District. Del Rio, with a population of 30,034 is the only urban area (over 5,000 population) according to the 1980 census.

The 15 sparsely populated counties will require only minor changes in public transportation during the next five years.

The San Angelo Urban Transportation Study will continue to plan for the transportation needs of San Angelo.

Del Rio is responsible for transportation planning for that city with some assistance from the State Department of Highways and Public Transportation.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

During the past two years, approximately \$323,600.00 in public transportation improvements has been approved. The City of San Angelo's Section 5 UMTA grant has been approved, and the award for the purchase of two buses was granted in November, 1981. The City of San Angelo has received \$392,154.00 of UMTA operating assistance for the years 1979-1981. Table 1 contains a breakdown of the projects.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of San Angelo (TX-05-0072)	04-14-82	Purchase two new buses	\$246,400	\$40,040	\$21,560	\$308,000
Association of Retarded Citizens (TX-16-0011)	August '81	Purchase van with ramp	12,480	0	3,120	15,600
TOTAL			\$258,880	\$40,040	\$24,680	\$323,600

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 7 - 19821. Municipal Transit Systems

City of San Angelo
Transit Department
P. O. Box 1751
San Angelo, Texas 76902
(915) 655-9952

The San Angelo Transit System is owned and operated by the City of San Angelo. The system provides regularly scheduled service six days a week on fixed routes. Over 70 percent of the residents of San Angelo live within 1/4 mile of a bus route. The system has six lift equipped buses operating on six routes and will receive two new buses in 1982. The system offers very limited charter service.

Rainbow Transit Co., Inc.
307 E. 10th Street
Del Rio, Texas 78840
(512) 774-2541

Rainbow Transit operates two regular transit coaches (over 25 passengers). One being under five years old and the other 15-19 years old, not equipped for the handicapped, on three fixed routes in the City of Del Rio from 8:00 a.m. to 9:30 p.m. Monday through Saturday. The fare ranges from 35¢ to 50¢ with no transfer policy.

International Transportation
114 E. Greenwood
Del Rio, Texas 78840
(512) 775-2524

International Transportation operates five vehicles, none equipped for the handicapped. Fleet consists of four regular transit coaches (over 25 passengers) three being 10-14 years old and one 20+ years also one auto under five years old. The system operates one fixed route in the City of Del Rio from 8:00 a.m. to 7:00 p.m. Monday through Saturday and from 8:00 a.m. to 6:00 p.m. on Sundays. Fare structure ranges from

25¢ to 90¢ with no transfer policy.

No fleet or support improvements are planned for the next five year period.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
San Angelo	11	401,595	291,758	\$81,348	\$368,673	12	20¢ - 40¢

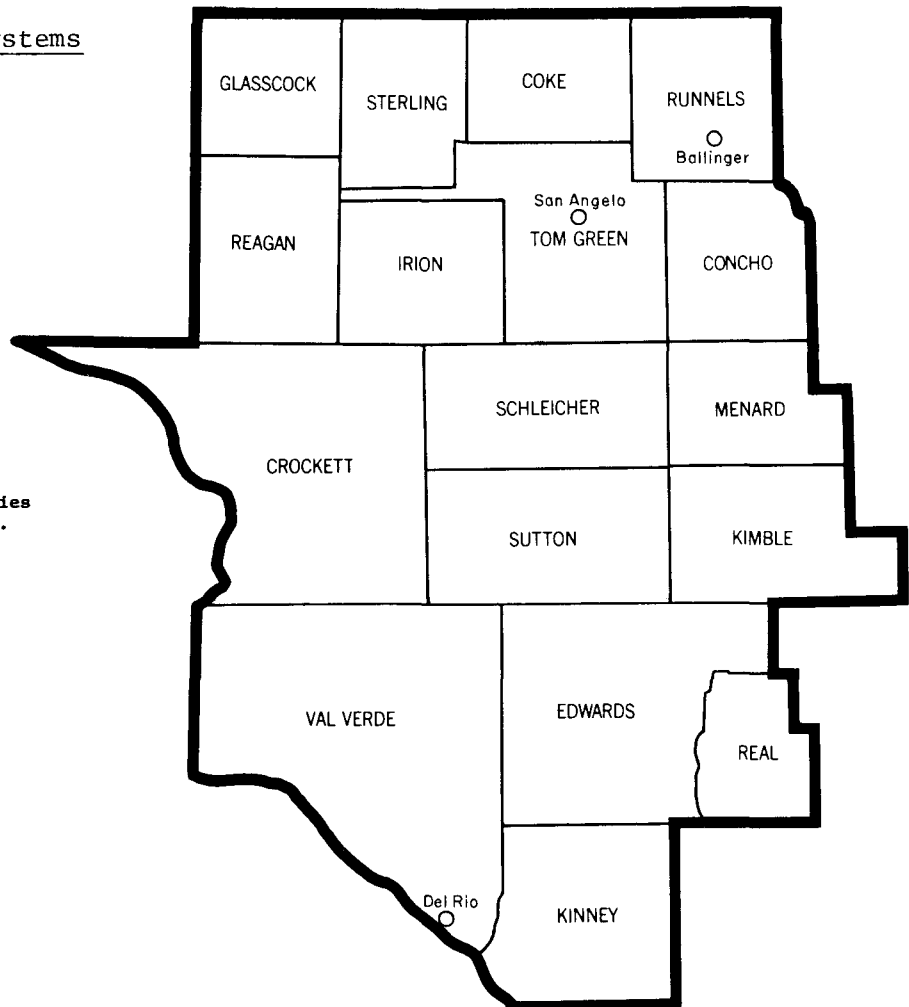
VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Regular Transit Coach (Over 25 passengers)	6*		5			11	6
						TOTAL VEHICLES	11
							6

*Does not include 2 buses scheduled to be delivered in late 1982.

2. Paratransit Systems

Circles indicate cities with taxicab service.



2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Ballinger	1	1	0	900	350	4,200	\$1.75
Del Rio*	10	13	0	16,300	4,620	1,500	\$1.00 + \$1.00 per mile
San Angelo**	4	9	0	N/A	N/A	6,500	Set by individual Cab Co. \$2.00 mim. plus .60/mile mim.
TOTAL	15	23	0				

*Information based on 6 of 10 companies responding to questionnaire.

**Not included is one company which provides airport limousine service only, between the airport and a few selected motels in town but no door-to-door service.

In December, 1981, the City of San Angelo began a policy of free enterprise competition allowing anyone to operate a taxi under certain guidelines with each company setting their own fare structure. All of the existing companies have begun operation since this time and statistical information is not available due to lack of experience.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

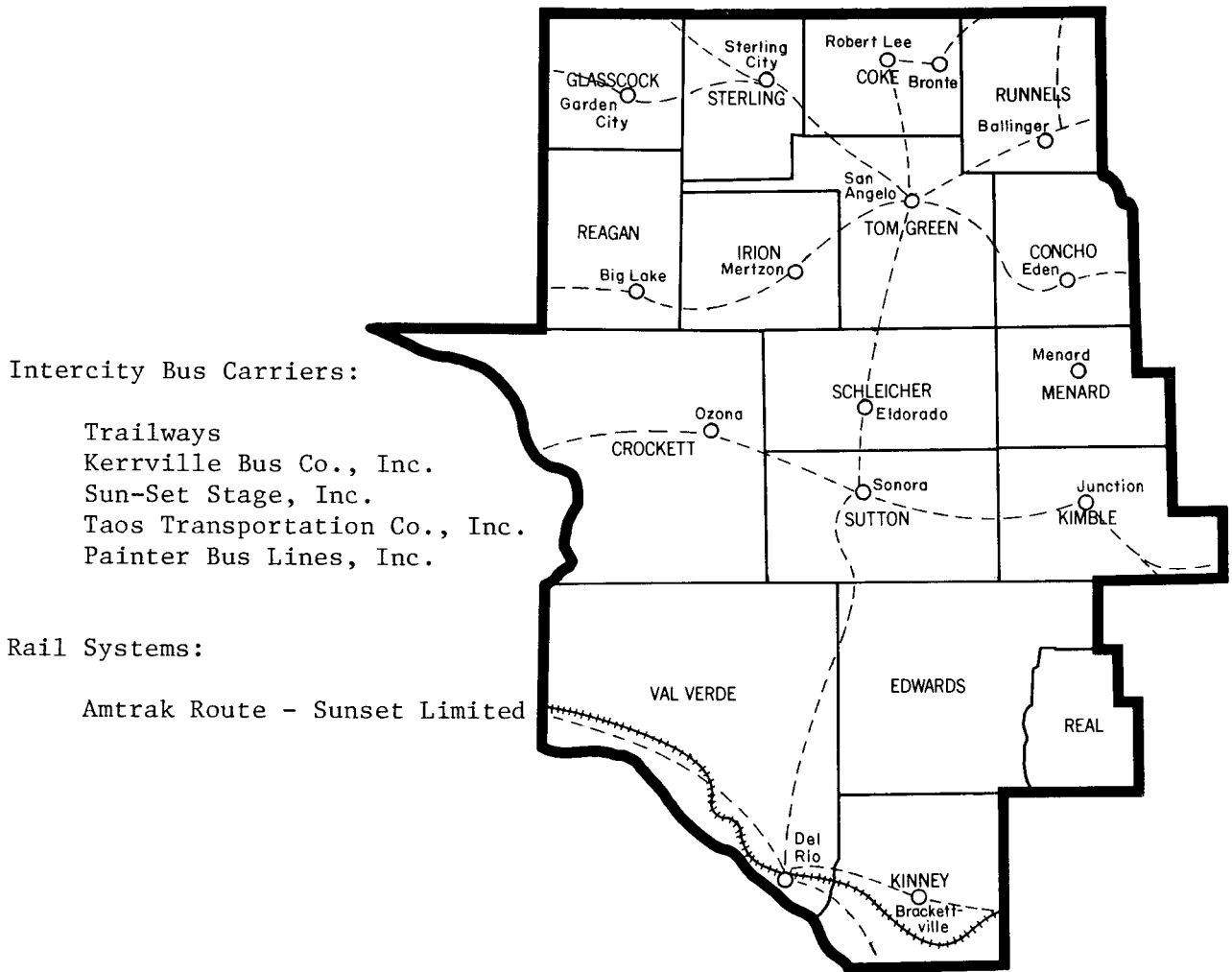
<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 7	15	37	2	18,200	7,000	15,200	\$7,500

2C. OTHER PARATRANSIT SYSTEMS *

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
District 7	5	20	3	6,250	1,700

*Based on questionnaires returned.

3. Intercity Bus and Passenger Rail Systems



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 7 BY 1987

The seventeen counties of District 7 had a 19 percent growth during the period from 1970 to 1980. Eighty-six percent of the growth was in San Angelo and Del Rio. This rate of growth will provide a 1987 population of 196,800 for the District. Most of the growth will be in the San Angelo Metropolitan Area and Del Rio.

Due to the sparse population of the area, the majority of the emphasis in public transportation will be in the San Angelo and Del Rio areas. In the low population density counties the emphasis and major need of public transportation will be for the elderly, handicapped and poor for medical and social purposes.

San Angelo has developed in a typical urban sprawl of predominately low density single family residences, townhouses and apartment complexes of usually two stories in height. This pattern of land use is expected

to continue through 1987. Due to the population size of San Angelo and the flexibility of the bus system, this is considered the most logical transportation improvement plan for the city.

The City of San Angelo continues to implement a short-range transit improvement plan. This plan proposes to expand the transit system with additional routes, improved route markings, providing shelters at selected bus stops and more desirable central terminal in the downtown area. Other points of the program are to increase marketing and promotion in order to stimulate ridership.

The purchase of two new buses to be delivered in 1982 will expand the present fleet to adequately serve San Angelo during the next five years.

San Angelo taxi service has experienced several changes in the past few years. When the only company announced it would cease operation due to financial problems, the City Council provided for free enterprise and competition. The City will grant a franchise to any operator who meets certain guidelines. Each company will set their own fares. Presently, four companies are operating.

Human Service agencies provide some transportation to their clientele. The various methods of accounting do not reflect a true cost for transportation, but on a per trip basis this service is very costly to the agency. With very few agencies providing daily routine transportation it is not realistic to do a lot of coordination. When possible, interagency contracts would reduce the total costs of providing transportation and allow better utilization of vehicles and personnel.

Within the urban area, the UMTA 16b(2) program is available to assist private non-profit organizations for capital improvements to provide transportation for the elderly and the handicapped. Section 18 of the Surface Transportation Act of 1978 provides for a program of public transportation in rural areas.

Carpool/vanpool programs will not be a major means of transportation due to the diverse sizes and locations of major employers. However, some benefits through this program could be obtained by informing and educating major employers and employees the advantages, types of operation, methods of organization and implementation of the programs. The City of San Angelo and the State Department of Highways and Public Transportation will work to encourage the use of carpooling as a means of saving energy and reducing the individual's cost of transportation.

In providing transportation for those unable (elderly, handicapped, etc.) to provide for themselves, a more demand-responsive, individualized system is best. Current programs operated by various social service organizations and interest groups possess the potential for meeting this need. This is especially true in the rural areas where vans would more than likely meet the demand adequately and most economically. In many counties this is being done through the Council of Governments in cooperation with the cities and/or counties. Vans have been purchased through funds available from the Governor's Committee on Aging under Federal Title 3 of the Older Americans Act. Several counties do not have vans.

In some of the areas transportation is provided by an individual under contract to the Council of Governments. Drivers are provided through volunteers, CETA, and Green Thumb.

Cost of operation as well as purchase of replacement vans could cause the termination of these programs if existing funding is reduced. By 1987 it is estimated that six of the vans will need to be replaced.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

The recommended plan for District 7 is to update and modernize the San Angelo Transit System equipment, terminal facilities, and to provide replacement vehicles for social and health services transportation providers.

The public transportation improvement projects listed in Table II are assigned to meet the major transportation needs of District 7. This in no way is establishing priorities or assigning financial responsibilities for any of the agencies. The implementation date indicates the year each project is expected to start.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of San Angelo	Bus Terminal Construction	FY 84	\$1,250,000
	Radio Equipment	FY 83	18,000
	Operating Assistance	FY 82-87	2,000,000
COG & Counties	Replace 6 vans	FY 84-87	120,000
City of San Angelo	Passenger shelters & benches	FY 83-87	75,000
Human Services	Capital Assistance to private non-profit organizations for equipment acquisition	FY 83-87	100,000
TOTAL			\$3,563,000

The total cost of all recommended transportation improvement projects through 1987 for District 7 is estimated at \$3,563,000.00. If the present method of financing public transportation projects continues, then the approximate cost of each agency for all recommended projects would be as shown in Table III.

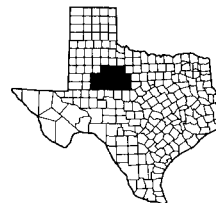
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,250,400	\$174,590	\$1,094,010	\$44,000	\$3,563,000

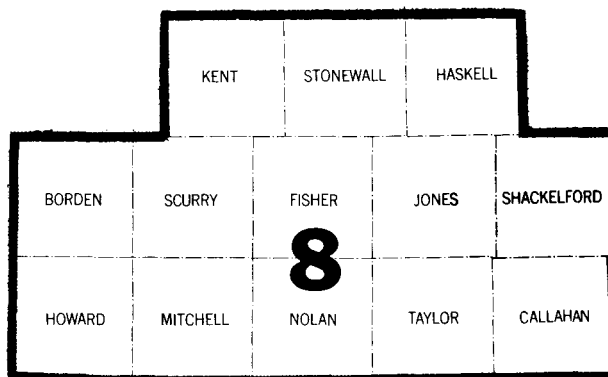
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DISTRICT 8
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 8 of the State Department of Highways and Public Transportation consists of a thirteen county area in the North Central Plains region of Texas. These thirteen counties consist of a population of approximately 238,914 and comprise a land area of 11,762 square miles. The population per square mile varies from 1 to 122 throughout the District, but averages 20 people per square mile Districtwide. A summary of this data, by county, is shown below.



District Population (1980 Census)* and Square Mile Breakdown

<u>County</u>	<u>Highway Miles</u>	<u>Square Miles</u>	<u>Population*</u>	<u>Person Per Square Mile</u>
Borden	171.87	907	859	1
Callahan	283.57	856	10,992	13
Fisher	274.21	904	5,891	7
Haskell	284.01	877	7,725	9
Howard	278.29	911	33,142	36
Jones	400.20	956	17,268	18
Kent	153.30	880	1,145	1
Mitchell	232.77	920	9,088	10
Nolan	223.49	922	17,359	19
Scurry	276.87	904	18,192	20
Shackelford	175.11	887	3,915	4
Stonewall	152.60	926	2,406	3
Taylor	385.55	912	110,932	122
District Total	3,291.84	11,762	238,914	20

There are four cities in District 8 which are identified as urban areas (more than 5,000 population). They are:

<u>City</u>	<u>1980 Population*</u>
Big Spring	24,804
Sweetwater	12,242
Snyder	12,705
Colorado City	5,405

*1980 Census of Population and Housing: Advance Reports

All other areas of District 8 are considered rural except Abilene which has a 1980 population of 98,315 and is the only urbanized area (more than 50,000 population) in the District. The City of Abilene corporate limit comprises an area of 85 square miles and has a density of approximately 1,157 people per square mile.

Regional Councils of Governments involved in the District are the West Central Texas COG (Callahan, Fisher, Haskell, Jones, Kent, Mitchell, Nolan, Scurry, Shackelford, Stonewall and Taylor Counties) and Permian Basin Regional Planning Commission (Borden and Howard Counties). The Councils of Governments assist in disseminating grant information and reviewing applications for consistency in regional planning.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1980-1982

The following table (Table I) identifies the Public Transportation Improvement Projects and their sources of funding during the past two years in District 8:

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Retired Senior Volunteer Program (Scurry County Senior Center)	10-22-80	Purchase: 1 10-16 passenger vehicle; equipped with wheelchair ramp and extended roof	\$ 16,800	\$ -0-	\$ 4,200	\$ 21,000
West Texas Rehabilitation Center	08-21-81	Purchase: 1 10-16 passenger vehicle; equipped with wheelchair lift, extended roof; and 1 mobile radio unit	21,000	-0-	5,250	26,250
Rolling Plains Campus of Texas State Technical Institute	06-02-81	Purchase: 3 school buses equipped with wheelchair lifts 3 mobile radio units, radio station Administrative and Overhead	115,760	-0-	28,940*	144,700
		Operating Costs	26,439	-0-	6,610*	33,049
			29,287	-0-	29,287*	58,574
City of Abilene (TX-05-0077)	05-10-82	Acquisition of land and renovation of facilities	938,400	152,490	82,110	1,173,000
TOTAL			\$1,147,686	\$152,490	\$156,397	\$1,456,573

*These funds from Texas Department of Community Affairs.

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 8 - 1982

1. Municipal Transit Systems

Abilene Transit System
P. O. Box 60
Abilene, Texas 79604
(915) 676-6287
(or as advertised 676-6BUS)

The Abilene Transit System is owned and operated by the City of Abilene and operates five two-way routes for a total of ten scheduled routes. A total of 17 buses are currently owned by the A.T.S. - 14 regular and 3 reserves.

OPERATING STATISTICS

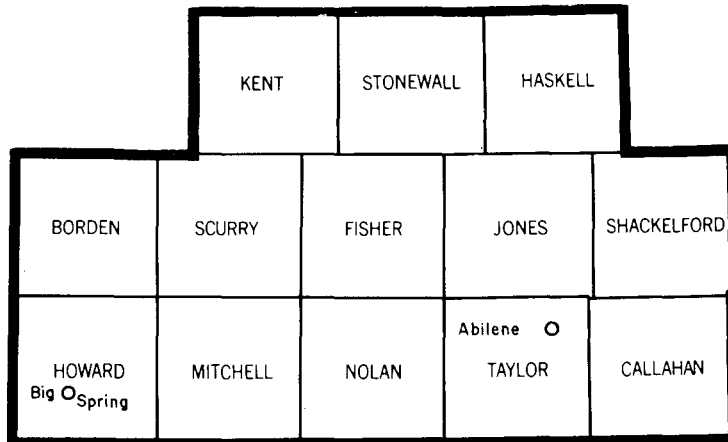
<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Abilene	17	344,207	462,499	\$82,432	\$636,852	31	25¢-35¢-50¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Regular Transit Coach (Over 25 passengers)	14		3			17	14
						TOTAL VEHICLES	14

2. Paratransit Systems

Circles indicate cities with taxicab service.



2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Abilene	1	13	0	46,701	239	Unknown	\$1.25 1st 1/9 mile; 10¢ each additional 1/9 mile
Big Spring	1*						

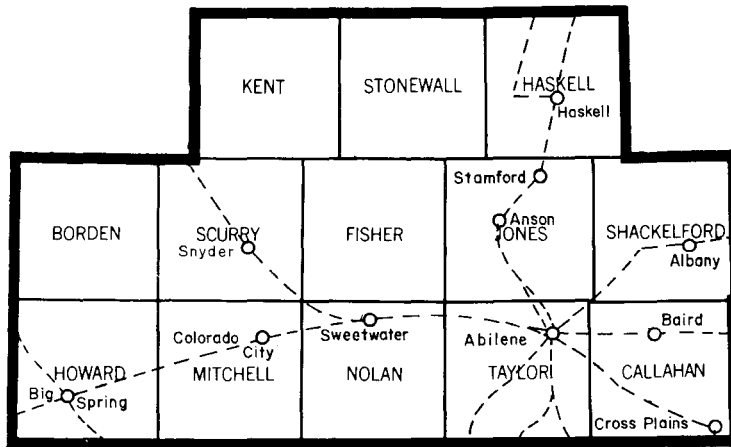
*Did not respond to study questionnaire.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 8	30*	60	4	24,125	12,450	64,234	\$16,000

*Nine providers did not respond to study questionnaire. Eight providers returned incomplete study questionnaires.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Sun-Set Stage, Inc.
- T.N.M. & O. Coaches
- Oklahoma Transp. Co.
- Kerrville Bus Co., Inc.
- Arrow Coach Lines

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 8 BY 1987

A total population of 238,914 for the year 1980 was enumerated for the thirteen counties which comprise District 8. This represents a 7 per cent increase over the 1970 population figure of 223,911 for the same region. If this rate of growth continues to the year 1987, the area will have a population of about 251,000. The 1980 census indicates that

approximately 58% of the District's population is concentrated in the Abilene SMSA (Taylor, Callahan, and Jones Counties). This percent of concentration is expected to significantly increase into the eighties. A surprising element evolved from the 1980 census in that the number of counties in District 8 loosing in population was fewer than had been expected.

The bulk of public transportation projects to be implemented in District 8 over the next five years will be in the Abilene urbanized area and Abilene SMSA. Abilene and its surrounding area is typical of the urban sprawl trend of predominately low density, single family residences. There is, however, continuing evidence of the development of heretofore vacant lands within the older section of the city.

The major public transportation improvements involve specifically the Abilene Transit System which is owned and operated by the City of Abilene. After many years of declining ridership, the system is now showing significant increases. Since the last Master Plan was compiled in 1980, the Abilene Transit System has had an overall increase in ridership of 19%. This is due in large to the purchase of 14 new transit buses and related equipment with the aid of UMTA Section 5 and Texas Public Transportation grants. The City further plans to apply for capital assistance in the purchase of bus stop signs and bus stop shelters over the next five years.

Taxi service in the City of Abilene has been restructured to allow annual City licensing of individual taxi operators. The individuals are required to provide their own vehicles with taxi meters and radio communication. Currently, there are seven licensed operators. Future demand for taxicab service in the Abilene area as well as in the Big Spring urban area is expected to undergo little change.

Due to low population of the remaining ten counties in the District (Borden, Fisher, Haskell, Howard, Kent, Mitchell, Nolan, Scurry, Shackelford, and Stonewall), the major needs in public transportation will be for medical and social purposes for the elderly, poor, and handicapped. Also, it is apparent that the demand for transportation from this segment is expected to increase over the next five years. Based on projected data obtained from the publication, Elderly and Handicapped Transportation in Texas - Defining a Problem, approximately 26% of the population in District 8 will be in the category of elderly and/or handicapped. The UMTA Section 16b(2) program is currently providing adequately for this need in the District's urban and urbanized areas. There are seven vehicles purchased under the program in three of the District's four urban areas: Colorado City - 2; Sweetwater - 3; and Snyder - 2. The other urban area, Big Spring, should have at least one 16b(2) vehicle in operation within the next five years.

At least two agencies have expressed a need for providing transportation to the elderly and handicapped in the Big Spring area. However, no agency, as yet, has taken the initiative and submitted an application. Additionally, there are six vehicles located in the Abilene urbanized area that were purchased with 16b(2) funds. Because there are a number of social service vehicles throughout the District, the need for coordin-

ation of services among the various agencies is needed to prevent any duplication of effort. One agency, Community Action Program of Taylor County, is cooperating with Highland Church of Christ in the operation of its van. Highland Church of Christ has assumed the operation of the van and furnishes the drivers while Community Action Program provides the operating money and furnishes office space for the transportation program.

Other demands for transportation in the next five years will come from the rural areas. A program for public transportation assistance in rural areas is offered through Section 18 of the Surface Transportation Act of 1978. Rolling Plains Campus of Texas State Technical Institute (Sweetwater) was approved for a transportation project on June 6, 1981. The project will provide public transportation service over three fixed routes located in Fisher, Kent, Mitchell, Nolan and Taylor Counties. This project will include the purchase of three buses which will be equipped with radios and wheelchair lifts. The transit system began operating on September 10, 1981, with one bus operating over one of the proposed routes. Through December 31, 1982, this system had provided transportation for 1,962 riders. This ridership will increase, of course, when the system is scheduled for complete operation with all rolling stock in April, 1982. Future funding needs of this young transit system will be in the realm of operating assistance.

There continues to be a need for some form of public transportation in Big Spring. In the past, City officials have shown an interest in Sections 18 and 147 projects but currently are demonstrating no interest.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1987

The primary objectives of the 1982 District 8 Public and Mass Transportation Plan is to update and modernize the facilities for housing and maintaining the rolling stock operated by the Abilene Transit System. Also, a major goal is to help maintain the on-going programs of the Abilene Transit System and the social services transportation providers with assistance in acquiring additional or replacement equipment as the need is warranted. Special emphasis will be placed in identifying the transportation needs of the elderly and handicapped and coordinating these needs with existing programs. The plan recognizes the potential need for public transportation in the non-urbanized areas and the availability of the Section 18 grant program to fulfill these needs.

The list of public transportation improvement projects in Table II reflects the estimated needs in District 8. The total cost of all the recommended projects is estimated at \$539,250. If the present trend of financing public transportation projects continues, the approximate cost to each agency may be seen in Table III.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Abilene	Rehabilitate three existing 33-passenger buses	FY 83	\$180,000
	Purchase bus stop signs and bus stop shelters	FY 84	19,250
	Purchase bus stop signs and bus stop shelters	FY 85	22,000
Human Services	Capital Assistance to private non-profit agencies for equipment acquisition: Taylor County - Five 16-passenger vans Howard County - One 16-passenger van Mitchell County - One 16-passenger van Abilene SMSA - One 16-passenger van	FY 83-87	168,000
Rolling Plains Campus of Texas State Technical Institute (Sweetwater)	Section 18 Operating Assistance (three-bus transit system)	FY 84-87	50,000
City of Big Spring	Section 18 Capital Assistance for equipment acquisition (3 vans for a city transit system)	FY 87	100,000
TOTAL			\$539,250

TABLE III

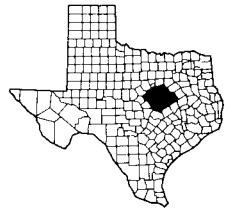
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$404,400	\$5,363	\$95,887	\$33,600	\$539,250

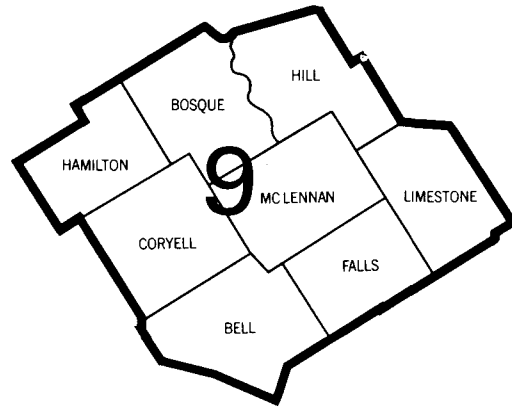
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DISTRICT 9
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 9 includes eight counties, Bell, Bosque, Coryell, Falls, Hamilton, Hill, Limestone and McLennan located approximately midway between the Dallas-Fort Worth area and Austin. The District 9 area has historically been a major transportation route. The geological "Austin Chalk" formation occurring along the present corridor of IH 35 and waterways such as the Brazos River have promoted unique transportation routes.



The District encompasses an area of approximately 7,629 square miles with a 1980 U.S. Census Bureau population estimate of 470,300. The population density averages about 62 people per square mile. There are three urbanized areas within the District, Waco, Killen-Harker Heights-Fort Hood and Temple-Belton, all having ongoing urban transportation studies (Waco Urban Transportation - WUTS, and Killeen-Temple Urban Transportation Study - KTUTS). Two Standard Metropolitan Statistical Areas account for 82 percent of the total District population. These are the Waco SMSA which includes all of McLennan County and the Killeen-Temple SMSA which encompasses both Bell and Coryell Counties. The Cities of Hillsboro (Hill County), Mexia (Limestone County) and Marlin (Falls County), are the only cities in District 9 outside of the two SMSA's with populations greater than 5,000. The Fort Hood Military Base occupies an area of 340 square miles in Bell and Coryell Counties. The current post population is approximately 60,000.

Within the District there are approximately 3,000 miles of roadway comprising the highway system. Three airports serve scheduled air travel to connecting points worldwide. Numerous bus lines and a rail system (Amtrak) serve intercity-interstate transportation needs. Interaction of the highway system with existing modes of transportation creates a network that has the capacity of providing accessibility to all populations.

Regional Councils of Governments involved in the District are the Heart of Texas COG (Bosque, Falls, Hill, Limestone, McLennan), and Central Texas COG (Bell, Coryell, Hamilton). These Councils of Governments assist in the planning mechanism for establishing objectives. The Area Agencies on Aging, operating jointly with the Councils of Governments, play an important role in promoting and assisting local governments and agencies in dealing with their transportation requirements, particularly for the elderly and handicapped.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES - 1980-1982

As indicated in Table I, two Section 5 Capital Assistance Projects in the total amount of \$1.0 million have been initiated by the Waco Transit System. Bids have been awarded on most of the items included in these projects and delivery is anticipated during the remaining months of CY 1982.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Waco ¹ (TX-05-0056-01)	09-16-81	Capital Improvements: 25 Mobile Radios 1 Base Station Maintenance Equipment Renovation of Physical Plant Fare Collection and Handling Equipment	\$ (171,520)	\$(27,872)	\$(15,008)	\$ (214,400)
City of Waco (TX-05-0076)	05-10-81	Capital Improvements: 8 Transit Coaches 2 Bus/Vans 3 Service Vehicles Audio/Visual Equipment Office Machinery & Furniture Shop & Garage Equipment.	1,007,860	163,777	88,188	1,259,825
Bosque County (RPT-0001-009)	12-19-80	Capital Improvements: One 12 passenger Van One 8 Passenger Lift Equipped Van	23,600		5,900	29,500
Heart of Texas MH-MR Center, Waco (TX-16-0014)	08-04-82	Capital Improvements: 4 Maxi-Vans 1 Lift Equipped Van Radio Equipment	78,540		19,635	98,175
		TOTAL	\$938,480	\$135,905	\$98,715	\$1,173,100

¹Figures in parentheses indicate a decommitment of previously authorized funds due to a change in project scope.

There was also one rural public transportation project (Section 18) initiated during the period in Bosque County. This relatively low investment project has been very successful in expanding an ongoing senior services transportation program into a public system. Although the expanded program is still in its infancy, it has become very popular in the rural areas and is expected to continue to attract increased ridership in the future. In order to offset the increasing operating expenses, it is anticipated that a reasonable fare structure may need to be developed and implemented at some time in the near future. Also, some operating assistance may be requested under the Section 18 program if it continues to be available.

A private non-profit organization within District 9 has submitted an application for capital assistance under the Section 16b(2) program for transportation system improvements.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 9 - 1982

1. Municipal Transit Systems

Waco Transit System
P. O. Box 1370
Waco, Texas 76703
(817) 753-0113

There is only one intra-city public transportation system operating within District 9. That is the Waco Transit System which is owned by the City of Waco and operated under a management contract by McDonald Associates of Fort Worth. The Waco System provides regularly scheduled service throughout most of the City of Waco and some of the suburban communities as well as a special demand responsive service to certain categories of the elderly and handicapped.

OPERATING STATISTICS

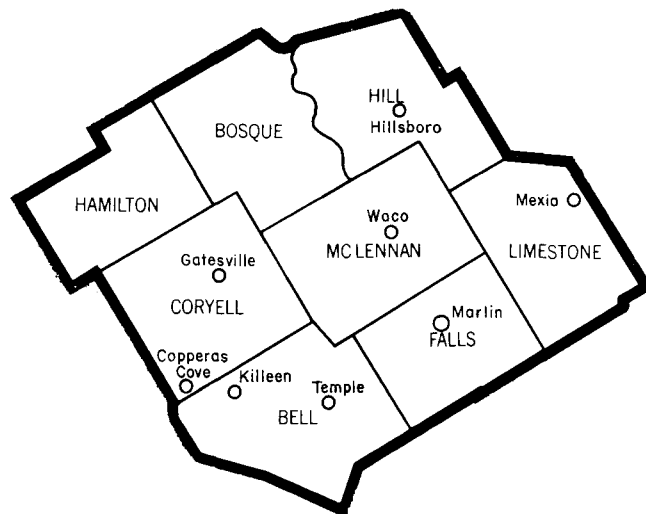
<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Waco	18	666,041*	441,357	\$218,421	\$797,472	32	30¢ - 60¢**

*Includes 134,280 transfers.
**Transfers free; 1 month pass = \$18.

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	1					1	1
Regular Transit Coach (Over 25 passengers)	13	4				17	8
						TOTAL VEHICLES:	9

2. Paratransit Systems



Circles indicate cities with taxicab service.

There are 12 taxicab systems operating in eight counties throughout the District as shown in Table 2A. The largest demand for taxi service is in the Killeen area which is located adjacent to a large military base. Four of the 12 companies report that they provide service under contract with other human service organizations for certain categories of clients. Some of the pertinent comments received from taxi companies regarding crucial issues facing the industry are:

- High fuel cost and high interest rates.
- Some are switching to smaller more fuel efficient vehicles and one of the larger companies is converting to propane.
- Competition from human service (free) transportation systems.

2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Killeen	2	67	4	179,800*	39,570*	690	\$1.25 drop plus .10 each add. 1/8 mile
Temple	1	16	0	32,000*	8,500*	2,650	.90 1st 1/16 mi. plus .10 each add. 1/16 mile; .24 each add. passenger
Copperas Cove	2	11	0	50,000	4,400	1,772	\$1.25 drop plus .80 per mile
Gatesville	1	2	0	3,500	750	3,125	\$1.00 first 1/4 mile; .20 each add. 1/4 mile
Hillsboro	1	4	0	4,800	1,975	1,850	\$1.50 first .8 mile; \$1.75 over .8 mile
Mexia	2	3	0	1,650	1,100	2,365	\$2.50 in C.L.
Marlin	2	8	0	1,500	850	887	\$1.50 in C.L.
Waco	1	13	0	30,000	6,000	7,690	\$1.35 1st 1/10 mi. plus .25 each add. 1/4 mi.
TOTAL	12	124	4	303,250	63,145		

*Estimates.

The following table is a summary of the operational data from 26 human service transportation systems operating within District 9. These systems continue to provide a vital service to the elderly and handicapped and have the potential of expanding their operation in rural areas to serve the general public. Some of the comments received from these providers during the survey are:

- Need operating as well as capital assistance in order to survive.
- Concerned about the possible phasing out or curtailment of some existing federal programs which provide funding for administration and operation of these programs.
- More and better coordination of human service transportation programs is needed.
- High fuel and repair costs are cited as concerns for the future.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

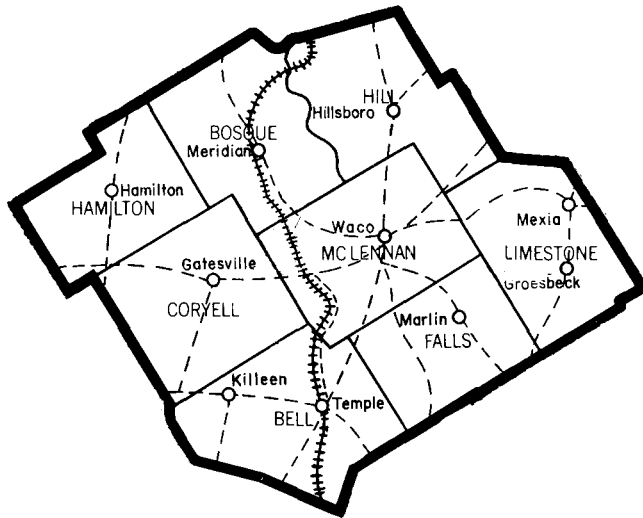
<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 9	26	101	16	85,409	38,159	82,101	\$65,800

(This table includes data from Hill Country Community Action Agency for their operation in Bell, Coryell and Hamilton Counties.)

3. Intercity Bus and Rail Passenger Service

Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Arrow Coach Lines
- Central Texas Bus Lines, Inc.
- Texas Electric Bus Lines



Rail Systems:

- Amtrak Route - The Eagle

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 9 BY 1987

As stated earlier, the estimated 1980 population for the eight county region of District 9 was 470,300 which represents about an 18 percent increase over the 1970 population (383,500) for the same region. At this same rate of growth, the area would reach a population of about 515,000 by 1985. Eighty-two percent of the area's population is now and is expected to continue to be concentrated within the three counties comprising the two SMSA's: Bell, Coryell and McLennan Counties. It is in those counties that the greatest demand for public transit exists, though far below the level necessary to sustain a profit-making operation.

In regard to future transportation improvement needs in the two SMSA's, the Waco Transit System will continue to be the nucleus on which

to expand and/or add improvements in the Waco area over the next five years. It is expected that additional Section 5 and Capital Assistance Grants will be requested by the City of Waco.

As for the Killeen-Temple area, the future of public and mass transportation is still very much in doubt. A transit development plan has been prepared for that area under the auspices of the Killeen-Temple Urban Transportation Study, but the local governments are reluctant to get into the public transportation business. The locals are aware that financial assistance is available from both federal and state programs when (if) they decide to proceed with establishing a system. At the present time, some relief is provided in these areas by human service transportation systems operated by Hill Country Community Action Agency for certain categories of transit dependent clients. Also, an intercity bus system operates along the east-west corridor connecting Temple, Belton, Killeen, Fort Hood and Copperas Cove. Continuing pressures from the public sector for better local public transit service may influence the cities involved to sponsor a system or systems at sometime in the future, perhaps late in the time frame of this plan. Both the Killeen and Temple area are designated as urbanized areas, thus qualifying for Section 5 assistance.

Due to the low population densities in the other five counties of District 9 (Bosque, Falls, Hamilton, Hill and Limestone), the short term future transportation requirements in those areas are expected to continue to be oriented toward providing service to the elderly and handicapped (about 20 percent of the population) with some incidental service to the general public, perhaps on a space available basis.

Under the Section 18 grant program, which provides financial assistance for public transportation in non-urbanized areas, Bosque County purchased two vans. It is anticipated that the County will replace an older vehicle during the next year and system representatives are also considering expansion of their operation. Both the Heart of Texas COG in Waco and the Central Texas COG in Belton received Section 18 technical assistance funding. These projects involved the coordination of previously fragmented services and the development of a unified management structure for single- and multi-county systems.

In some of the urban areas, the UMTA Section 16b(2) program has and continues to provide assistance to private non-profit organizations for capital improvements. These program vehicles can pick up and deliver eligible passengers in the rural areas as long as the trip originates or terminates in an urban area. These private non-profit systems, with funding assistance under Section 16b(2) and other programs administered through the Area Agency on Aging together with local funds, certainly fill some of the transportation service gaps in the rural sector as well as in the urban areas. This group of providers has considerable experience in managing and operating rural transportation programs and perhaps with appropriate sponsors could, in many cases, expand their operation to qualify for Section 18 Capital and Operating Assistance once the administrative barriers in that program are cleared.

Some increase in demand for taxi service undoubtedly will occur as the population increases and private automobile ownership and operation costs continue to spiral. Taxi fares, of course, are also continuing to increase to keep pace with their operating costs. As indicated earlier, smaller, more fuel efficient vehicles are already being purchased by some companies and this trend is expected to continue. Some operators are participating in the human services transportation programs under contract with local human service providers. This type of coordination will need to be continued and emphasized in the administration of the federal and state assistance programs in order to assure that these private operators have the opportunity to share in these programs.

The groundwork has been laid and procedures developed for voluntary carpool participation in both the Waco and Killeen-Temple areas. The carpool effort was initiated in both areas as part of the energy conservation action plans and has been handled on an informal basis, without establishing a centralized carpool match program. Considerable publicity has been given to the benefits of carpooling and some degree of success has been achieved. One of the larger industries in the Temple area also has an active vanpool program. Further efforts are planned in both areas to promote carpooling and vanpooling as part of the ongoing urban transportation planning activities.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1987

The primary objective of this plan is to quantify the needs for public transportation improvements within the District which have been identified through the survey of providers, information from local governments and councils of governments, and by projecting some requirements based on existing and past system performances. Existing plans produced by the two urban studies and other sources also provided data to support some of the future requirements. Included are estimates for improvements/expansion to rural transportation systems, most of which are ongoing.

The public transportation improvement projects listed in Table II reflect the estimated needs within District 9 for the period to 1987. The projects are not assigned any order or priority, nor is it possible to state unequivocally that all projects will be implemented during that time frame. Some involve decisions and commitments by local governments and agencies which simply have not been made at this time.

The total cost of all the recommended public transportation improvement projects through 1987 for District 9 is estimated at about \$2.6 million. This represents estimates of funding required for continuing the Waco Transit System as previously discussed and to maintain the current level of human services transportation with some degree of expansion. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

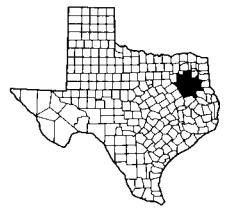
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Waco	Capital Assistance Passenger Facilities Computer Terminal Service Vehicle	FY 83-87	\$ 296,000
	Operating Assistance	FY 83-87	1,250,000
Human Services or Rural Public Trans- portation	Equipment Acquisition	FY 83-87	1,083,000
	Bell Co. - 19 vehicles		
	Bosque Co. - 2 vehicles		
	Coryell Co. - 2 vehicles		
	Falls Co. - 8 vehicles		
	Hamilton Co. - 1 vehicle		
	Hill Co. - 5 vehicles		
	Limestone Co. - 13 vehicles		
	McLennan Co. - 31 vehicles		
		TOTAL COST	

TABLE III

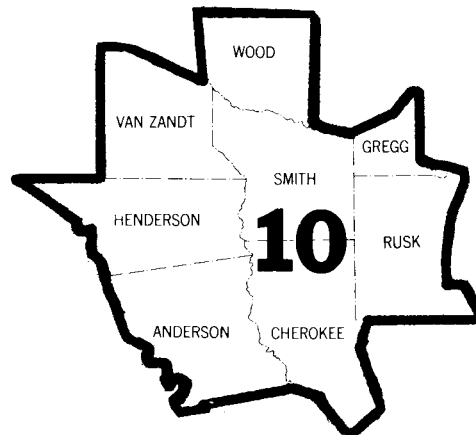
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$1,728,200	\$38,480	\$645,720	\$216,600	\$2,629,000

DISTRICT 10
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 10 of the State Department of Highways and Public Transportation consists of an eight county region in Eastern Texas. These eight counties contain a population of approximately 444,600 persons and comprise a land area of almost 6,800 square miles. The population density varies from 34 to 46 persons per square mile in the six counties other than Gregg and Smith Counties. Both Gregg and Smith Counties have cities over 50,000 persons within their limits and densities are 350 and 139 persons per square mile, respectively.



There are six cities in the District which are urban areas that exceed 5,000 persons; Athens, Gladewater, Henderson, Jacksonville, Kilgore, and Palestine. Two cities exceed 50,000 persons; Longview and Tyler. All other areas of the District are cities under 5,000 population, or are rural.

Since six of the counties are relatively sparsely populated, only minor changes in public transportation can be anticipated during the next five years. Improvements to small taxicab operations may be expected, and possibly some federally funded transportation serving elderly and handicapped. There is also a need for rural public transportation and an effort through East Texas Council of Governments is expected.

The heavier populated areas of Gregg and Smith Counties have a more demanding need for public transportation to provide mobility for some segments of the society, and to influence peak hour traffic problems. Public transportation considerations are a part of the original transportation study elements for the urbanized areas and are an even more important part of the continuing phase of such studies.

Public transportation currently is rather limited; however, some programs are being investigated and data assembled for a more long-term consideration of public transit in the City of Tyler and by the East Texas Council of Governments in other parts of District 10.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

Within the last six months of 1981, the City of Tyler has made an effort to develop a city owned small transit system. Previously, the City had subsidized the local privately owned bus operator. Developing

of a system that would offer a reliable service to those in need of public transportation is a goal of the City leaders. A savings has already been realized by the City and an information base is being established for further consideration. The City invested approximately \$30,000 in local funds to initiate a two minibus system which continues in operation. No other funding was sought.

Those applications from the City of Tyler area have not received a write-off from the local cab company and further processing was not completed. A continued effort exists in the area for elderly or handicapped transportation from other public funding sources and private funds. Recently, an application from Rusk County Child Development Association for assistance through the 16b(2) program was processed and funding for their vehicle has been made available.

A rural transportation effort is presently being contemplated through the East Texas Council of Governments utilizing Section 18 funding. Application for funding can be expected during the next 12 months.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 10 - 1982

1. Municipal Transit Systems

Tyler Transit System
City of Tyler
P. O. Box 2039
Tyler, Texas 75710

The Tyler Transit System is wholly owned and operated by the City of Tyler using only local funds. Two new minibuses were purchased in mid 1981 and put into service in July with operators and maintenance provided by City personnel. The bus service provides a transit alternative primarily to domestic workers and shoppers in the Mall area. The 15 passenger vans run on a one hour headway from 6:15 a.m. to 6:15 p.m. on weekdays and 10:00 a.m. to 2:00 p.m. on Saturdays. Fares remain at 75 cents for adults and 25 cents for children as in previous years. The City envisions an expanded transit service and expects to apply for funding within the next two years.

Transit and Taxi Company of Longview
351 W. Tyler
Longview, Texas 75601

The Transit and Taxi Company of Longview operates a minibus (12 passenger van) with a subsidy from the City of Longview. Basically, the bus provides limited service from the central business district to the southern part of the city on an hourly headway and to the shopping mall in North Longview at peak shopping periods. Usual ridership is composed of low income persons and domestic workers that have no other means of transportation.

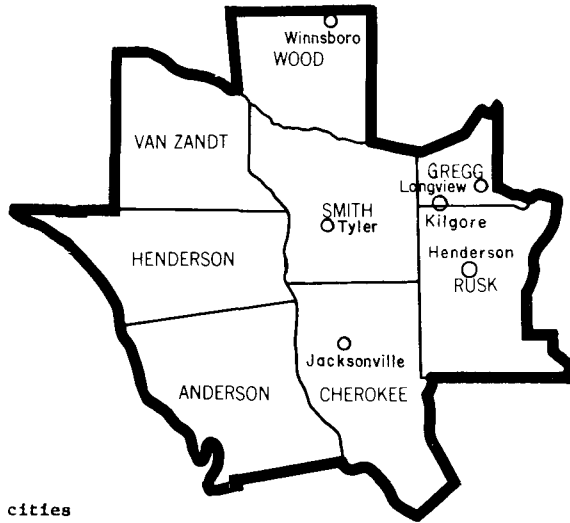
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Tyler	2	25,000	N/A	\$19,400	\$25,600	3	25¢ - 75¢
Longview	1	16,000	N/A	\$12,000	\$20,000	2	75¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	3					3	0
						TOTAL VEHICLES	3
							0

2. Paratransit Systems



Circles indicate cities with taxicab service.

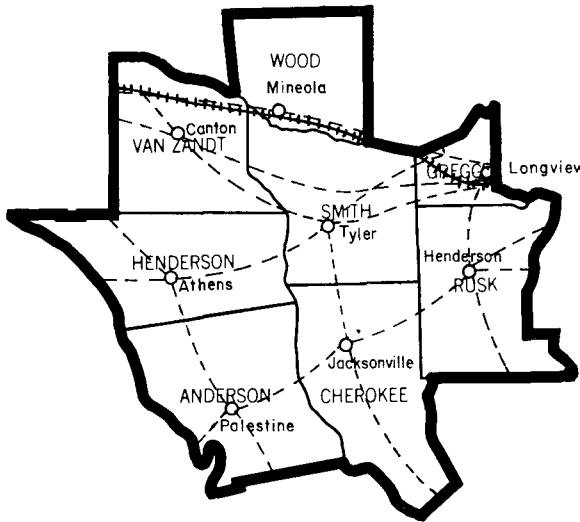
2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Jacksonville	1	2	0	2,000	750	10,000	\$1.50 1st 1.7 ml then 10¢ per 1/7 mile
Longview	2	11	0	60,000	6,800	6,000	\$2.00/\$2.50 per zone
Tyler	1	13	0	42,000	9,000	5,500	\$1.50 + 10¢/0.1 mile
Winnsboro	1	2	0	4,500	1,500	150	\$2.00 flat rate in City
Henderson	1	2	0	3,000	500	---	\$2.00 minimum
Kilgore	1	2	0	5,500	650	---	\$1.50 per zone

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 10	20	59	10	60,000	15,000	70,000	N.R.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Trailways
Central Texas Bus Lines

Rail Systems:

Amtrak Route - The Eagle

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 10 BY 1987

A total population of 500,000 is anticipated for the eight county area of District 10 by 1987. Almost 40 percent of this total (200,000) is expected to be in the Longview and Tyler Metropolitan Areas (Gregg and Smith Counties). Due to the low population densities of the six counties surrounding Gregg and Smith Counties, the demands for public transportation improvements will primarily be in the Tyler and Longview areas.

Both Tyler, Longview and their surrounding areas have predominately low density and single-family residencies. Apartment dwelling is currently growing and will have some effect toward concentrating transportation demands in the future. Existing land use patterns and development are expected to continue through 1987. As in many areas of similar population density and street facilities, the flexibility of bus transit systems is the most logical consideration for transportation improvements.

As may be noted from the previous discussion, the available public transportation is rather limited. Although little demand for change is anticipated in areas outside of the urbanized population centers, a rural transportation effort is anticipated through the East Texas Council of

Governments. A request for available funding for possible capital outlay may be expected during the next two years within the Tyler urbanized area. Although some demand for public transit in the Longview area is anticipated, there is little expectation for improvement in the near future.

The small bus system operated by the City of Tyler should be expanded to give better service. The City desires to expand and has thus far utilized only local funds. With some operational experience developed, it is now seen as desirable to expand the operations and use available funding as may be provided.

Future demands for taxicab service should remain in a rather constant relationship with population increases. In the urbanized areas, subsidy or development of community and/or federally funded reimbursement techniques, especially for elderly and handicapped riders, is expected to become more attractive. Taxi operations in Tyler have been modified to individual vehicle owner/operator with radio dispatch and management provided by the franchise holder.

Encouragement of carshare/vanpool programs aimed toward major employers in the area should be promoted by the MPO (City of Tyler) and by the City of Longview. The benefits, operation, organization and implementation of such programs should be made known through an organized effort.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

Continued urban development and concentration of population in apartment dwellings as well as increased costs of automobiles, maintenance and operation should serve to make some form of public transit or group ridership more attractive. Overcoming public apathy and producing confidence in a system that works is necessary for serious consideration.

Public transportation improvements to meet some of the needs and desires of the citizens of District 10 are listed below. Implementation of improvements is the responsibility of the individual agency involved and will be initiated at their level.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

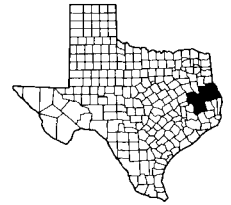
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Tyler	Equipment acquisition to increase small bus system and maintenance facilities	FY 84	\$ 200,000
Human Service	Capital assistance to private non-profit agencies, equipment acquisition	FY 82	\$ 27,300
East Texas Council of Governments	Study grant for rural transportation	FY 83	\$ 10,000
	TOTAL		\$ 237,300

TABLE III

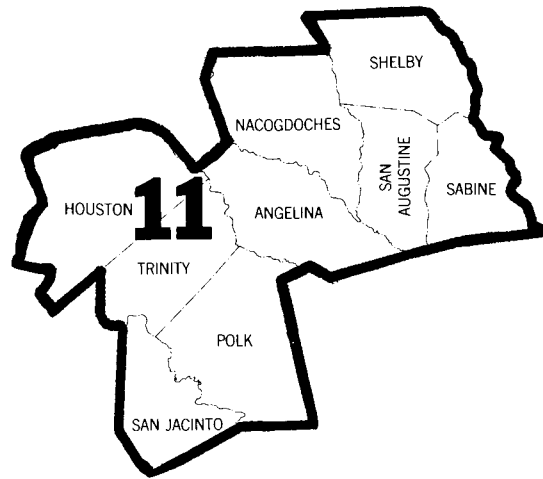
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$191,840	\$26,000	\$14,000	\$5,460	\$237,300

DISTRICT 11
1982 PUBLIC ANS MASS TRANSPORTATION PLAN



District 11 of the State Department of Highways and Public Transportation encompasses a nine county area of Deep East Texas. According to 1980 census, these nine counties contain a total of 219,119 persons with 50.6 percent or 110,958 persons residing in Angelina and Nacogdoches Counties. The number of individuals per square mile varies from 13.5 in Trinity County to 87.9 in Angelina County. The total land area within the District is 7,015 square miles, with the state highway system comprising a total of some 2,779 miles.



There are five cities within District 11 which are considered urban areas (more than 5,000 population) based upon 1980 census; Lufkin, Nacogdoches, Crockett, Center and Diboll. The 1980 census of Livingston was 4,928 and has probably surpassed the 5,000 figure by this date. All other cities under the responsibility of this District are considered rural areas. There is no urbanized area (more than 50,000 population) in the District.

At this writing, District 11 is in the process of conducting one transportation feasibility study in the non-urbanized area of Nacogdoches. Three studies have been completed. Lufkin was presented results in 1981, but no action has been taken. This study recommended three or four mini-type buses with a demand-response and fixed route operation. Studies conducted in Diboll and San Augustine revealed no justification for public transportation. The only change foreseen is for the City of Lufkin to implement the feasibility study results. The outcome of the Nacogdoches study is still to be determined.

<u>County</u>	<u>1980 Population</u>	<u>Square Miles</u>
Angelina	64,172	738
Houston	22,299	1,237
Nacogdoches	46,786	902
Polk	24,407	1,100
Sabine	8,702	456
San Augustine	8,785	473
San Jacinto	11,434	624
Shelby	23,084	778
Trinity	9,450	707

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

Approximately \$39,743 in Public Transportation Improvements have been implemented in District 11 during the past two years. Three projects totaling an additional \$78,481.60 have been approved. These projects are in various stages of completion. No funds were made available through the State Public Transportation Fund. The following identifies each project and its source of funding:

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

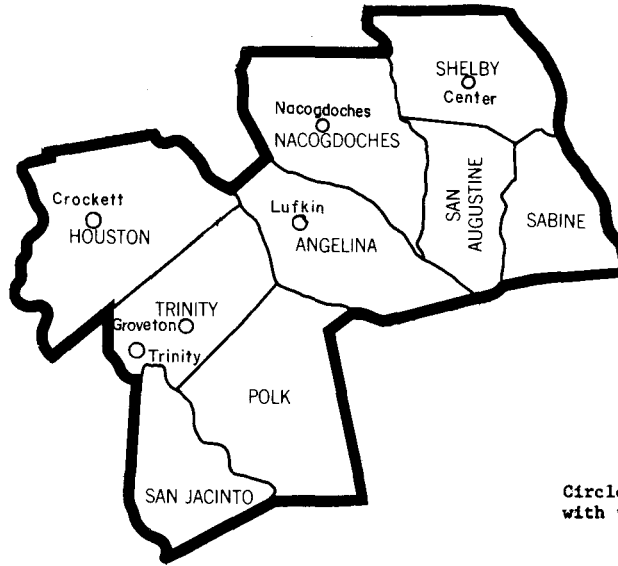
JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Lufkin Workshop & Opportunity Center (TX-16-0007)	July 1981	1 Maxi-van (15 passenger) without lift	\$ 9,799.10	-0-	\$ 2,449.77	\$ 12,248.87
Nacogdoches Treatment Center (TX-16-0010)	March 1982	1 Mini-bus (17 passenger) with lift and tie downs	21,996.00	-0-	5,499.00	27,495.00
Polk County Committee on Aging, Inc. (TX-16-0009)		1 Mini-bus (17 passenger) with lift	23,040.80	-0-	5,760.20	28,801.00
Trinity Co. Senior Citizens, Inc. (TX-16-0010)		1 Maxi-van (11 passenger) with ramp	15,804.48	-0-	3,951.12	19,755.60
East Sabine Senior Services, Inc. (TX-16-0010)		1 Mini-bus (15 passenger) with lift and tie downs	23,940.00	-0-	5,985.00	29,925.00
TOTAL			\$94,580.38	-0-	\$23,645.09	\$118,225.47

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 11 - 1982

1. Municipal Transit Systems

None

2. Paratransit Systems



2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Lufkin	2	8	0	N/A	N/A	N/A	\$1.00 first mile, \$1.00 each add'l. mile
Nacogdoches	1	4	0	N/A	N/A	N/A	\$1.00 per mile (out of town negotiable)
Crockett	1	1	0	N/A	N/A	N/A	\$1.00 to \$1.50 inside city (out of town negotiable)
Center	1	1	0	N/A	N/A	N/A	\$2.50
Groveton	1	1	0	N/A	N/A	N/A	*
Trinity	1	1	0	N/A	N/A	N/A	*

*Data not available.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 11	12	20	5	19,391	11,681	35,927	\$8,289

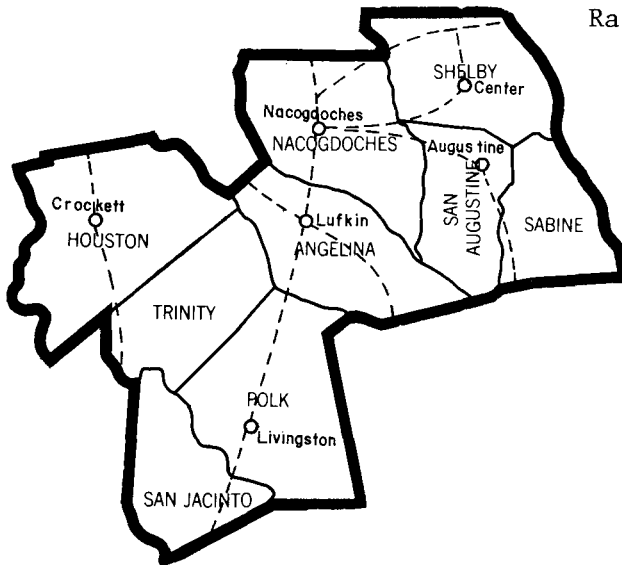
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Trailways
Central Texas Bus Lines, Inc.

Rail Systems:

No Service



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 11 BY 1987

Based on previous growth, a total population of approximately 280,000 is forecast for the nine county area of District 11 by 1987. About 50% of this population will be in Angelina and Nacogdoches Counties.

Due to the low population density of the other seven counties, the largest need for public transportation will probably be in these two higher populated counties; however, if the rate of growth continues during the next decade in Polk and San Jacinto Counties, a need may develop in this area.

County areas in need of taxi service include Sabine, Polk, San Jacinto, and San Augustine. Private interests that generally handle this demand apparently are reluctant to expand or initiate such an investment. Some improvement of operation using mini-buses in demand-responsive system would be desirable in some cases.

There is not a public transit system within District 11. During the period of the mid and late 1940's, there were several intra-city bus systems operating. Most of these systems enjoyed an early success with a rapid decline during the 1950's and in many cases, liquidation by the early 1960's. The early success was due in a large part to the unavailability of alternate personal carrier vehicles during this time period.

Approximately 36,000 people in District 11 will be eligible for some type of human service transportation by 1987. At the present, there are approximately 20 vehicles in operation within the District for the purpose of supplying transportation for the elderly and handicapped.

Based on statistical data prepared by D-10 in cooperation with the Urban Mass Transportation Administration, the 36,000 elderly and handicapped in this District have been constant since 1970 and does not reflect an increase in accordance with population growth. It appears that about 6,000 elderly and handicapped are now using the Human Services Agencies.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

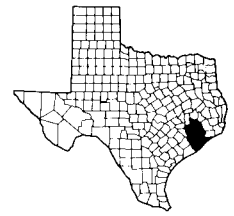
A feasibility study recently completed in Lufkin recommended a demand-response and fixed route system that would require four (4) mini-buses. No action has been taken by the city, but needs will probably become pronounced by 1987.

A study is nearing completion in the City of Nacogdoches. Based on the population projections for that city, a similar need will most likely be justified.

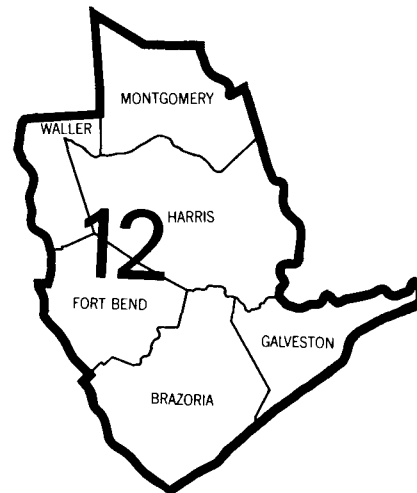
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DISTRICT 12
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 12 encompasses a six county area in the growth-oriented Houston-Galveston Gulf Coast region. The District contains 6,078 square miles, with a population of 3,076,193 based on the 1980 census. District 12 is characterized by a blend of rapidly expanding urban areas and rural communities. This blend of urban and rural development is vividly reflected in the variation of population density among the six counties. The population per square mile ranges from 82 to 151 in the four counties other than Harris and Galveston whose densities are 1,359 and 491, respectively. The average density for District 12 is 512 persons per square mile.



The 1980 Census reflects three urbanized areas within District 12. The combined population for the Houston, Galveston, and Texas City-La Marque urbanized areas represents about 61% of the District's total population, but accounts for only 12.5% of its land area. In addition, the 270 square mile "Brazosport Area" along the Gulf Coast registered a population of 49,428 persons in the 1980 Census. Latest estimates by the Brazosport Chamber of Commerce, however, indicate a current population of approximately 67,000 for the nine closely associated municipalities of Freeport, Clute, Richwood, Lake Jackson, Lake Barbara, Gulf Park-Jones Creek, Oyster Creek, Surfside and Quintana. Aside from the cities in these urbanized areas, there are seven other cities within District 12 which have a population in excess of 10,000 and seven which have a population over 5,000.

Public transportation activities within District 12 are dominated by the Metropolitan Transit Authority (MTA) of Harris County. Harris County voters, on August 12, 1978, approved formation of the MTA as a regional public transportation authority with taxing powers. Effective October 1, 1978, collection of the voter-approved one-percent general sales tax began in the regional transit district. On January 1, 1979, MTA assumed full operational responsibility of the HouTran system purchased from the City of Houston, and for the regional transit service.

Island Transit, which serves the City of Galveston, is the only other public transportation system in the District. The transit system is city owned, contractor operated, and has a fleet of 15 modern buses.

While the MTA of Harris County is currently pursuing an aggressive modernization and expansion program for its transit district, Galveston's plan is to complete its current Transportation Improvement Plan and improve ridership. There is no plan for expansion of service for the foreseeable future.

With the need to continue energy conservation, and to react to the heavily congested streets and freeways, it is anticipated that the public will increase its use of the available public transportation systems. To meet this anticipated demand, District 12 will work closely with the urbanized areas in their attempts to meet the needs for all modes of transportation. Departmental involvement with public transportation in this District is jointly administered by District 12 and the Houston Urban Project Office in conjunction with the Houston-Galveston Regional Transportation Study Office.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1980-1982

During the two-year report period, approximately \$14 million in Federal/State supported public transportation improvement projects were implemented in the Houston-Galveston Area. Of this total, about \$5 million has been funded through the State's Public Transportation Fund. During this period, work progressed on previously approved projects which totaled \$128 million.

It should be noted that because MTA Harris County has the regional sales tax (1%) as its own revenue source, MTA's improvement efforts are not limited to the Federal/State supported projects only, as shown in Table I. Besides, some projects were assisted with the State's Highway Fund rather than the Public Transportation Fund.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
MTA Harris County (TX-05-0079)	04-26-82	Purchase: 16 acres of land for Northwest bus main- tenance facility; Architectural and engineering services; Supporting services.	\$4,156,904	\$ 675,497	\$ 363,729	\$ 5,196,130
MTA Harris County (DHT-50-0004)	03-24-81	Rehabilitation of: 87 buses, including transportation, inspection, repair and test.	- (essentially completed)	3,610,500	3,610,500	7,221,000
MTA Harris County (DHT-50-0005)	07-27-81	Purchase & Installation: Openable windows for 350 advanced design buses	- (essentially completed)	350,000	350,000	700,000
City of Galveston (TX-05-0045-01)	08-31-81	Purchase: Land for new maintenance administration facility; engineering & design; office furniture; tool shops and equipment, spare bus parts	985,329	160,115	86,217	1,231,661
TOTAL			\$5,142,233	\$4,796,112	\$4,410,446	\$14,348,791

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 12 - 1982

1. Regional (Municipal) Transit Systems

Metropolitan Transit Authority of Harris County
401 Louisiana
P. O. Box 61429
Houston, Texas 77208
(713) 225-1151

The Metropolitan Transit Authority (MTA) was created by popular election of the citizens in Harris County and several neighboring cities on August 12, 1978, and absorbed the role of operating the region's transit service on January 1, 1979. The Authority is headed by a nine-member board which is appointed, and serves 2-year staggered terms. Five members are appointed by the Mayor of the City of Houston; the remaining four are each appointed by Harris County (two members) and suburban communities (two members) respectively. It encompasses 1,281 square miles, serving approximately 2.5 million people.

When MTA took over the responsibility of managing the transit system, the service was somewhat irregular, mainly because of the long-neglected maintenance facilities and problem-plagued buses. As the years progressed, service gradually improved and ridership increased measurably in the spring of 1982. Some visible improvements include: 1) Opening of Polk Street operation and light maintenance facility for 200 buses in January, 1982; 2) Completion of Kashmere Gardens heavy maintenance facility in May, 1982; 3) Addition of 130 new General Motor RTS-04 coaches beginning to arrive in the spring of 1982; 4) Operation of 16 park and ride lots with a total of over 10,200 parking spaces as of January, 1982; and, 5) Expansion of bus service to new areas, such as Clear Lake City and its neighboring communities and shopping malls.

Contraflow on IH 45 (North), a joint project of MTA and this Department, is the most successful in the nation. Its success has provided the proof that High Occupancy Vehicle (HOV) facilities will be used, and it has demonstrated the need for additional High Occupancy Vehicle lanes. The new classification for these lanes is Authorized Vehicle Lanes (AVL's).

In addition to the regular passenger service, MTA has a Paratransit Division in charge of: 1) Metrolift program serving the elderly and disabled residents who have difficulty using regular transit service for work, medical, shopping, educational or recreational purposes; 2) CarShare program matching possible carpool partners who have similar origins, destinations, and working hours; and, 3) VanShare program providing vans for commuters with longer commuting distance to complement existing transit service.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Houston MTA	977	47,690,000	21,800,000	\$17,988,000*	\$67,190,000	1,792	40¢ base, additional 10¢ each zone

*Total operating revenue only. Approximately \$145,780,000 was collected in sales tax specifically for transit purposes.

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	25 (leased)					25	0
Small Transit Coach (16 to 25 passengers)	8 (leased)					8	0
Regular Transit Coach	541	98*	34	65	104	842	327
Other (Contract Carriers)	102					102	0
						TOTAL VEHICLES	327

*These buses were not serviceable at the time of inventory in April, 1982.

Galveston Transit System (Island Transit)
P. O. Box 779
Galveston, Texas 77550
(713) 766-2109

Island Transit is owned by the City of Galveston and operated by the management firm, City Coach Lines, Inc., of Jacksonville, Florida. Island Transit provides regular fixed route service for the city, offering reduced fare rates to students and the elderly and handicapped. Expanded service to the elderly and handicapped is anticipated after delivery of the two lift-equipped vans which were ordered by the city on December 11, 1981.

Special service for the elderly and handicapped is currently being contracted with the Galveston County Senior Citizens Nutrition Program.

Whereas, Island Transit's fare rate is the highest in the State and ridership is declining, the City of Galveston does not desire an aggressive expansion program at this time. Instead, the City has expressed its determination to maintain status quo by gearing its transit planning program only to the improvement of the existing service and increased ridership.

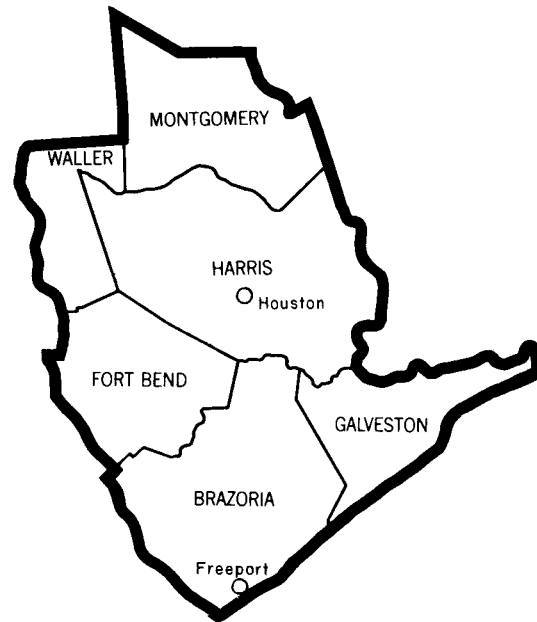
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Galveston	15	1,262,836	536,132	\$379,346	\$755,293	32	30¢ - 60¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Regular Transit Coach (over 25 passengers)		15				15	0
						TOTAL VEHICLES	0

2. Paratransit Systems



Circles indicate cities with taxicab service.

2A. TAXICAB SYSTEMS*

<u>AREA**</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Houston	26	1,658	30	8,300,000	665,000	N/A	\$1.40 1/5 mile, .35 add'l 1/5 mile.
Houston Limo	43	175	0	800,000	80,000	N/A	Varies
Freeport	1	10	0	15,200	250	N/A	.25/Zone
TOTAL	70	1,843	30	9,115,200	745,250		

*This table includes limosine service.
 **Response from companies across the District was limited.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 12	15	185	25	185,000	30,000	300,000	\$100,000

Note: The above figures reflect only those agencies responding to the questionnaire.

2C. Other Paratransit Systems

In addition to the daily commuter service provided by the MTA from 16 park and ride locations to downtown Houston, there are two private companies which provide commuter service to the CBD. This service is

offered from the Woodlands and Magnolia in southern and western Montgomery County. Also, public transportation is available for travel to and from the two major airports in Houston. The service is provided by three companies from the private sector.

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
Montgomery County	2	76	1	111,680	16,133
Airport Service (Harris & Galveston Counties)	3	24		200,000	54,600

Under the MTA management, the CarShare program gained momentum with the installation of a new computer matching system and was further aided by rising fuel prices. The expanded computer service was made possible with a grant from the National Ridesharing Demonstration Program. Recent estimates indicate the number of carpoolers at 30,000.

The Metropolitan Houston area is in the midst of a vanpooling boom. This area has more vanpools carrying more passengers than any other area in the nation. Based on current data, it appears that there are approximately 1,047 vans transporting 10,140 persons during a typical work day.

In an effort to increase energy conservation and traffic safety, the State's Highway and Public Transportation Commission issued Minute Order Number 68806 on May 7, 1974, to construct and maintain parking facilities for commuters to park their individual vehicles and pool occupants in a single vehicle. These park and pool lots were to be constructed solely within highway right-of-ways.

In District 12, all of the 17 park and pool lots have been built by District maintenance forces with maintenance funds. Most lots are unsurfaced; however, a few have a surface. Due to the response of user requests, a few lots are illuminated.

Usage demonstrates the public's acceptance of park and pool, particularly in the highly congested commuter areas. The heavy usage indicates the need for additional facilities.

To further promote ridesharing, Departmental personnel met with MTA personnel in March, 1982, to discuss means to use park and pool sites as staging areas for vanpooling. HOV's (AVL's) planned in the near future for three of Houston's major freeways should spur additional interest in pooling. Funding, as listed in Table II, is recommended for continuance of the park and pool program.

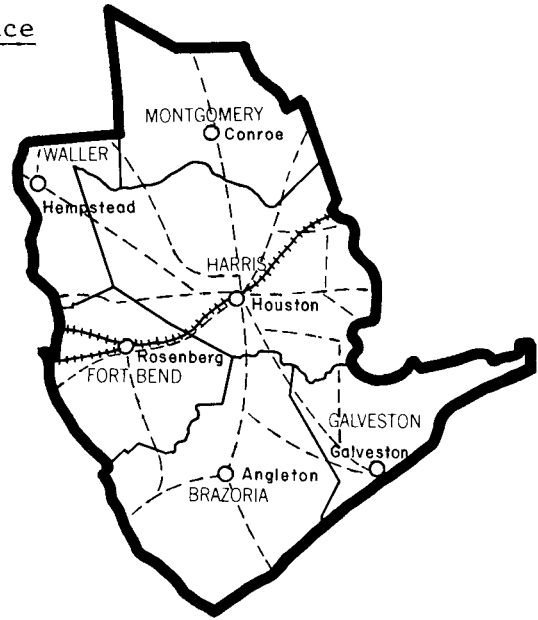
3. Intercity Bus and Rail Passenger Service

Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Arrow Coach Lines
Kerrville Bus Co., Inc.
Texas Bus Lines

Rail Systems:

Amtrak Routes - Sunset Limited



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 12 BY 1987

Population growth, employment increases, land use development, socio-economic changes, and increased urbanization have expanded the demands for all modes of transportation in the Houston Metropolitan Area, as well as in District 12. The 1980 U.S. Census revealed that the population in Harris County has grown from 1.74 million in 1970 to 2.41 million in 1980, and the forecast for 1990 is 3.2 million. Recent labor force statistics have shown that employment in the Houston SMSA has grown from 0.8 million in 1970 to 1.51 million in December, 1981; the forecast for 1990 is 2.1 million.

In 1980, 0.98 million housing units were counted in Harris County, compared with 0.59 million in 1970. Office space in Harris County jumped from 26.5 million square feet in 1970 to 86.3 million square feet in 1980. In 1981, Houston became the first city in the nation to issue more than \$3 billion in building permits in a single year. This record was preceded by the two consecutive years of 1979 and 1980 when the value of permits issued for new construction was in excess of \$2 billion each year.

Although the tallest buildings and the highest employment concentrations are in downtown Houston, office construction in the suburban area has outpaced the central business district (CBD). Much of the suburban construction is located along the Southwest, North, and Katy freeways in concentrated developments such as Galleria/Greenway Plaza, West Loop, Westheimer/Gessner, North Belt, Greenspoint, The Woodlands, Woodbranch Energy Plaza off Katy Freeway/Dairy Ashford, etc.

The increase in vehicle registration was the most impressive of all the elements relating to transportation. The number of all vehicles in Harris County increased from 1.12 million in 1970 to 1.92 million in 1980, an increase of 71% in ten years, which surpassed the State's growth of

56% for the same period. Not only did this area exceed the growth trend of the State in the increase of population, housing units, and vehicle registrations, but it also received a greater share of the growth than elsewhere in the State.

The daily vehicle miles of travel in Harris County was 25.3 million in 1970; it is now over 50 million. Although the construction of new activity and employment centers in the suburban areas may temporarily disperse the demand for travel, traffic congestion will also spread, stretching the demand over longer periods of time. Travel studies indicate that much less land area was accessible with 30 minutes of driving time from the CBD in 1979 than in 1969 (282 square miles in 1979 versus 457 square miles in 1969); and the number of busy hours lasted 14 hours in 1980 rather than the two distinct peak periods in 1970.

Houston is the nation's fifth most populous city and the largest in the South and Southwest with in-migration accounting for the major increase. The entire area is experiencing tremendous growth and that growth has expanded from Harris and Galveston Counties into the surrounding counties. Meantime, the demand for urban transportation facilities and services of all modes in this area is outstripping all efforts to supply adequate facilities and services. The solution for this mobility problem has to involve all forms of transportation and all sectors, public and private.

Taxicab industries in the Houston area predicted an increase of 50 to 250 percent in taxicab transportation needs by 1987. They expressed the following issues as most crucial facing the industry: fuel supply, fuel tax reduction for taxicabs, traffic congestion in metropolitan areas, education of reducing individual travel especially during peak hours, and equitable distribution of taxicab permits.

Recognizing such acute needs and acting as a catalyst, the Houston Chamber of Commerce has coordinated with all of the governmental entities, businesses, and citizens in preparing a fifteen year Regional Mobility Plan (RMP) for the Houston Metropolitan Area. If implemented, the facilities and resulting services included in this plan could significantly improve mobility in Houston where the most acute transportation problems of District 12 exist.

The major goals of the RMP are: 1) to reverse the trend of mobility demand outstripping supply; 2) to make the most efficient use of the transportation facilities already in place; and, 3) all modes and all implementing organizations are to work together to improve mobility in a fully integrated and coordinated manner.

Specifically, in addition to new freeways, arterials, and grade separations, RMP recommends for the public transportation phase: 1) improve over 170 miles of existing freeways by added capacity for buses, vanpools and carpools; 2) over 30 miles of high-capacity transitways; 3) several thousands of new buses plus additional maintenance facilities and park and ride lots.

The existing funding sources as well as the possible new funding sources are also carefully examined in the Plan. However, the funding needs and the projected funding allocations are approximately \$9 billion

apart. Support from all levels of government and the private sector, to include all citizens, must be achieved. Implementation of the Plan is most essential for the improvement of mobility and maintaining the continued growth of this area.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS 1987

Having described the current public transportation status, the dynamic growth and demands for better mobility in this area, and the recently proposed Regional Mobility Plan, the Recommended Public Transportation Improvement Plan and Projects are listed in Table II. These recommendations are based on information received from transit systems and other transportation providers that operate within this District.

Although the projected cost estimates do not include the transit operation planned for on the Gulf Freeway, nor on the North Freeway, both IH 45 projects are due to be under construction within the time frame of the plan. Also not shown is the cost of installing an AVL in the median of the Katy Freeway, another project likely to be implemented in the next two years. Estimated cost of this project is approximate \$10-\$12 million.

While the cost of maintenance and vehicle replacement represents a major allocation of funds, it only represents an estimated 20% of the projected plan cost. The main thrust of this plan is for street improvements and transitway development, with an estimated 29% of the planned funds being allocated for this activity.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
MTA Harris County	Lease 30 vans	FY 83	\$ 144,000
	Purchase 100 Transit Coaches	FY 83	16,700,000
	Bus Rehabilitation	FY 83	5,000,000
	Operating & Maintenance Facility Improvement	FY 83	21,470,000
	Tool, Equipment & Support Vehicles, MIS, Furniture, Etc.	FY 83	1,800,000
	Park and Ride	FY 83	5,480,000
	Terminals/Shelters	FY 83	2,105,000
	Bus Transitway	FY 83	38,600,000
	Road/Street Improvement	FY 83	23,100,000
	Southwest/Westpark Rail Corridor Development	FY 83	48,600,000
	Human Service	FY 83	300,000
City of Galveston	Administrative & Maintenance Facility, Tool, Equipment	FY 83	1,489,511
District 12 (other)	Park and Pool	FY 83	50,000

TABLE II
 RECOMMENDED TRANSPORTATION
 IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
MTA Harris County	Lease 30 vans	FY 84	144,000
	Purchase 150 Transit Coaches	FY 84	25,800,000
	Operating & Maintenance Facilities	FY 84	19,370,000
	Tool, Equipment, & Support Vehicles, MIS, Furniture, Etc.	FY 84	1,800,000
	Park and Ride	FY 84	8,000,000
	Terminals/Shelters	FY 84	1,400,000
	Bus Transitway	FY 84	26,000,000
	Road/Street Improvement	FY 84	3,000,000
	Southwest/Westpark Rail Corridor Development	FY 84	75,600,000
	North Corridor	FY 84	10,800,000
Human Service	FY 84	300,000	
City of Galveston	Support Vehicle	FY 84	8,000
District 12 (other)	Park and Pool	FY 84	50,000
MTA Harris County	Lease 30 vans	FY 85	144,000
	Purchase 150 Transit Coaches	FY 85	25,800,000
	Operating and Maintenance Facilities	FY 85	27,408,000
	Tool, Equipment and Support Vehicles, MIS, Furniture, Etc.	FY 85	3,185,000
	Park and Ride	FY 85	6,000,000
	Terminals/Shelters	FY 85	1,400,000
	Bus Transitway	FY 85	22,900,000
	Road/Street Improvement	FY 85	3,000,000
	Southwest/Westpark Rail Corridor Development	FY 85	108,000,000
	North Corridor	FY 85	21,600,000
Rail Cars	FY 85	2,160,000	
Human Services	FY 85	300,000	
City of Galveston	Service Vehicle	FY 85	10,000
	Bus Stop/Route Signs	FY 85	16,000
District 12 (other)	Park and Pool	FY 85	125,000
MTA Harris County	Lease 30 vans	FY 86	144,000
	Purchase 150 Transit Coaches	FY 86	25,800,000
	Operating & Maintenance Facilities	FY 86	9,675,000
	Support & Service Vehicles, MIS, Furniture, Etc.	FY 86	13,000,000
	Park and Ride	FY 86	4,000,000

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
	Terminals/Shelters	FY 86	1,400,000
	Road/Street Improvement	FY 86	2,500,000
	Bus Transitway	FY 86	20,900,000
	Southwest/Westpark Rail Corridor Development	FY 86	162,000,000
	North Corridor	FY 86	54,000,000
	Rail Cars	FY 86	8,640,000
	Human Services	FY 86	300,000
District 12 (other)	Park and Pool	FY 86	100,000
MTA Harris County	Lease 30 vans	FY 87	144,000
	Purchase 125 Transit Coaches	FY 87	21,500,000
	Operating & Maintenance Facilities	FY 87	4,000,000
	Support & Service Vehicles, MIS, Furniture, Etc.	FY 87	16,000,000
	Bus Transitway	FY 87	17,000,000
	Terminals/Shelters	FY 87	1,000,000
	Southwest/Westpark Rail Corridor Development	FY 87	216,000,000
	North Corridor	FY 87	81,000,000
	Rail Cars	FY 87	21,600,000
	Human Services	FY 87	300,000
City of Galveston		FY 87	**
District 12 (other)	Park and Pool	FY 87	35,000
TOTAL			\$1,240,196,511

Table III analyzes the financial responsibilities for the different levels of governmental and private agencies which will be involved in the implementation of the various projects. Costs listed here are expected to be received from Federal and State public transportation funds only and do not include the other possible funding sources for highway improvement projects which will benefit both highway and transit traffic.

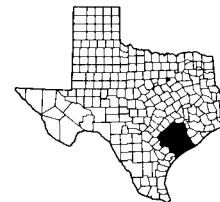
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$962,142,809	\$156,362,056	\$121,391,646	\$300,000	\$1,240,196,511

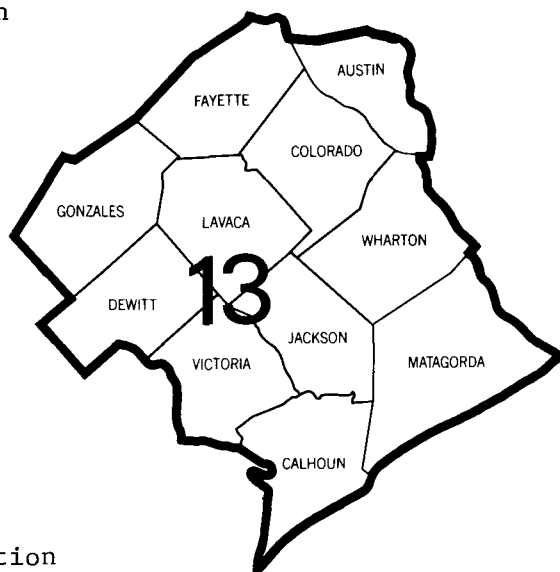
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-- CTR Library Digitization Team

DISTRICT 13
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 13 includes eleven counties pictured on the right and located approximately midway between the Houston, San Antonio, Austin and Corpus Christi area. With several major routes traversing the District as part of the network linking these four large cities, District 13 serves a major rural transportation role in this area of the State.



The District encompasses an area of approximately 9,950 square miles with a 1980 population of 289,984. The population density averages 29 people per square mile. At this time, there is only one officially recognized urbanized area in the District, that being the City of Victoria which qualified as an urbanized area in the 1980 Federal Census. Eight other cities are considered Urban Areas (population of more than 5,000), namely, Bay City, Port Lavaca, Cuero, Gonzales, Edna, Yoakum, El Campo and Wharton. Of these eight cities, Bay City, El Campo and Port Lavaca are the largest with 1980 populations of 17,837, 11,394 and 10,911 respectively.

The area is predominantly rural in nature with eight of the eleven counties having a 1980 population of less than 20,000 each. Excluding Victoria County, which has a 1980 density of 75 people per square mile, the remaining counties vary in population density from 16 to 39 per square mile. Average statewide population density for Texas in 1980 was 54 per square mile.

Within the District there are 3,350 miles of roadway comprising the highway system. One airport serves scheduled air travel to connecting points worldwide. Numerous bus lines and a rail system (Amtrak) serve intercity-interstate transportation needs. Interaction of the FM Road, SH, US and Interstate Highway Systems with existing modes of transportation create a network that has the capability of providing accessibility to all populations.

Due to the predominance of rural areas in the District, only minor changes in public transportation are anticipated during the next five year period.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

During the past two years, public transportation improvements have been quite limited within District 13. Since none of our cities have public transit systems and although there are other programs that are not Department administered under which Federal assistance funds are available, past transportation improvements made in this District have all been under the Section 16b(2) program. These improvements have all been delivered in fiscal years prior to this reporting period. We currently have submitted an application for one 10-16 passenger vehicle for Lutheran Social Services of Texas, Inc. in Shiner, Texas. Estimated cost of the van is \$27,300. Considering the limited amount of processing remaining prior to purchase, it is anticipated that delivery can be accomplished before the end of this fiscal year.

The only actual costs incurred within this period to date have been due to reimbursement of slight overruns incurred on vehicles delivered prior to FY 81.

There has been some inquiry recently concerning Section 18 funding; however, to date, no applications for assistance have been received.

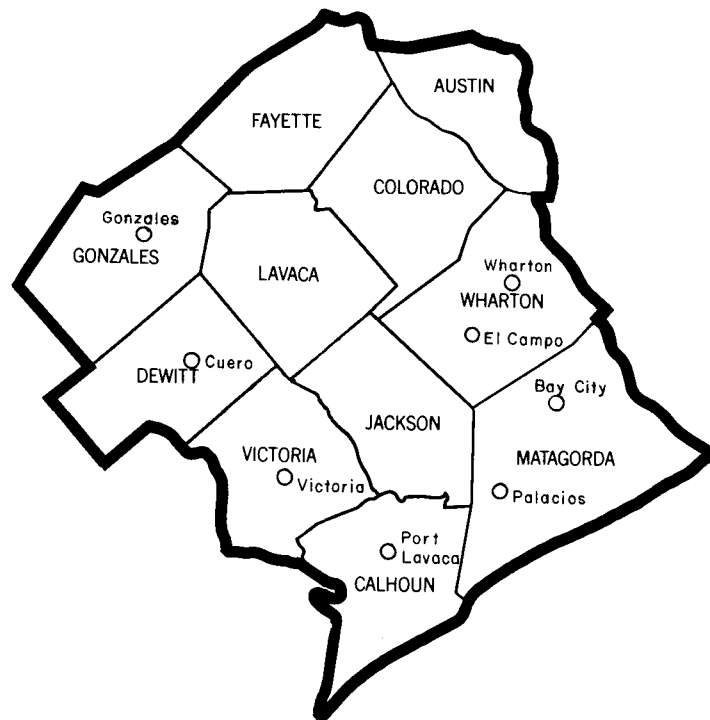
PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 13 - 1982

1. Municipal Transit Systems

None

2. Paratransit Systems

Circles indicate cities
with taxicab service.



2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Victoria	1	8	0	24,000	6,250	6,300	Metered and set rates out of town
Port Lavaca	1	3	0	3,000	1,000	3,600	Min. Fare \$1.00 10c more for each 0.1 mile
Gonzales	3	4	0	5,600	1,825	1,800	\$1.75-\$2.50/trip in Gonzales
El Campo	2	3	0	5,000	1,500	3,500	\$2.00/trip in El Campo
Cuero	1	1	0	1,000	200	7,100	\$1.50 fare for anywhere in City of Cuero
TOTAL	8	19	0	N/A	N/A		

Four systems did not respond to survey despite follow-up calls.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 13	9*	47	8	42,181	20,482	39,728 (Partial data)	\$25,690

*Two agencies in District did not reply to survey even after follow-up calls. All extensions are based on replies received.

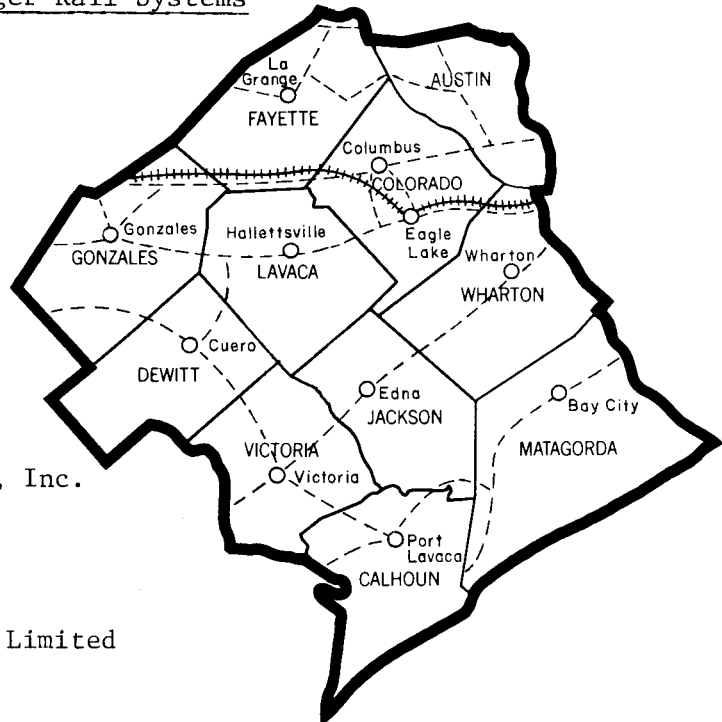
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Kerrville Bus Company, Inc.

Rail Systems:

- Amtrak Route - Sunset Limited



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 13 BY 1987

District 13's 1980 population for the eleven county area was 289,974, representing a 15.4 percent increase over the 1970 population (251,271) for the same region. The rate of growth for the area is anticipated to be fairly constant. The 1985 population is expected to be about 312,300 while the 1990 population is estimated to be slightly over 334,000. All except 105,000 of this population is now and is expected to continue to be concentrated within Austin, Matagorda, Victoria, Wharton and Calhoun Counties. Due to the low population densities in the other six counties (Gonzales, Fayette, Colorado, Lavaca, DeWitt and Jackson), the major needs in public transportation will be for medical and social purposes for the elderly, poor and handicapped.

The City of Victoria is the only city within this District that is an urbanized area as of 1980. From recent indications, little interest is being demonstrated in initiating any form of public transportation for Victoria other than human service type transportation operated by private, non-profit organizations. With overriding challenges facing the city such as improvement of major thoroughfares, drainage and utility improvements, increases in fire department staff, additional park facilities, bond issues and local tax increases to cover these needed improvements, there is little likelihood that public transit will be implemented within the short-range time frame of this plan.

The future demand for taxicab service in the Victoria area, as well as in other urban areas, is expected to undergo little change. According to recent reports from some of the smaller urban areas, there is a probability that some taxicab operators may be forced out of business due to lack of patronage. Increased fare rates due to higher gasoline prices and the inflation crunch seem to be the primary contributing factors.

From extrapolated information provided in the Department's publication "Elderly and Handicapped Transportation in Texas" and information furnished by the Gulf Coast Council of Governments, it appears that approximately 19 percent of the District 13 population (about 55,000) will fall into the category of elderly and/or handicapped by 1987. Certainly not all of that group would be expected to use public transportation even if it were provided; however, it is apparent that a significant increase in demand for transportation may be expected from this segment of the population. With the continuing rise in gasoline prices and the general inflation rate, it is anticipated that an increasing number of the elderly and handicapped transportation disadvantaged will become more dependent on some form of public transportation.

In some of the urban areas, including Victoria, the UMTA 16b(2) program has provided and continues to provide assistance to private, non-profit organizations for capital improvements. Currently, there are two buses equipped for the handicapped operating under this program within District 13, in conjunction with 6 (10-16) passenger vans. Of the six vans, two are equipped for the handicapped. Delivery of a similar van to the Trinity Lutheran Home in Shiner is anticipated within the next few months.

Replacement vehicles for those organizations participating in this 16b(2) program are anticipated on about a five year schedule; therefore, it is estimated that eight vans will be needed during this same time frame of this plan (six for replacement and two for expansion) along with two replacement buses. In addition, a program for public transportation assistance in rural areas came about with Section 18 of the Surface Transportation Act of 1978. At the present time, no applications have been received on this program in District 13.

Other social service transportation programs within the District are funded through the Area Agency on Aging, Title XIX, and other programs administered through the Councils of Governments. Future requirements are estimated at eight replacement vehicles within the District.

Effort has and is being made locally and through the Texas Transportation Institute to acquaint local officials and major employers of the benefits of carpooling/vanpooling. Bus service to ferry workers to one of the major industrial plants southeast of Victoria has been in operation for about three years. It is a three bus system serving various shifts. These promotional type programs will need to be continued through the time frame of this plan. Four park and ride facilities have been established and are in operation in the Victoria area. Capacity of these four facilities is about 200 vehicles. Additional park and ride facilities are being considered along with future sites for carpooling purposes.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1987

The primary objective of the District 13 Public and Mass Transportation Plan is to provide for the replacement and addition of vehicles and accessory equipment for social and health services transportation providers. Special emphasis will also be placed on identifying the transportation needs of the elderly and handicapped and co-ordinating these needs with existing facilities and providers.

The public transportation improvement projects listed in Table II reflect the estimates of needs within District 13. These estimates are based on data obtained from information furnished by the various transportation providers and the Councils of Governments.

The total cost of all the recommended public transportation improvement projects through 1987 for District 13 is estimated at about \$369,600. The estimates of funding required are to maintain the current level of human services transportation with some small degree of expansion. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Human Services	Capital Assistance to Private Non-Profit Agencies for Equipment Acquisition:		
	Gonzales County*: 2 large buses (replacement)	FY 83-87	\$ 94,500
	Victoria County: 3 vans (replacement)	FY 83-87	47,250
	Gonzales County*: 2 mini-buses w/lift (replacement)	FY 83-87	54,600
	Location Unknown*: 2 Vans (expansions)	FY 83-87	31,500
	Fayette County: 1 van (replacement)	FY 83-87	15,750
Council of Governments (Area Agency on Aging)	Capital Assistance for 8 replacement vans in the District	FY 83-87	126,000
		TOTAL	\$369,600

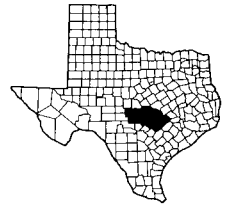
*Section 16b(2) program
Note: Vehicle prices are based on 1982 estimate.

TABLE III

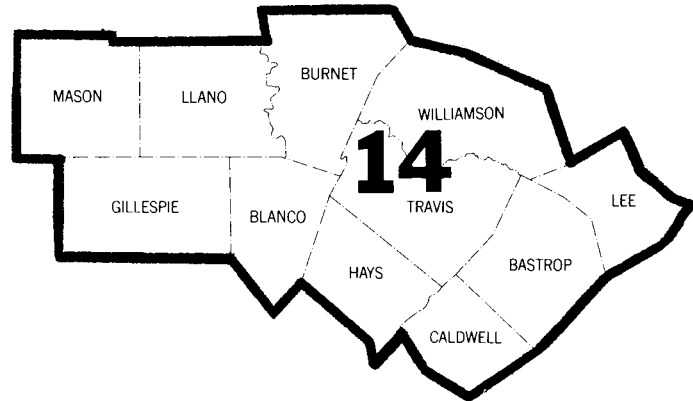
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$295,680			\$73,920	\$369,600

DISTRICT 14
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 14 of the State Department of Highways and Public Transportation consists of an eleven county region in Central Texas. These eleven counties contain a population of 645,846 according to the 1980 U.S. Census and comprise a land area of almost 9,500 square miles. The population per square mile varies from four to sixty-nine in the ten counties surrounding Travis County, which averages 415 people per square mile.



There are seven cities in this District which are considered urban areas (more than 5,000 population): Fredericksburg, Georgetown, Lockhart, Luling, Round Rock, San Marcos and Taylor. All other areas of the District are considered rural except Austin, which has a population of 345,496 and is the only urbanized area (more than 50,000 population) in the District. The population of urban areas varies from 1,007 to 2,600 persons per square mile.

The metropolitan City of Austin, the State's capitol city, has approximately 53 percent of the total population of this District and is the hub of the Standard Metropolitan Statistical Area which includes Travis, Hays and Williamson Counties. It has a population density of 2,680 persons per square mile, situated in Travis County, and over 83 percent of this District's population resides in the metropolitan region of Austin. I.H. 35 traverses through the three counties which comprise the SMSA with the largest cities of the District along this route. The Balcones Escarpment lies just west of and parallel to I.H. 35, which is a definite geographical change with the blackland prairies to the east and the hill country to the west.

The highway system network, county roads and city streets provide adequate access to all areas of this District for rubber tired vehicles. Four bus lines and numerous airports enhance intercity and interstate public transportation. Amtrak offers the only rail passenger service, which travels between Fort Worth and San Antonio through Austin with service in each direction every other day except Sunday.

The City of Austin owns the only municipal transit system in this District and provides public transportation by a management contract with American Transit Corporation. Their major problems of peak-hour congestion, migration to the sun belt, and inflation will require extensive transportation planning. A private profit-making company provides shuttle bus service and commuter service to the University of Texas at Austin and Southwest Texas State University in San Marcos. A pre-collected student

service fee pays for this service. Taxi companies provide demand responsive service in most of the urban areas and the urbanized area.

Social service organizations are providing a large majority of the public transportation in the non-urbanized areas of this District. Their clientele is mostly elderly and handicapped but we are getting many requests from cities as far as 50 miles from Austin for work trip transportation.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

Approximately \$4.6 million in Public Transportation Improvement Projects have been implemented in District 14 during the past two years that are eligible for state assistance on capital improvements. Of that total, \$596,157 has been funded through the State's Public Transportation Fund. Table I identifies each project and its sources of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Austin (TX-03-0060)	03-04-81	Purchase and/or install: 5 Full-Size Transit Buses, Lift Equipped 3 Mid-Size Transit Buses Support Vehicles Support Equipment Passenger Facilities	\$1,014,293	\$164,822	\$ 88,751	\$1,267,866
City of Austin (TX-03-0061)	03-04-81	Purchase and/or install: 4 Full-Size Transit Buses, Lift Equipped Support Equipment	490,056	79,634	42,880	612,570
City of Austin (TX-03-0066)	10-05-81	Purchase and/or install: Expanded Local Terminal, Land Acquisition, Design & Engineering and Construction Local Terminal, Land Acquisition, Site Preparation, and Install Shelter 3 Full-Size Transit Buses, Lift Equipped 3 Transit Vehicles for Mobility Impaired Support Vehicles Support Equipment Passenger Facilities	1,490,911	242,273	130,455	1,863,639
City of Austin (TX-05-0007-01)	10-29-81	Purchase and/or install: 5 Buses (26 Passenger) Equipped with Wheelchair Lifts 5 Fare Boxes 5 Radios Expansion of Operating Facilities (Dispatcher's Office)	10,584	1,720	926	13,230

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

<u>JURISDICTION</u> <u>(PROJ. NO.)</u>	<u>FINAL STATE</u> <u>APPROVAL</u> <u>DATE</u>	<u>GENERAL PROJECT</u> <u>DESCRIPTION</u>	<u>COST</u>			
			<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
City of Austin (TX-05-0078)	12-03-81	Purchase and/or install: 4 Full-size transit buses 5 Vans for Mobility impaired Support Equipment Passenger Facilities	662,818	107,708	57,997	828,523
TOTAL			\$3,668,662	\$596,157	\$321,009	\$4,585,828

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 14 - 19821. Municipal Transit Systems

Austin Transit System
P. O. Box 1943
Austin, Texas 78767
(512) 385-0190

The Austin Transit System is owned by the City of Austin and is operated by American Transit Corporation, a private transit management firm. Austin Transit provides local, fixed route service over twenty-five (25) routes. Shuttle to work service is provided by five Park-and-Ride Routes on weekdays during peak periods. Demand responsive, door-through-door special transit service is operated for citizens with mobility impairments. The City of Austin has a 24-hour telephone "Hot Line" to receive inquiries and coordinate activities on their Ridesharing Program. This District installed signs displaying the "Hot Line" number on most of the main thoroughfares into Austin. Austin Transit currently operates seventy-eight (78) regular transit coaches, five (5) fully accessible minibuses, and five (5) vans equipped to transport mobility impaired individuals. In addition to regular route, park-and-ride and demand responsive service, the Transit System offers shuttle, contract and charter service.

OPERATING STATISTICS

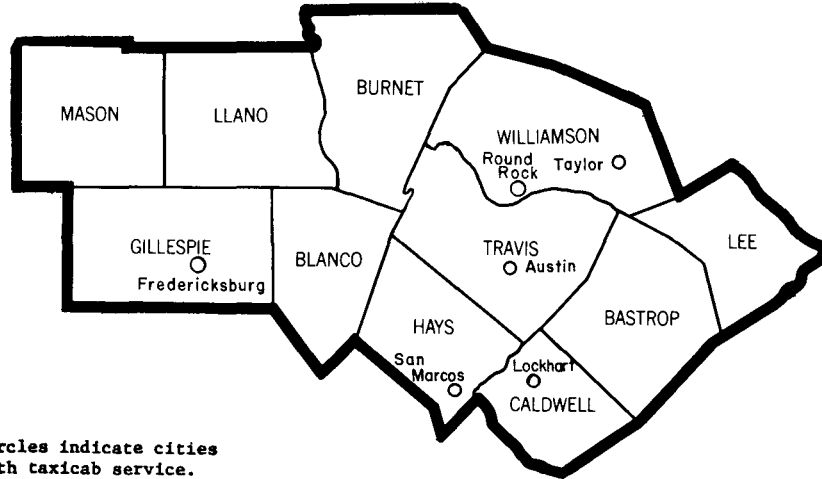
<u>AREA</u>	<u>NUMBER OF</u> <u>BUSES</u>	<u>ANNUAL</u> <u>PASSENGERS</u>	<u>VEHICLE MILES</u> <u>OPERATED</u>	<u>REVENUE</u>	<u>OPERATING</u> <u>EXPENSES</u>	<u>NUMBER OF</u> <u>EMPLOYEES</u>	<u>FARE</u> <u>STRUCTURE</u>
Austin	88	5,549,281	2,744,734	\$1,611,266	\$5,654,428	200	50c/25c

VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	# EQUIPPED FOR HANDICAPPED
Vans (up to 15 passenger)	3	2				5	5
Regular Transit Coach (Over 25 Passengers)	7	31	40			78*	7
Other: (14-passenger coach)	5					5	5
						TOTAL VEHICLES	88
							17

*Eight of the regular transit route buses are partially equipped for the handicapped (kneeling bus).

2. Paratransit Systems



2A. TAXICAB SYSTEMS

AREA*	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Austin	4	176	1	548,629	85,838	1,963	\$1.00 1st 1/5 mi. .20 add'l 1/5 mi. 9.00 hr. waiting time
San Marcos	1	3	0	2,000	1,750	7,807	\$0.50 Base \$0.10 per 1/10 mi.
TOTAL	5	179	1	550,629	87,588	9,770	

*We have knowledge of taxicab service in the cities of Fredericksburg, Lockhart, Round Rock and Taylor who did not return survey forms.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 14	26	261	29	178,633	56,884*	575,042**	\$133,563

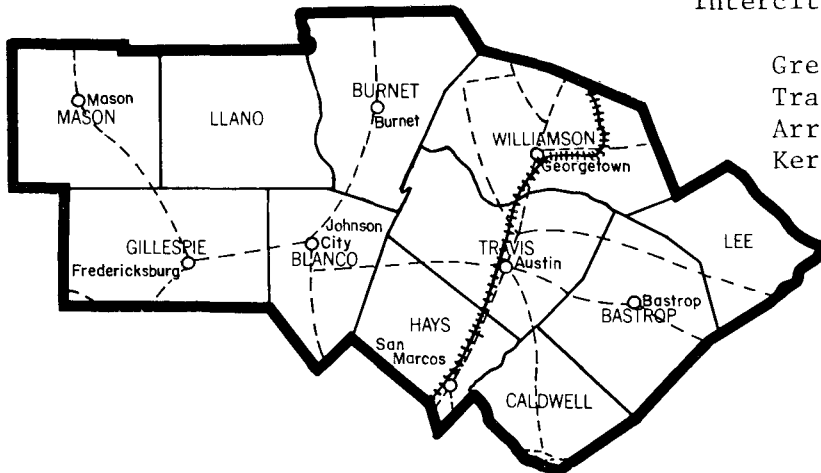
*The number reported on the survey forms appear to be underestimated for one-way passenger trips.
 **Passengers are eligible for transportation services from more than one agency.

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
Austin	1	66	0	158,750	900,000
San Marcos	1	10	0	24,000	88,000
Ciddings	1	9	0	30,276	218
TOTAL	3	85	0	213,026	988,218

A private contractor provides shuttle bus service to the University of Texas at Austin and Southwest Texas State University in San Marcos. This private contractor also runs student commuter service from Austin and San Antonio to the University in San Marcos, which is not included with these quantities.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Arrow Coach Lines
- Kerrville Bus Company, Inc.

Rail Systems:

- Amtrak Routes - The Eagle
- Sunset Limited

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 14 BY 1987

The Texas Department of Water Resources population projections for the eleven county region of District 14 indicate that the population of this area will be 830,703 by 1987. This is a 29 percent increase from 1980 U.S. Census Bureau count of 645,846. The Standard Metropolitan Statistical Area (SMSA), Travis, Hays and Williamson Counties, will have a population of 697,006, which is 84 percent of the District total. Austin, as the capitol city and seat of state government and higher education, has an expanding science-oriented industry. The Austin urbanized area population of 379,322 is 59 percent of the District's population.

In view of the population statistics and Austin being a major employment area, it is apparent that major public transportation improvements during the next five years will be in the SMSA. Interest in public transportation work trips from cities within a 50 mile radius of Austin has been increasing recently. Austin and the surrounding area is predominately low density single-family residences and this pattern of land use development is expected to continue during the next five years as identified by the City's Comprehensive Master Plan for growth management. A flexible bus transportation system can provide better service to these low density areas utilizing the existing streets and highways. The Austin Transit System, owned by the City of Austin, as described previously, plans to improve their services by constructing terminals throughout the city to serve feeder, radial and crosstown routes. This will require improvements to arterial streets and additional bus turnouts.

In order to implement this system, Austin Transit System improvement needs by 1987 are: a) construction of four area terminals and three local terminals; b) purchase forty-eight transit coaches; c) purchase five vans and eight support vehicles; d) purchase radios and fareboxes as support equipment; e) expand service for the elderly and mobility impaired; f) improve service through preferential treatment; g) improve passenger amenities; and h) stimulate ridership through marketing and promotion.

Ridership projections for Austin Transit have been calculated on an annual basis. Projections through 1987 are as follows:

1982	5,715,759
1983	6,001,547
1984	6,601,310
1985	7,261,262
1986	7,987,252
1987	8,785,977

Peak hour congestion is the major problem confronting public transportation providers in the SMSA and especially Austin. It appears that staggered work hours, ridesharing, vanpooling and other alternative modes of transportation would decrease the number of vehicles on the street system during peak periods. Reduction in traffic congestion would aid the bus system in meeting its headway goals and offering an effective service to the public.

There should be an increase in demand for taxicab service in the urbanized area commensurate with growth projections. The Austin Transit System will continue to contract with taxi companies for demand-responsive service when their vehicles are fully utilized or the taxi service proves more cost effective. The demand for taxicab service in urban areas over 5,000 population will probably remain about the same during the next five years.

Private non-profit organizations and local governments are providing the majority of human service transportation in District Fourteen. Financial assistance is being acquired from the Urban Mass Transportation Administration 16b(2) program and the Section 18 program which is monitored by the Federal Highway Administration. The Capital Area Rural Transportation System has acquired Section 18 monies to coordinate human service transportation in seven counties with public transportation in non-urbanized areas. Multi-handicapped special clients are concentrated in the Austin urbanized area. Their need should be a consideration in future transportation planning.

Indications are that agencies presently providing human service transportation in this District will need approximately thirty replacement and/or new vehicles to maintain their current level of service.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1987

The foremost objectives of the public transportation plan are to ensure a municipal transit system capable of providing dependable and convenient service within the urbanized area and enhance access of people in non-urbanized areas for purposes such as health care, shopping, education, recreation, public services and employment by encouraging the maintenance, development, improvement and use of passenger transportation systems. Improvement of the Austin Transit System requires more frequent buses, decreased travel times, extended route coverage, and convenient access. Hopefully, coordinating providers of human service transportation and identifying their needs will provide an opportunity for residents of this area to expand their activities and live more meaningful lives.

With the passage of Senate Bill 425 by the Texas Legislature in the Spring of 1981, the City of Austin became eligible to create a Metropolitan Transit Authority (MTA), which would be empowered to levy different kinds of taxes with approval of the voters (except ad valorem taxes on property) to finance its improvement needs. The MTA could not be approved until the second half of this five year plan.

The public transportation improvement projects listed in Table II reflect an estimate of needs in District Fourteen during the next five years. These estimates are based on data obtained from public transportation providers and administrators of the planning area.

TABLE 11
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Austin	Land Acquisition and Site Prep. 2 Area Terminals & Central Area Transportation Center	FY 83-84	\$4,320,000
	14 Municipal Buses, 3 Support Vehicles	FY 83-85	2,108,000
	Radios, Fareboxes, Computer Software	FY 83-85	88,000
	Passenger Shelters, Benches, Signs	FY 83-84	128,000
	Land Acquisition and Site Prep. 1 Area Terminal	FY 84-85	1,297,000
	Construction, CATC	FY 84-85	2,000,000
	9 Municipal Buses	FY 84-86	1,089,000
	Radios, Fareboxes	FY 84-86	28,000
	Passenger Shelters, Benches, Signs	FY 84-85	121,000
	Construction, 1 Area & 1 Local Terminals	FY 85-86	837,000
	5 Municipal Buses, 3 Vans, 2 Support Vehicles	FY 85-87 FY 86	847,000 59,000
	Radios, Fareboxes	FY 85-87	28,000
	Passenger Shelters, Benches, Signs	FY 85-86	73,000
	Construction 1 Area & 1 Local Terminals	FY 86-87	837,000
	9 Municipal Buses	FY 86	1,307,000
	2 Vans, Support Vehicles	FY 86-87	64,000
	Radios, Fareboxes	FY 86-87	47,000
	Passenger Shelters, Benches, Signs	FY 86-87	47,000
	Construction, 1 Area & 1 Local Terminals	FY 87	837,000
	11 Municipal Buses	FY 87	1,700,000
	Radios, Fareboxes	FY 87	57,000
	Passenger Shelters, Benches, Signs	FY 87	47,000
	Capital Area Rural Transportation System	Capital and Operating Assistance (Section 18 Program)	FY 83
Human Services	Capital Assistance to Private Non- Profit Agencies for Equipment Acquisition	FY 83-87	750,000
Non-Urbanized Areas	Capital and Operating Assistance (Section 18 Program)	FY 83-87	1,000,000
		TOTAL COST	20,396,000

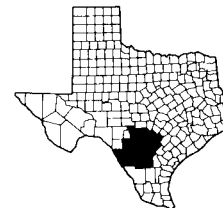
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$15,966,000	\$2,335,580	\$1,944,420	\$150,000	\$20,396,000

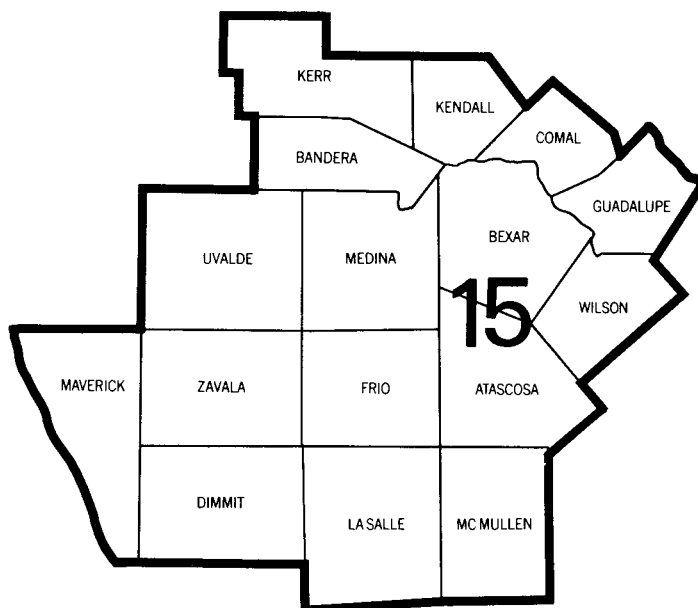
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DISTRICT 15
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 15 of the State Department of Highways and Public Transportation consists of a sixteen county region in South Central Texas. Collectively, these counties contain a population of approximately 1,486,100 and cover a land area of 17,708 square miles. This District contains about nine percent of the State's total population. The population per square mile in the counties varies from 0.7 persons per square mile in McMullen County to 65.4 persons per square mile in Guadalupe County.



Bexar County has a population per square mile of 794 which makes it over twelve times more dense than the second most heavily populated county in the District.

San Antonio is the only urbanized area in the District with a population exceeding 50,000. The 1980 Census indicates a population of 785,880 for San Antonio which is a density of approximately 3,000 people per square mile. Based on the 1980 Census, seventeen additional cities in the District had populations exceeding 5,000. Eleven of these cities fall outside of Bexar County including New Braunfels, Eagle Pass, Seguin, Kerrville, Uvalde, Crystal City, Pearsall, Schertz, Carrizo Springs, Pleasanton, and Hondo. The Cities of Universal City, Leon Valley, Live Oak, Kerby, Alamo Heights, and Windcrest lie totally within Bexar County. All other areas in the District can be considered predominately rural.

Within the District there are some 4,446 miles of roadway comprising the State highway system. Numerous public transportation carriers serve intercity and interstate transportation needs. VIA Metropolitan Transit provides bus service to most of Bexar County and taxicab companies operate in eight cities throughout the District. Additionally, Amtrak passenger rail and five intercity bus lines schedule service between San Antonio and communities outside of the urbanized area. The San Antonio International Airport provides additional intrastate, interstate, and international public transportation connections with an estimated 3,443,159 passengers enplaning and deplaning in San Antonio in 1981.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

Since August 31, 1980, approximately \$7.5 million has been authorized for public transportation expenditures in District 15, with federal, state and local participation in the funding. In addition, the Federal Highway Administration awarded \$10,300 to the area's Section 18 program for study of rural transportation options. In the Section 16b(2) program (80% UMTA, 20% Local), \$25,300 was allocated for transportation of the elderly and handicapped.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
VIA Metropolitan Transit (TX-03-0040-03)	12-15-80	Purchase: 10 small buses for special services 123 35-foot advanced design buses 133 fareboxes and spare bus components Retention of 125 buses	640,214	104,109	55,444	799,767*
VIA (TX-03-0062)	09-10-81	Purchase: 20 rubber tire street cars Telephone communication system Land	5,350,000	869,375	468,125	6,687,500
FHWA Section 18	01-15-81	Rural Transportation Study	10,300	0	0	10,300
Eden Heights, Inc. Section 16b(2)	08-07-81	Purchase: One 12 passenger bus with lift	20,240	0	5,060	25,300
TOTAL			6,020,754	973,484	528,629	7,522,867

*The amount shown is the amended amount only. The purpose of the amendment was for an increase in cost of equipment.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 15 - 1982

1. Municipal Transit System

VIA Metropolitan Transit
P. O. Box 12489
San Antonio, Texas 78212

VIA Metropolitan Transit was created on March 1, 1978, following a special referendum in which Bexar County residents voted to establish a public transportation authority. Originally serving the City of San Antonio and eight political subdivisions, VIA now has a service area of approximately 1,197 square miles with a population of 961,680.

Owning 432 regular transit coaches and 22 small transit coaches, VIA operates 78 regular, crosstown, and express routes. VIA offers service

from 5:00 a.m. to 12:00 midnight, seven days a week. VIA operates three types of route structures: radial oriented central business district, crosstown, and circulation type; with two basic services being local and express.

Three special services are offered as well; charter, subscription bus service, and VIAtrans service. Various charter services are available including tour and airport transfer service for convention groups. Also, VIA provides the Grayline Tour Service, with four vehicles available on a regular basis. VIA contracts with the San Antonio Independent School District to provide off-route charter service for school groups utilizing one hundred and forty buses during peak hours. VIAtrans provides demand-responsive curb-to-curb service for mobility impaired persons within the VIA service area. VIAtrans offers service from 6:00 a.m. to 11:00 p.m. seven days a week, deploying a maximum of ten lift-equipped vans at any one time. To supplement the van service, VIA contracts with a local taxi company to provide transportation for semi-ambulatory clients.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
San Antonio	479	28,550,651*	15,875,320	\$13,782,802**	\$30,236,464	948	20c - 75c

*Total route passengers only.

**Total operating revenues only. Approximately \$19,120,910 was collected from a 1/2% sales tax specifically for transit purposes.

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	25					25	25
Small Transit Coaches (16 to 25 passengers)	10	12				22	0
Regular Transit Coaches (over 25 passengers)	238	10	57	124	3	432	0
						TOTAL VEHICLES	
						479	25

City Bus
 189 Commercial
 Eagle Pass, Texas 78852
 (512) 773-2112

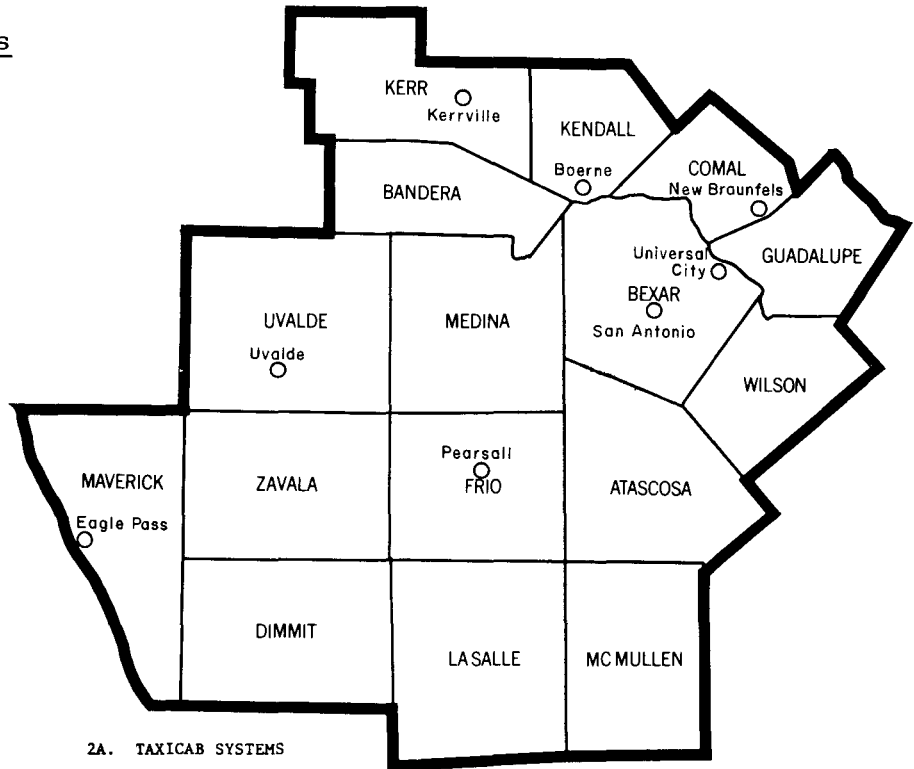
City Bus, a privately owned and managed municipal transit system, operates two regular transit coaches (over 25 passengers), which are 5-9 years old. The buses are not equipped for the handicapped. The system operates on a fixed route from 9:00 a.m. thru 6:00 p.m. Monday thru Friday and from 9:00 a.m. to 7:00 p.m. on Saturday. Fare structure: 50¢ with no transfer policies. No fleet or support improvements are planned for the next five year period.

Eaglette Shuttle Bus Service, Inc.
P. O. Box 1791 (512) 773-1111
Eagle Pass, Texas 78852

Eaglette Shuttle Bus Service, Inc. is a privately owned and managed municipal transit system in Eagle Pass. The service owns one 5-9 year old regular transit coach (over 25 passengers). This bus is not equipped for the handicapped. The system operates from 9:00 a.m. to 5:00 p.m. Monday thru Saturday especially for shoppers as a shuttle from various subdivisions to local shopping facilities. Fare structure: 40¢ with no transfer policies. Planned fleet additions include two vehicles in fiscal year 1983 and an additional two vehicles in fiscal year 1984.

2. Paratransit Systems

Circles indicate cities with taxicab service.



2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
San Antonio	23	283	0	789,426	94,475	2,777	Base + .80/mi.
New Braunfels	1	2	0	3,500	1,000	11,201	1.00/mile
Pearsall	1	1	0	350	145	7,383	1.00/trip in city .40/mi. outside city
Kerrville*	1	3	0	1,500	3,000	4,800	1.50/trip
Boerne	1	1	0	N/A	N/A	3,229	1.25-1.50/trip
Universal City	1	2	0	1,500	450	5,360	Base + .80/mi.
Eagle Pass**	3	4	0	5,830	1,120	5,352	1.50/passenger within city
Uvalde**	1	3	0	400	160	4,726	2.00/1st mi. + 1.00/mi.
TOTAL	32	299	0	802,506	100,350		

*Data is from the 1978 survey.
**Data are from 1980 surveys.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 15	68	444 ¹	42	643,210 ²	86,298 ³	1,843,140	\$977,839 ⁴

¹Figures do not reflect Title III and VII Programs of AACOG, Alamo Area Council on Aging, because they are included in Community Council of South Central Texas, Dietert Claim and C.S.A. of Dimmit and La Salle Counties data.

²Figures do not include mileage for one agency.

³Figures do not include trips for five agencies.

⁴Figures do not include cost per month for eight agencies.

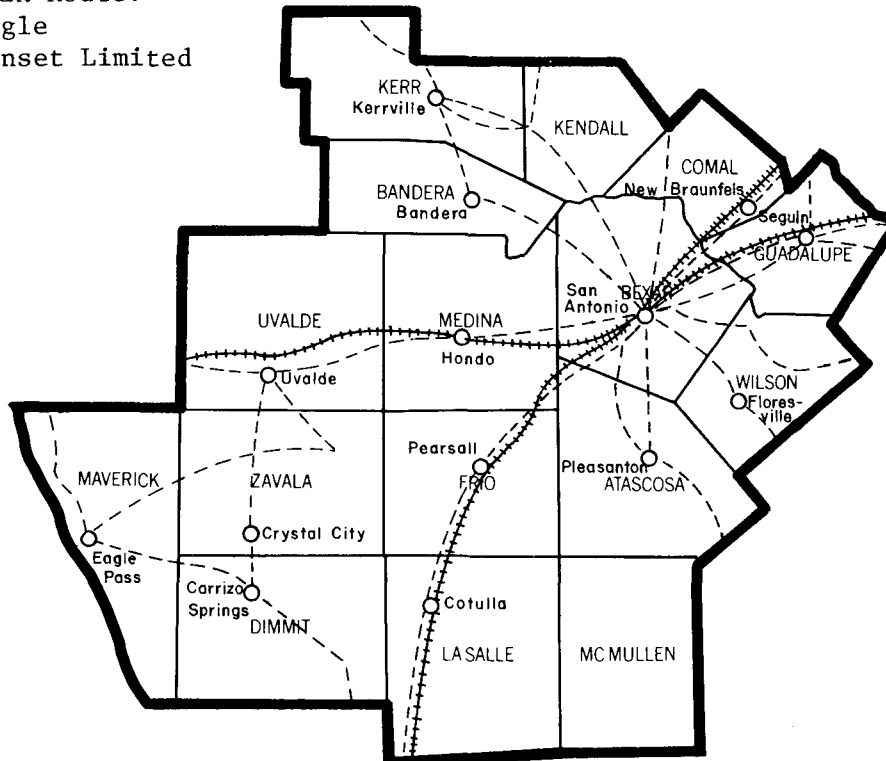
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Kerrville Bus Co., Inc.
- Painter Bus Lines, Inc.
- Transportes Internationales
- Valley Transit Co., Inc.

Rail: Amtrak Route:

- Eagle
- Sunset Limited



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 15 BY 1987

A 1987 population of 1,486,100 is projected for the sixteen county area which composes District 15. The City of San Antonio in Bexar County will contain nearly sixty-three percent, or 930,000 people, of the District's total population by 1987. Thus the heaviest expenditure requests will be made by the San Antonio area.

Presently, residential land use in San Antonio and its environs is composed predominately of low density single-family residences with a 24 percent mix of multi-family dwellings. The city's overall housing mix in the foreseeable future is expected to remain about the same. Current population densities of 3,000 people per square mile are anticipated to continue into the next five years. The development and expansion of VIA Metropolitan Transit services should be able to meet the demand for public and mass transportation in the San Antonio area.

Over the past two years bus ridership on the VIA Metropolitan Transit System decreased by four percent from 29,757,399 in 1980 to 28,550,651 in 1981. During the same period of time line revenue miles increased from 14,653,420 to 15,875,320. Local long range modeling procedures indicate that VIA may be expected to carry 7.1 percent of the total person trips in Bexar County by the year 2000. VIA operates fifteen park and ride facilities throughout the service area. Two of the park and ride sites are considered permanent and the remainder are leased from private business. Three additional park and ride sites are proposed for development.

The Kerrville Transit System, Kerrtran, ceased operation on March 14, 1981. The operation began in August, 1980, after initial surveys conducted in Kerrville indicated a strong desire for the system. Kerrtran operated three, twenty-passenger buses, six days a week. The City Council indicated excessive operating losses as the primary reason for terminating the system. The deficit during the first six months of operation amount to \$96,000. A survey, to determine what effect the Kerrtran bus system had on the City of Kerrville while it was in operation, is being conducted.

A comprehensive transportation study for the City of Seguin was conducted which explored the feasibility of general public transportation and an employee "work trip" system. At the request of the City Council of Seguin a follow-up survey was conducted in the summer of 1980. Based on survey results, the Public Transportation Committee of the Seguin and Guadalupe Chamber of Commerce issued a report in November, 1981, which outlined various public transportation alternatives for the area.

The forthcoming Randolph Region Long Range Transportation Plan contains results of the public transit survey conducted in 1980. As a result of the survey analysis several possible transportation alternatives were suggested. The options include, carpooling, taxicabs, van-pooling, bus-pooling and traditional public transit. A discussion of each alternative is contained in the plan.

Ridesharing programs and their support activities need to continue to be promoted in the City of San Antonio and throughout District 15. The San Antonio-Bexar County Transportation Energy Conservation Program (TECP), in its eighth year of operation, directs its efforts toward conserving fuel by promoting carpooling, vanpooling, and buspooling through educational programs. In addition to these activities the TECP was recently selected by the U.S. Department of Transportation to participate in the National Ridesharing Demonstration Program. This project, funded by a \$33,750 grant, will emphasize increased participation of employers in establishing transportation management programs for their facilities and employees and increased community participation in the promotion and use of ridesharing.

Since 1979, District 15 has constructed fifteen "Park and Pool" lots containing a combined total of 454 spaces. These carpool lots are located on state right-of-way at the junctions of Interstate, U.S. and State Highways, and Farm to Market roads. District 15 is planning to build or expand five additional park and pool lots. These facilities are an effective mechanism for encouraging ridesharing throughout the District and thus warrant continued support and development.

The growing number of elderly and handicapped persons in District 15 reveals the need to continue specialized public transportation. Projections indicate that approximately 15 percent of the District's population will fall into the category of elderly and handicapped by 1987. The projected 224,625 elderly and handicapped will place heavy demands on public transit and paratransit providers. Thus coordination and expansion of specialized transportation services in District 15 are necessary.

Based upon the responses received from the taxicab operators, a need to continue to enhance the taxicabs' role as a human service transportation provider in our District exists. Development of mutually benefiting subcontracts between human services transportation providers and local taxicab companies to serve at least over capacity client passenger trips appears essential. VIA has been using local taxicab companies to assist in carrying ambulatory VIATrans clients. Such coordination efforts should continue.

The UMTA Section 16b(2) program provides capital assistance to private non-profit organizations which provide transportation services for elderly and handicapped individuals. Section 16b(2) vehicles are to be utilized in urban areas with a population of 5,000 or more, however, these vehicles may service rural areas as long as the origin or destination of the trip is in an urban area. Currently, thirty-six Section 16(b)2 vehicles are in operation throughout District 15. In the future, additional vehicles will be required to keep abreast of increasing needs.

The Rural "Dial-a-Ride" Public Transportation Demonstration project implemented in March, 1979, by the Alamo Area Council of Governments and funded by the FHWA (Section 147), was terminated in January, 1981. Subsequently, the FHWA funded a technical assistance grant to determine the feasibility of continued rural public transportation. In January, 1982, AACOG submitted a Section 18 grant application for the provision of public transportation in non-urbanized areas. Contingent upon the approval

of the pending grant application, the fifteen vans have been distributed to the counties of Medina (5), Wilson (3), Bexar (2), Bandera (2), Gillespie (1), Kendall (1), and one van to Eden Heights, Inc., in Comal County.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

District 15 Public and Mass Transportation Plan consists of four major components. The primary objective is the expansion and development of VIA Metropolitan Transit. Second is the continued investigation of public transportation alternatives for the City of Seguin and the Randolph Region. Third is the continued development of ridesharing activities throughout the District. Fourth is the continued support of specialized transportation services for the elderly and handicapped in District 15.

The public transportation improvements projects listed in Table II reflect the estimated needs of VIA Metropolitan Transit. VIA's short range projections indicate expenditures of \$32,586,476 for capital improvement projects through FY 1985. Assuming the availability of State Public Transportation funds, the breakdown by funding source would be \$26,069,183 federal funds, \$4,236,242 state funds, and \$2,281,051 local funds. Vehicle replacements and fleet improvements represents approximately \$20 million or 60% of the total amount while acquisition and design of park and ride facilities account for about \$6.2 million or 19% of the total. Other improvements consist of electronic destination signage, bus shelters, facility expansion (electronic repair shop, tire shop and parking) and roadway improvements.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
VIA Metropolitan Transit	Construction of bus and employee parking area	FY 83	\$ 324,208
	Construction of an electronic repair shop	FY 83	108,205
	Construction of tire shop	FY 83	157,389
	Roof repair of bus operator's building	FY 83	51,040
	Roadway improvements to facilitate transit operations area-wide	FY 83	882,520
	Acquisition and design of park and ride facilities	FY 83	5,313,377
	Purchase of 19 replacement elderly and handicapped vans	FY 83	673,675
	Purchase of 100 replacement buses	FY 83	18,477,680
	Replacement of 8 patrol cars	FY 83	85,961
	Replacement of furniture for money counting room	FY 83	6,817
	Purchase of 60 additional bus shelters	FY 83	517,356

TABLE II

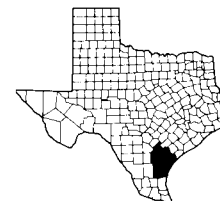
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
(cont.)	Purchase of 9 replacement patrol cars	FY 83	87,003
	Purchase and installation of electronic destination signage	FY 83	1,573,600
	Retrofit of 120 buses	FY 83	399,168
	Purchase of 7 replacement maintenance vehicles	FY 83	87,922
	Renovation of 10 buses	FY 83	484,000
	Heating and cooling improvements	FY 84	2,251
	Purchase of maintenance equipment	FY 84	140,127
	Replacement of bellows unit	FY 84	22,792
	Purchase of electronic repair equipment	FY 84	112,000
	Renovation of purchasing offices	FY 84	40,320
	Purchase of telride computer telephone information system	FY 84	862,400
	Purchase of data and text processing equipment	FY 84	45,472
	Purchase of safety and training equipment	FY 84	27,231
	Purchase of visual aid equipment	FY 84	6,164
	Purchase of personnel support equipment	FY 84	1,378
	Purchase of office equipment	FY 84	52,291
	Improvements to station foremen's building	FY 84	3,698
	Administration office improvements	FY 84	14,831
	Improvements to operations building	FY 84	9,147
	Purchase of office furniture	FY 84	36,188
	Roadway improvements projects to facilitate transit operations area-wide	FY 84	185,827
	Construction of park and ride facilities	FY 84	911,622
	Purchase 50 automatic passenger counters	FY 85	560,000
	Improvements to station foremen's building	FY 85	3,806
	Replacement of communications equipment	FY 85	54,828
	Purchase of office equipment	FY 85	27,449
	Roadway improvement projects to facilitate transit operations area-wide	FY 85	204,410
	Heating and cooling improvements	FY 85	4,324
	Purchase of office furniture	FY 85	27,999
		TOTAL	\$32,586,476

TABLE III

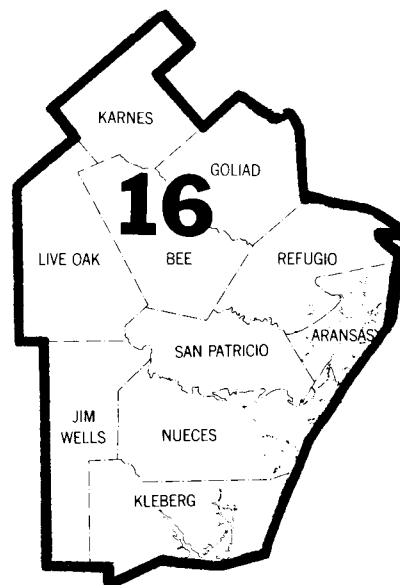
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$26,069,183	\$4,236,242	\$2,281,051		\$32,586,476



DISTRICT 16
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 16 includes 10 counties, Aransas, Bee, Goliad, Jim Wells, Karnes, Kleberg, Live Oak, Nueces, Refugio, and San Patricio. There are approximately 2,843 miles of state maintained roads in the District. Interstate Highway 37 extends from the northwestern part of the District to the Corpus Christi metropolitan area. U.S. Highway 77, a major highway, crosses the District from the northeast to the southwest. The intra-coastal canal lies along the eastern border of the District. This waterway offers unique transportation routes to the industrial areas of the District.



The District covers 7,797 square miles, the majority of which is devoted to farming and ranching. The population density of the District is approximately 60 people per square mile. Corpus Christi and Portland make up the only urbanized area in the District. Nine other cities in the District have populations varying from 5,400 to 28,800.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

During the period of 1980-1982 there has been \$2,648,945 in public transportation improvements carried out in District 16. These improvements were brought about primarily by a Section 5 UMTA grant for capital improvements of \$2,487,300 to the Corpus Christi Transit System as shown in Table I. In addition to the \$2,487,300 spent by the City of Corpus Christi, \$22,645 were spent by a private non-profit organization in the purchase of one van equipped with wheel chair lift. Federal funds accounted for \$18,116 of this amount. The City of Corpus Christi received additional funds for FY 81 operating expenses through an UMTA grant for \$921,534. They also will be submitting an application in excess of

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Corpus Christi	12-12-80	Purchase: 15 buses 2 vans with wheelchair lifts 15 bus shelters 1 diesel power train Production and installation of bus stop signs	\$1,989,840	\$323,349	\$174,111	\$2,487,300

\$1 million for operating assistance for FY 82. The Community Action Agency in Sinton applied for and received an operation grant utilizing Section 18 funds from the FHWA. The grant total was \$139,000.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 16 - 1982

1. Municipal Transit Systems

Corpus Christi Transit System
P. O. Box 9277
Corpus Christi, Texas 78408
(512) 882-1722

The City of Corpus Christi operates the only municipal bus system in the District. The system utilizes 32 buses during the peak load periods. Service is provided Monday through Saturday, from 5:20 a.m. to 9:00 p.m. Fares are free for children up to six years old, 25¢ for students, 50¢ for adults, and 25¢ for the elderly and handicapped. Transfers are free and special discounts are given to students.

Special express routes are run from the Calellen area on the west side of the city and Portland area on the north side of the city to the Naval Air Station located on the southeast side of the city. These routes are run once in the morning and once in the evening.

The transit system has contracted with the Department of Human Resources to provide transportation for their clients. The system also provides a demand-responsive service for the elderly and handicapped. This service is available on a 24 hour reservation basis.

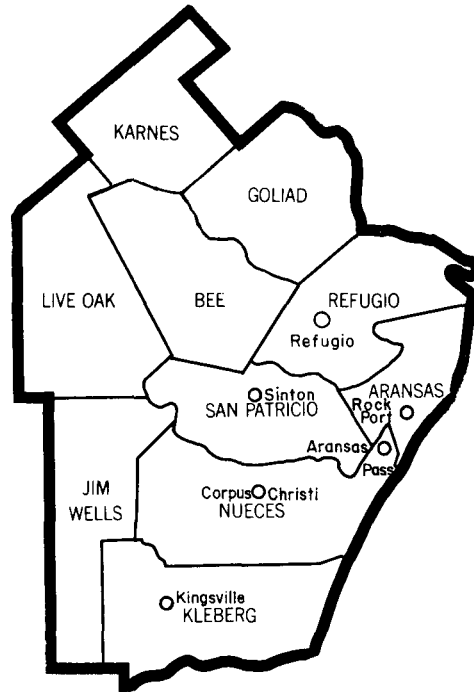
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Corpus Christi	53	1,988,181	1,387,250	\$821,977	\$3,644,982	95	25¢ - 50¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	6	2				8	2
Small Transit Coach (16 to 25 passengers)	1					1	1
Regular Transit Coach (over 25 passengers)	9	15		16		40	0
Other			1	1	2	4	0
						TOTAL VEHICLES	3

2. Paratransit Systems



Circles indicate cities with taxicab service.

2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Corpus Christi	4	45	0	217,000	N/A	N/A	95¢-1/5 mile
Rockport	1	1	0	2,500	N/A	N/A	20¢-1/5 mile
Aransas Pass	2	9	0	N/A	N/A	N/A	\$1.00/mile
Kingsville	1	2	0	N/A	N/A	N/A	\$2.00/mile
Sinton	1	1	0	300	50	N/A	\$1.50/mile
Refugio	1	1	0	600	200	N/A	\$1.25/mile

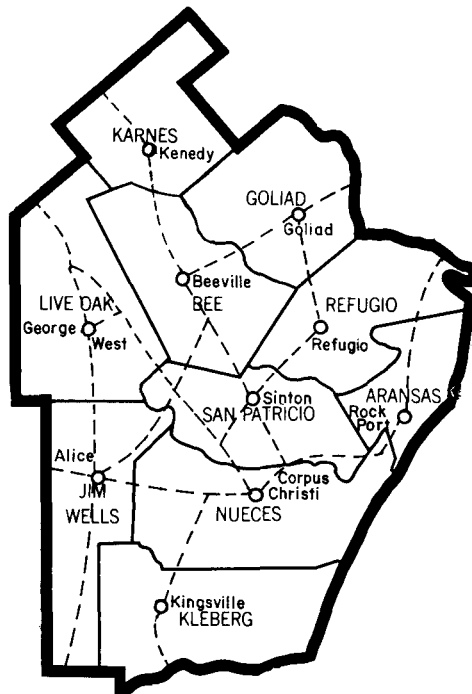
2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 16	13	55	8	44,000	7,000	I.R.*	\$40,000

*Insufficient Response

Human Service Transportation Systems provide service primarily to the elderly, handicapped, or low income part of the population. Their services aid in the movement of those who need special services. Health care, nutrition, and recreation are their fields of service. Transportation funding for these services are divided into administration 36%, operational 51%, and maintenance 14%.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:
Greyhound Bus Lines
Trailways

Rail Systems:
No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 16 BY 1987

The estimated 1987 population for the 10 county District is 553,300. This represents a 19 percent increase over the 1980 population. Approximately 50 percent of the 1987 population will be in the Corpus Christi area. This is the only area of the District that has the population density necessary to support a fixed route, regularly scheduled public transportation system. The remainder of the District is very low density and is not expected to increase in density in the near future. The public transportation needs in these areas consist of medical aid and other human services. Private non-profit organizations continue to be called upon to provide the majority of the rural transportation needs. To do this, additional vehicles and operational funding are needed. Coordination between agencies will help conserve resources and eliminate duplication. Modification of regulations that hinder coordination are also needed.

The Section 18 program provides an opportunity for inhabitants in the rural area to gain access to urban areas. The need is present for some type of coordinated effort to bring about a system that will provide some level of service to these rural areas. The Coastal Bend Council of Governments, using Section 18 Technical Studies funds, proposed six recommendations for rural transportation.

1. That a local (countywide) service provider be the primary operator for rural public transportation.

2. That local transportation providers agree to standardize reporting so that a consistent data base can be applied to monitor the performance indicators, the following effectiveness, and the measures of operating costs of the system.
3. That local providers establish priorities of trips for demand-responsive systems.
4. That local providers integrate social service transportation contracts into the public system. In lieu of this consolidation, those clients will receive priority for transportation service.
5. That Section 18 funds be used for administrative and planning costs so that more funds are available to increase patronage.
6. That public transportation providers establish in their budgets a depreciation reserve fund to provide for local match for vehicle replacement.

Human service agencies now operating in the District have approximately 55 vehicles available. However, only 8 of these are equipped to handle wheelchairs. Most of these 55 vehicles will need to be replaced within the next five years. Approximately one half of them should be equipped with wheelchair lifts. The remainder of these vehicles will be automobiles or station wagons.

Corpus Christi is the only area where major public mass transportation improvements will be made over the next five years. The City of Corpus Christi is carrying out its previous program of total fleet replacement. During the next five years the City anticipates continuing its previous commitments, which are:

1. Purchasing new vehicles
2. Rehabilitating old vehicles
3. Constructing new maintenance facility (Depending on local match availability)
4. Adding additional bus shelters
5. Improving on public involvement

Taxicab service in the District has remained fairly constant during the last several years. In the Corpus Christi area, demand will increase somewhat as the population increases. However, higher fares may slow the increase. Higher fares, caused by higher operating cost, will also slow the increase in demand for taxicabs in the rural area.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1987

The most prevalent issue facing public transportation is adequate funding of operational needs. This issue has been addressed by nearly

all agencies involved in public transportation. Coordination of existing services and providing additional vehicles are also major issues.

The transportation improvements listed in the following table were selected from information provided by the City of Corpus Christi and the Coastal Bend Council of Governments.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Corpus Christi	Equipment acquisition	FY 84	\$1,780,000
	Maintenance facility and land acquisition	FY 85	450,000
	Equipment acquisition	FY 85	105,000
	Maintenance facility	FY 85-87	3,000,000*
Human Services	Capital assistance to private non-profit agencies equipment acquisition	FY 83-87**	200,000
City of Corpus Christi	Operating Assistance	FY 83-87	2,300,000
TOTAL			\$7,835,000

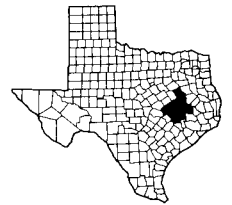
*Depending on availability of local matching funds.
**Costs based on current price of \$20,000 each.

The total estimated amount of funding needed through FY 87 is \$7.8 million. The largest percentage of this fund requirement is needed by the City of Corpus Christi. The following table breaks down the funding by agency responsibility. This breakdown is based on the premise that the present method of funding will continue.

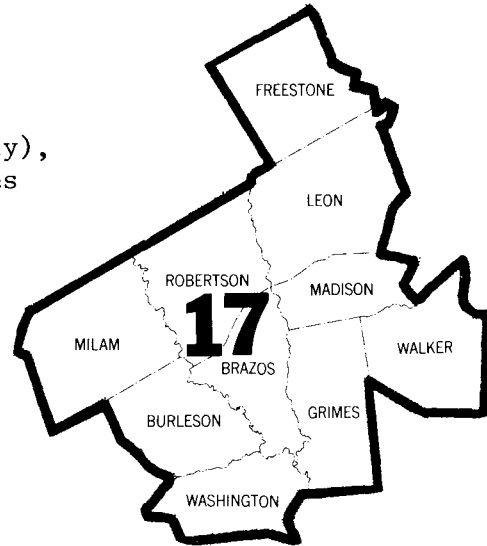
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$5,578,000	\$693,550	\$1,523,450	\$40,000	\$7,835,000

DISTRICT 17
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 17 covers a ten county area in East-Central Texas, encompassing a land area of 7,793 square miles. Bryan-College Station is the major urbanized area in this predominantly rural District. Other urban areas include Huntsville (Walker County), Brenham (Washington County), Cameron (Milam County) and Navasota (Grimes County). Bryan-College Station is located in Brazos County, which has been designated a Standard Metropolitan Statistical area.



The physical land area in square miles, estimated population, and calculated population density per square mile for each county in District 17 is shown below.

<u>County/Urban Area</u>	<u>Area Sq. Miles</u>	<u>1980 Population</u>	<u>Population Density/ Sq. Mile</u>
Brazos	586	108,800*	186
Bryan-College Station		98,400*	
Burleson	670	12,313	18
Freestone	865	14,830	17
Grimes	801	13,580	17
Navasota		5,971	
Leon	1,102	9,594	9
Madison	480	10,649	22
Milam	1,028	22,732	22
Cameron		5,721	
Robertson	877	14,653	17
Walker	790	41,789	53
Huntsville		23,936	
Washington	594	21,998	37
Brenham		10,966	
TOTAL	7,793	270,938	35

Source: Area - Texas Almanac; Population - 1980 Census

*Population estimate from 1982 Urban Transportation Study Office

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

The most significant improvement in public transportation since 1980 has been in the area of social service transportation. The ten county area is now served by 36 vans, most of which are radio equipped and others which have facilities for wheelchair passengers. The Brazos Valley Community Action Agency is the largest provider with a fleet of 26 vans serving a seven county area. The Community Action Agency purchased nine 1981 Chevrolet vans through a Section 16b(2) grant. The CAA also utilizes Section 18 funding for administrative and operating capital.

The Freestone County Senior Supportive Services obtained Section 18 funding to purchase a wheelchair equipped van and three standard vans and radio equipment to update their transportation system.

There has been no movement toward implementation of a public transit system for the cities of Bryan and College Station. Funding is not available at the local level to subsidize a transit system and legal questions regarding ownership and management of such a system have not been resolved.

Texas A&M University, which has previously contracted with Transportation Enterprises for shuttle bus service for students, faculty and staff, is in the process of organizing their own transportation system. The system, which should be operational in September, will be an in-house operation.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 17 - 1982

1. Municipal Transit Systems

None

2. Paratransit Systems



Circles indicate cities
with taxicab service.

2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Bryan-College Station	3	7	0	43,500	6,000	14,057	\$1.00 +
Navasota	1	1	0	N/A	N/A	5,971	\$1.50 +
Hearne	1	1	1	N/A	N/A	10,000	\$1.25 +
Huntsville	3	7	0	13,500	6,400	3,419	\$1.15 +
Brenham	1	2	0	3,120	900	5,483	\$1.25 +
Cameron	1	2	0	3,000	900	5,721	\$1.10 +

NOTE: All of the above taxi operations, except for one company in Bryan, are very small "shoestring" operations. Most are one-cab operations which operate from private residences. Few records are available as to revenues and expenses. The figures shown in the chart above are estimates which were made by the cab operators. Some information could not be obtained from the Navasota and Hearne companies.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

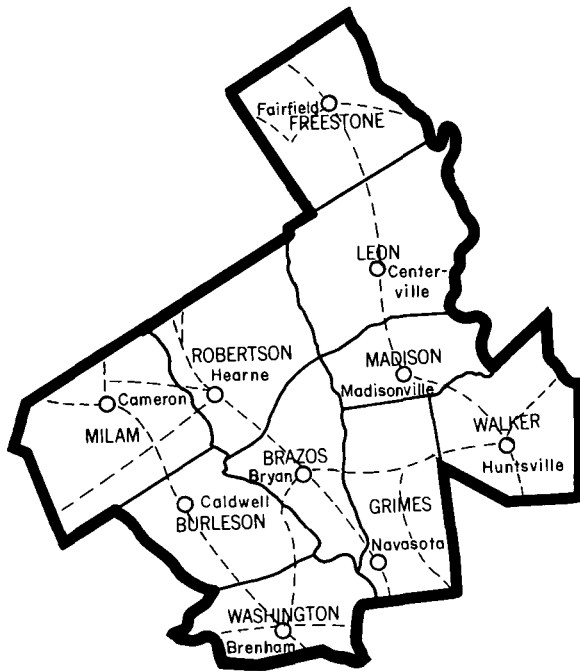
<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 17	4	36	4	44,297	14,242	\$48,954	\$536,456

There are approximately 40,000 potentially eligible passengers to be served by human services transportation in District 17.

In addition to the transportation providers listed above, the Bryan Boy's Club and the Bryan Girl's Club have vans which are used for club activities. The mileage and cost per month varies greatly from month to month and is not included in the above total. A local volunteer organization, RSVP, serves the Bryan-College Station area. Approximately twelve private vehicles are on call to provide chauffeur service for the elderly and handicapped. These volunteers are reimbursed at the rate of 16¢ per mile. A typical month's expense is estimated to be about \$42.00. These transportation providers have not been included in the above tabulation.

In District 17, the Texas Department of Human Resources contracts with other agencies for transportation services. Within a seven county area, the Brazos Valley Community Action Agency contracts to provide transportation to Title XIX and AFDC recipients, and also operates six vans for the Mental Health-Mental Retardation Department under subcontract. The Hill County Community Action Agency out of San Saba, Texas, provides transportation for elderly and handicapped people of Milam County. The Freestone County Senior Supportive Services contracts with DHR in Freestone County and provides transportation for the elderly.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Arrow Coach Lines
Kerrville Bus Co., Inc.
Central Texas Bus Lines, Inc.

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 17 BY 1987

Within District 17, the most significant need for public transit is in and to the Bryan-College Station urbanized area. This rapidly growing urbanized area has attracted quite a number of large employers and has become a regional shopping center, educational center and medical center.

Increasing traffic congestion and cost of gasoline has caused many households to look with reluctant favor upon a public transit system. Many people, because of physical condition, age, and/or economic conditions, are no longer driving to the same extent they were several years ago. Yet the trip desires and demands continue.

A small bus system, operated on a regular fixed route, appears to be the most feasible solution for the Bryan-College Station urban area if the constraints of funding and management can be resolved.

In the rural areas of District 17, the fixed route public transit option is less desirable because of low population density and scattered traffic generators. The most workable solution in these outlying areas is a combination fixed route-demand responsive system. The transportation needs of the elderly and handicapped and the economically disadvantaged can best be served by the social service organizations. Limited service to the general public is being offered by the social service organizations on a seat available basis. It appears that these transportation systems can be improved and expanded through utilization of Federal assistance in the form of Section 16b(2) or Section 18 grants for developing rolling stock inventories and/or supplementing local operating funds.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Brazos Valley CAA	Brazos Transit System (Section 18)	FY 83	\$ 250,000
	Brazos Transit System (Section 18)	FY 84	250,000
	Brazos Transit System (Section 18)	FY 85	250,000
Bryan-College Station	Public Transit System for Urbanized Area	FY 85	2,180,000
TOTAL			\$2,930,000

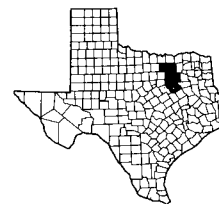
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,344,000	\$283,400	\$152,600	\$150,000	\$2,930,000

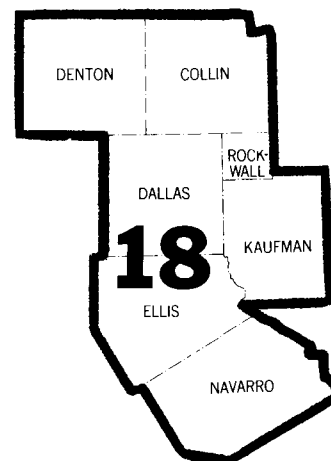
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DISTRICT 18
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 18 of the State Department of Highways and Public Transportation is located in the north central portion of Texas. A seven county District, it contains a population of 1,992,774 (1980 Census) and encompasses a land area of 5,578 square miles. Dallas County, which constitutes the majority of the District population-wise, has a total of 1,556,549 residents and a population density of 1,812 persons per square mile. The other six counties have a total population of 436,225 and population densities in the counties vary from 33 to 173 persons per square mile.



The Dallas urban area, which is composed of almost all of Dallas County and portions of Tarrant, Denton, Collin and Rockwall Counties, is the only urbanized area (more than 50,000 population) in the District. There are ten other District cities with populations over 5,000, seven of which have been declared urban areas. These cities are Corsicana, Denton, Ennis, Rockwall, Allen, The Colony, Lewisville, McKinney, Terrell and Waxahachie. The remaining portions of the District are considered rural.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

A total of six Public Transportation Improvement Projects have been approved for federal and state funding during the past two years. These projects have a total cost of approximately \$18.10 million of which \$2.71 million has been funded through the State's Public Transportation Fund. Table I identifies each project and its sources of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Dallas (Garland) (TX-05-0002-02)	05-05-81	Garland park and ride facility	\$ 140,384	\$ 22,812	\$ 12,284	\$ 175,480
City of Dallas (DHT-50-0008)	09-28-81	Purchase of right-of-way for a proposed future transitway		640,785	2,034,141	2,674,926
City of Dallas (TX-05-0074)	02-01-82	Purchase of 1) 30 advanced design 40-ft. buses and auxiliary equipment, 2) spare components, 3) 1 replacement truck, 4) nine replacement automobiles, 5) replacement shop equipment, 6) replacement office equipment, 7) construction of bus lift, and 8) contingencies	3,621,216	588,448	316,856	4,526,520

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Dallas (TX-RR-0001)	05-05-81	Construction of a new canopy and boarding platform at the Dallas Union Terminal	278,540	120,700	64,993	464,233
City of Dallas (TX-05-0065)	02-01-82	Purchase of 1) 59 40-ft. transit buses and auxiliary equipment, and 2) contingencies	6,703,344	1,089,293	586,543	8,379,180
Surtran (TX-03-0025-01)	05-18-81	Construction of maintenance and operational facility, architecture and engineering, purchase office equipment, purchase communication equipment, purchase equipment and tools, purchase five supervising automobiles and contingencies	1,500,003	243,744	131,257	1,875,004
TOTAL			\$12,243,487	\$2,705,782	\$3,146,074	\$18,095,343

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 18 - 19821. Municipal Transit Systems

Dallas Transit System
101 N. Peak Street
Dallas, Texas 75206
(214) 827-3400

The Dallas Transit System is owned by the City of Dallas and operated through the Dallas Public Transit Board. The system provides fixed route service in the City of Dallas and island cities of Highland Park, University Park and Cockrell Hill, operating a total of 107 routes and placing regularly provided transit service within a four-block radius of 80% of the city population. Included in the routes are one route for a downtown shuttle system and three park and ride routes. In addition to the 107 regular routes, DTS provides charter service, two contract routes (with Garland & Irving), and special service for the elderly and handicapped. Vehicle information and operating statistics for DTS are given in the following charts.

OPERATING STATISTICS

AREA	NUMBER OF BUSES	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Dallas (including High- land Park, University Park, and Cockrell Hill)	585	29,481,196	13,826,475	\$17,451,024	\$33,607,690	959	Zone: 70c, \$1.20, \$1.50. Elderly and Handicapped 25c. Children and Student 35c. transfers 10c- 15c.

SOURCE: Dallas Transit System Monthly Transit Statistical Reports, January, 1981-December, 1981, and 1982 Texas State Department of Highways and Public Transportation Survey, February, 1982.

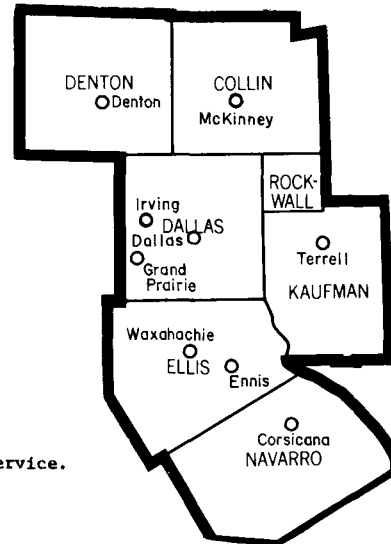
VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	# EQUIPPED FOR HANDICAPPED
Van (up to 15 passengers)	20					20	20
Small Transit Coach (16 to 25 passenger)	5		1			6	6
Regular Transit Coach (over 25 passengers)	204	50	50	255		559	85
						TOTAL VEHICLES	585
							111

SOURCE: 1982 State Department of Highways and Public Transportation Survey, February, 1982.

2. Paratransit Systems

Summaries of operating statistics for District 18 taxicab companies, human service organizations and other paratransit systems are given in the following charts.



Circles indicate cities with taxicab service.

2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Dallas*	4	900	0	2,412,900	183,600	1,000	\$1.30 1st 1/8 mi., + 10c per 1/8 mi.
Irving	1	55	0	N/A	N/A	2,000	\$1.30 1st 1/8 mi., + 10c per 1/8 mi.
Grand Prairie	1	8**	0	N/A	N/A	8,930	\$1.50 1st 1/5 mi., + 10c per 1/10 mi.
Denton	3	3	0	N/A	N/A	16,020	\$1.10 1st 1/4 mi.,
Corsicana	1	2	0	N/A	N/A	10,860	Zone, \$1.60 Base
McKinney	1	3	0	N/A	N/A	5,620	Zone, \$1.50 Base
Ennis	4	7	0	N/A	N/A	1,730	Zone, \$1.50 Base
Waxahachie	1	4	0	N/A	N/A	3,650	Zone, \$1.35-\$1.85 Base
Terrell	1	2	0	N/A	N/A	6,610	Zone
TOTALS	17	984	0				

*SOURCE: Dallas Public Utilities Department, 1980 Rate Study.
**Prorated by population from Arlington-Grand Prairie City Cab, Inc.

SOURCE: 1982 Texas State Department of Highways & Public Transportation Survey, February, 1982, (except as noted).

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 18	29	133	35	124,491*	18,581**	2,024,319***	\$82,104****

*89% of vehicles reported.
 **86% of vehicles reported.
 ***63% of vehicles reported.
 ****74% of vehicles reported.

SOURCE: 1982 Texas State Department of Highways and Public Transportation Survey, February, 1982, and Agency 16b(2) Monthly Reports, 1981

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
Dallas	34	436	19	627,349	131,208*

*65% of vehicles reported.

SOURCE: 1982 Texas State Department of Highways and Public Transportation Survey, February, 1982.

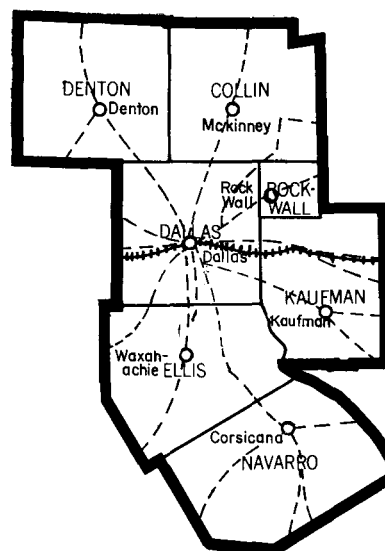
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
 Trailways
 Transportation Enterprises, Inc.
 Texas Electric Bus Line
 Central Texas Bus Lines, Inc.

Rail Systems:

Amtrak Route - The Eagle



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
 IN DISTRICT 18 BY 1987

A total population of 2,307,000 is forecasted for the seven county region in District 18 by 1987. Dallas County, the approximate Dallas urbanized area, is expected to reach a population level of 1,703,000 persons by 1987, comprising about 74% of the District population.

Residential development in Dallas and the surrounding cities is typical of a low-density "outdoor" lifestyle. This low-density type of development is expected to continue into the future but with an increase in the proportion of multi-family housing.

Industrial and commercial development is spread throughout the Dallas area but the greatest concentration exists in the Central Business District and along the major highway facilities. Growth in the Central Business District and in North Dallas near Interstate Highway 635 is continuing with multiple major projects planned in both areas.

Providing transportation for development of this nature has historically been accomplished with bus transit and the area is currently being served primarily by the Dallas Transit System. On a short term planning basis, expansion and improvement of the DTS will provide the best method of meeting the transportation needs of the city; however, the need exists for expanding the transportation system to include the rapidly growing areas adjacent to the City of Dallas and for taking the initial steps of long-range transit planning.

In order to provide for area transportation in the five-year study period, the DTS must make system improvements while maintaining its present service. DTS improvement needs include improving service to present transit lines, improving passenger waiting areas, purchasing replacement buses, constructing park and ride facilities and purchasing additional equipment for the elderly and handicapped.

Paratransit systems will experience increased demands in service and require vehicle purchases in order to continue a level of service comparable to that being presently provided. Human service transportation systems are expected to experience a growth of 2.4 percent per year in persons eligible for their service. By 1987, approximately 300,000 persons in the District will be classified as elderly and/or handicapped. A total of 80 vehicles will be required in the next five years to replace worn equipment and add new service in order to serve this segment of the population.

Future demand for taxi service is anticipated to accompany the population growth of the area. Population projections indicate a growth rate of 2.4 percent per year is anticipated and a comparable expansion of taxicab fleets will be required. Dallas, Denton, Collin, and Rockwall Counties are expected to demand taxi increases while the demand in other counties will remain at or near the present levels.

Other paratransit systems should experience an increase in demand that will exceed the growth rate. The success of employer-provided equipment for commuting employees is contributing to rapid expansion of this type of service and the trend is expected to continue for several years. Other than employer-provided transit, the services should increase proportionally as the population and accompanying demand increase.

The public transportation improvement needs of the area could be altered substantially if a Regional Transportation Authority (RTA) is created. Although an RTA in conjunction with Fort Worth was rejected,

an RTA serving only the Dallas metropolitan area is now being considered. If the authority becomes a reality, projects and costs should increase substantially due to additional capital expenditures.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

The public transportation projects listed in Table II, Recommended Transportation Improvement Projects FY 1983-1987, are designed to meet the transportation improvement needs of District 18. The majority of these projects are listed in the 1982 Transportation Improvement Program. The implementation date of each of the projects is noted.

The total cost of all the recommended transportation improvements through 1987 is estimated at \$178.070 million. This figure includes \$20.873 million to be funded by taxi companies and private agencies or companies. Of the total estimate, \$149.259 million is anticipated to be provided through governmental funding. If the past method of financing public transportation projects concinues, the majority of the funding will be provided by UMTA Section 3 and 5 grants. Other funding sources include the FHWA, State Public Transportation Fund and local governmental bodies. The approximate cost to each agency for all recommended projects is shown in Table III. If past methods of financing do not continue, it is likely that many of the projects will be delayed indefinitely due to the burden the expense of implementing the projects would place on the tax base.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Dallas	Bus and Carpool Priority System	FY 83-86	\$ 3,165,000
	Elderly & Handicapped Equipment	FY 83-86	500,000
	Service Improvement to Present Transit	FY 83-86	4,448,000
	Bus Shelters and Stops	FY 83-84	1,300,000
	Transit Service Support Facilities	FY 83-86	1,213,000
	East Dallas Inspection Garage	FY 84	5,000,000
	Bus Replacement	FY 83-86	57,166,000
	Satellite Operating Base	FY 85	12,000,000
	Park & Ride Facilities	FY 83-85	7,000,000
	Emergency Right-of-Way Acquisition	FY 83-86	8,000,000
	Transregional Line	FY 85-86	4,500,000
	Transitways	FY 83-86	31,660,000
	Central Business District Improvements	FY 83-85	12,012,000
	Main Street Transit Improvement Project	FY 83-84	2,000,000

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS--FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Richardson	Park and Ride Facilities	FY 83-84	1,097,000
City of Mesquite	Subscription and Feeder Service Equipment	FY 84	105,000
City of Mesquite	Subscription and Feeder Service Equipment	FY 85	140,000
City of Carrollton	Resurface Park and Ride Lots	FY 85	300,000
City of Plano	Park and Ride Facilities	FY 84	500,000
Surtran	Bus Purchase and Replacement Program	FY 83-85	6,750,000
Private Taxi Companies*	Equipment Purchase	FY 83-87	13,449,000
Human Service Organizations*	Equipment Purchase	FY 83-87	1,626,000
Other Paratransit*	Equipment Purchase	FY 83-87	4,139,000
TOTAL			\$178,070,000

*Based on SDHPT Projects

SOURCE: 1982 Transportation Improvement Program, NCTCOG, September, 1981 (except as noted).

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$128,386,000	\$20,873,000	\$10,897,800	\$17,913,200	\$178,070,000

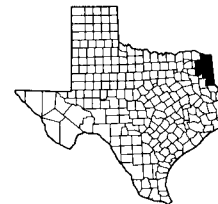
The primary objective of the recommended projects is to maintain the present level of service while extending that service to meet the needs of an increasing populace and expanding service area. Improved access and mobility will result from the implementation of the projects. The projects are not; however, expected to measurably improve traffic conditions on highways or streets. Any incremental reductions in traffic volumes due to improved public transportation is expected to be replaced by traffic generated from the continued growth of the area.

No significant social or environmental changes are expected to occur as a result of projects included in the recommended public transportation improvement plan. Transportation is expected to retain its current modes with like effects on the area. Energy savings currently resulting from the transportation system will increase as the system becomes more efficient through improved service and improved equipment.

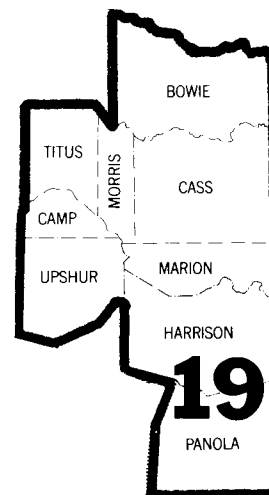
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DISTRICT 19
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 19 of the State Department of Highways and Public Transportation consists of a nine county region in extreme Northeast Texas. The 1980 population for these counties is 262,021. The land area is comprised of 5,429 square miles with an average population density of approximately 48 people per square mile. Bowie County, the most populous county in District 19, has an average population density of 81 people per square mile. Average population density per square mile for the remaining eight counties varies from 18 people per square mile in Panola County to 50 people per square mile in Harrison County.



The only urbanized area (more than 50,000 population) in District 19 is the Texarkana urban area. This includes the cities of Texarkana, Texas; Texarkana, Arkansas; Nash, Texas; and Wake Village, Texas. The population of the urban area, including Texarkana, Arkansas, is 58,608 according to the 1980 census data.

There are five cities in District 19 which are considered urban areas (more than 5,000 population) - Marshall (24,921), Mount Pleasant (11,003), Carthage (6,447), Atlanta (6,272) and Gilmer (5,167). All other areas of District 19 are considered rural.

Planning for a rural public transportation system is currently being conducted by the University of Texas for the Texarkana Human Development Center (THDC) and is funded as a joint Federal Highway Administration Section 18 project between the states of Arkansas and Texas. The purpose of this plan is to evaluate rural areas of Bowie County, Texas, and Miller, Little River, and Sevier Counties, Arkansas, and identify their needs, determine the resources available, and develop a rural public transportation system.

Public transportation for the Texarkana urban area is being accomplished through continuing efforts of the Texarkana Urban Transportation Study and Metropolitan Planning Organization (Ark-Tex Council of Governments). A Transit Development Program Update for the Texarkana urban area was prepared by Harland Bartholomew and Associates, Inc., and completed in November, 1981. It was presented to and accepted by the Texarkana Urban Transportation Study Policy Advisory Committee on December 8, 1981.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES - 1980-1982

During the past two years, no FHWA or UMTA funds have been expended for capital improvements in District 19 for public transportation projects.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 19 - 1982

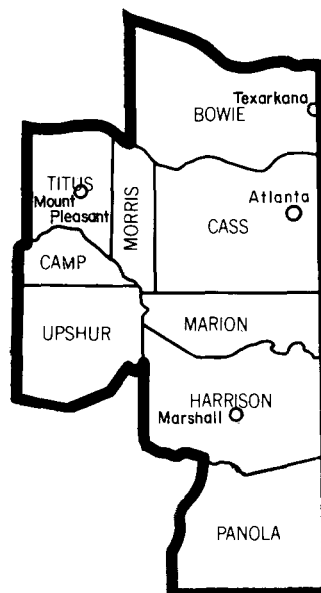
1. Municipal Transit Systems

At the present time, there are no municipal transit systems operating in District 19. It is further anticipated that there will be none within the next five year period with the possible exception of Texarkana. The Harland Bartholomew study recommended four alternatives for mass transportation improvements in the Texarkana urban area.

- a) Provide local support to enhance commuter bus transportation to major industries in the area by guaranteeing a loan for equipment purchase or by assisting in the preparation of an application for Section 18 funding.
- b) Cities of Texarkana provide some local matching funds for vehicle purchase for the Texarkana Human Development Center.
- c) Provide fixed-route bus service on a 12-hour daily basis.
- d) Provide service during peak periods only.

At the present time there has been no indication that the cities will implement any of the above recommendations.

2. Paratransit Systems



Circles indicate cities with taxicab service.

There are three types of paratransit systems in District 19 - public taxis, human service agencies (private non-profit), and miscellaneous providers (private-profit). Questionnaires were sent to all the paratransit operators known to be furnishing public transportation in District 19. The results of this survey are compiled below.

Considerable difficulty was encountered in obtaining data from the taxicab industry in District 19. There is a general distrust of state and federal government control and regulation.

Chart 2A indicates the number of companies operating in District 19 at the present time and information that is available.

2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Mt. Pleasant	1	1	0	3,000	400	N/A	\$1.50 1st mile, \$.25 additional 1/5 mile
Marshall	5	8	0	N/A	N/A	N/A	\$1.55 1st 1/2 mile, \$.95 add'l. mile
Texarkana	2	25	0	112,500	30,000	N/A	\$.85 meter pull, \$.20 add'l 1/5 mile
Atlanta	1	1	0	20	6	N/A	\$1.00 flagdrop; \$1.00 per mile
TOTAL	9	35	0	115,520	30,406	N/A	

No reliable data for total trips, monthly mileage, etc. was obtained from the taxi systems in Marshall. However, it is known that five companies operate a total of eight taxicabs. The Atlanta system has a franchise but is not actively seeking riders for its service.

Data was obtained from sixteen human service organizations furnishing transportation in District 19. Chart 2B summarizes data collected.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 19	16	92	10	37,093	12,463	102,724	\$46,790

Since the last report in 1980, the number of human service agencies providing transportation in District 19 has decreased from twenty-five to sixteen, or a loss of nine agencies. However, the number of vehicles showed a slight increase from ninety to ninety-two, which includes an additional three units specially equipped for the handicapped. The monthly vehicle miles, passenger trips, and expenses have all been reduced.

Since our previous report, five miscellaneous providers have been identified as operating transportation service as private-profit agencies.

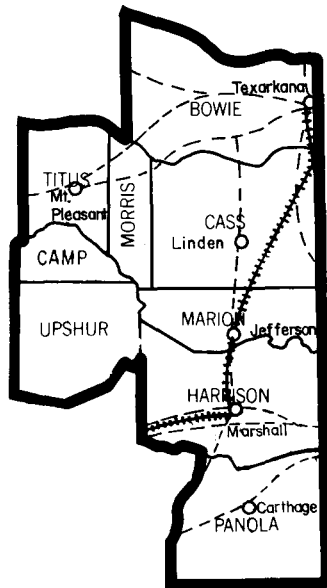
These providers are serving commuters to surrounding industries for a fee. There are probably more than those reported; however, locating and identifying them as providers is difficult.

Chart 2C tabulates the information received.

2C. OTHER PARATRANSIT SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS
Texarkana	1	4	0	2,400	2,400
Queen City	1	1	0	600	1,680
Atlanta	3	3	0	640	5,040
TOTALS	5	8	0	3,640	9,120

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- Jefferson Lines

Rail Systems:

- Amtrak Route - The Eagle

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 19 BY 1987

A total population of 360,000 is forecast for the nine county region of District 19 by 1987. Of this total 88,612, or 25 percent, is forecast for the Texarkana urban area (inclusive of Texarkana, Arkansas). The portion of Bowie County not in the Texarkana urban area, as well as the eight other counties in District 19, are projected to continue to have low population densities. The nine counties of District 19 are not experiencing rapid growth; however, it has been steady and should continue so during the next ten years.

District 19 made an effort to contact all local and county officials, as well as the general public, to advise them of the existence of Section 18 federal funds for rural public transportation. There was some interest, but no agency or individual was willing to match the operating deficit.

At the present, all land use planning and transportation planning being done in District 19 is confined to the Texarkana urban area. This is done through planning efforts of the Texarkana Urban Transportation Study with the assistance of city and county staffs. A systematic land use development program for the Texarkana Study Area has been accomplished since the early 1960's. This has been a cooperative effort, and revision of this data is continuous. With the exception of this extensive, continuous land use development plan for the Texarkana urban area, there is no land use plan for the remainder of District 19.

In 1979-80 the TUTS Study Staff conducted an updated land use survey. The Technical Committee will forecast land use and population to the year 2005 in 1982-83. It is anticipated that the growth patterns will continue to follow present trends. With exception of the criminal justice building and the new library, little significant change is expected to occur in the central city. It is expected that residential and commercial growth that does occur will be in the outer limits of the study area.

County judges, local officials, Council of Governments personnel, and city staff personnel were contacted by District 19 to obtain input for this report on the needs of public transportation in their area. Nearly all those contacted believe there is a need for some form of public transportation - either fixed-route, taxi or demand-responsive. There is also a consensus by those contacted that there is an acute need in the rural areas; however, no one would commit his agency to the responsibility of budgeting the expected deficit which would occur. It was generally believed by those interviewed that transportation problems of the elderly, handicapped, and rural dwellers will continue. Should energy prices increase or a shortage occur, transportation problems for this element of our area will increase.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1987

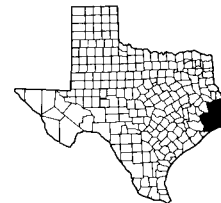
The automobile is expected to be the primary means of transporting people from origin to destination in District 19 during the next five years. The dependency that people of this area have for forms of public transportation has been illustrated previous in this report.

During the next five years it is believed that most of the public transportation development in District 19 will be in the rural areas. This service will be private carriers providing transportation on a subscription basis to area plants and industries; fixed-route public service financed with Section 18 FHWA funds; and continued human service agencies serving the transportation needs of elderly and handicapped, and utilizing Section 16b(2) funds.

Project expenditures for federal money have not been determined. The study currently being prepared by the University of Texas will include cost data to implement a rural public system.

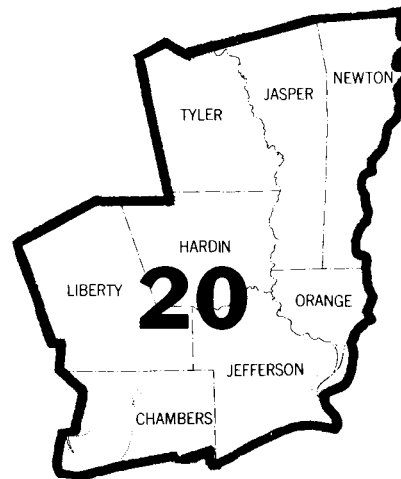
In the urbanized area, as previously mentioned, a public transportation plan has been accepted by the Policy Advisory Committee for the Texarkana Urban Transportation Study Area. The proposed system consisted of four buses operating on four fixed routes in Texarkana. Operation of the system on a 12-hour daily basis would result in a total deficit of \$250,000-\$300,000 annually by 1985, depending on the fare structure in place (75¢ vs. 50¢ per trip). An innovative alternative would be to provide service during peak periods only, which would result in a total local deficit on the order of \$120,000-\$150,000 annually by 1985, also dependent on fare structure implemented.

Since the acceptance of the study and during the recent contacts with local officials, there has been no indication of a willingness to commit local funds for a fixed-route system in Texarkana. Therefore, it is doubtful that this proposed system will be implemented by 1987.



DISTRICT 20
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 20 includes eight south-east Texas counties, which are Chambers, Hardin, Jasper, Jefferson, Liberty, Orange, Newton, and Tyler. The 1980 census reflected a population of 501,381 for this eight county region. The District encompasses an area of approximately 6,778 square miles, with 218 square miles being urban. Within the District there are two urbanized areas, Beaumont and Port Arthur, both of which are included in an ongoing urban transportation study (Jefferson-Orange Regional Transportation Study - JORTS). The Standard Metropolitan Statistical Area, which consists of Jefferson, Hardin, and Orange Counties, account for seventy-five percent of the total District population. There are seven cities which are considered urban in character (greater than 50,000) population). These cities are Bridge City, Cleveland, Jasper, Liberty, Orange, Silsbee and Vidor. The remainder of District 20 is considered rural in character.



Within the District there are 2,124 miles of roadway comprising the highway system. One major airport serves scheduled air travel to connecting points worldwide, while there are several other municipal airport facilities. Greyhound Lines, Continental Trailways and the Amtrak rail system serve intercity-interstate needs. The existing highway system, county roads and city streets provide adequate access to all areas of this District for rubber tired vehicles. However, the level of service provided is primarily dependent upon the extent to which private, public and mass transportation facilities operate within the region. Public transportation in District 20 is not expected to change drastically in the near future, due primarily to the vast amount of rural area. For this reason, all major improvements in public transportation planned for the future are expected to be implemented in the Beaumont-Port Arhtur urbanized area.

Regional Councils of Governments involved in this region are the Southeast Texas Regional Planning Commission, Deep East Texas Council of Governments and the Houston-Galveston Area Council. These agencies assist in the planning process for establishing transportation objectives.

PUBLIC TRANSPORTATION IMPROVEMENT AND
EXPENDITURES 1980-1982

Table I indicates that approximately \$72,450 in public transportation improvements have been implemented during the past two years.

Some \$9,419 of that amount (13%) was funded through the State's Public Transportation Fund and remaining portions by the city (7%) and UMTA grants (80%) for capital improvements for the Beaumont and Port Arthur transit systems. Total Federal operating assistance requested during fiscal years 1978 through 1981, was \$1,562,193 for reimbursement of fifty percent of the operating deficit. Other transportation improvements were accomplished through the UMTA Section 16b(2) grant program for elderly and handicapped individuals.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Beaumont (TX-05-0070)	06-01-81	Purchase of three 10-16 passenger lift equipped paratransit vans	\$57,960	\$9,419	\$5,071	\$72,450
TOTAL			57,960	\$9,419	\$5,071	\$72,450

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 20 - 1982

1. Municipal Transit Systems

Beaumont Municipal Transit System
550 Milam Street
Beaumont, Texas 77704
(713) 838-0616

The Beaumont Transit System is owned by the City of Beaumont and operated by City Coach Lines of Florida, a private transit management firm. This system provides regular fixed route and charter services, but does not provide demand-responsive service for the elderly and handicapped. However, during 1979, the City hired the consultant firm of Wilbur Smith and Associates to prepare a Elderly and Handicapped Transportation Study to determine the needs of this special clientele and recommend options for providing paratransit services. As a result of this planning endeavor the City will acquire and implement during 1982 a handicapped transportation door-to-door system utilizing three diesel-powered vans on a reservation basis. The approved UMTA Section 5 grant application has been amended by the City and total project cost is \$122,798. The system currently owns 25 regular transit coaches, with 14 vehicles in operation daily which serves approximately 70 percent of the City.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Beaumont	25	1,277,185	614,202	\$411,572	\$1,175,820	44	.15¢ - .40¢*

*Children under 5 - free
 Transfers - .10¢, but free to elderly and handicapped
 Adult monthly pass - \$10.00, unlimited rides
 Handicapped, youth, and elderly monthly pass - \$5.00, unlimited rides

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Regular Transit Coach (over 25 passengers)		25				25	0
TOTAL						25	0

Port Arthur Transit System
 P. O. Box 1089
 Port Arthur, Texas 77640
 (713) 983-3321

The Port Arthur Transit System is owned by the City and operated by American Transit Corporation, a private transit management firm. This three-year old bus system has four fixed routes served by four buses with the fifth being held in reserve for emergencies. Service is provided Monday through Saturday, with holidays excluded. Due to citizen requests for additional services and development of the northern portion of the City of Port Arthur, city officials are currently considering the expansion of the system. Transit improvements would involve the purchasing of new buses and support vehicles, renovation of the transit center, shop and office equipment, passenger benches and bus shelters. Elderly and handicapped demand-responsive door-to-door service is currently provided by the City through the Port Arthur Senior Citizens Services, Inc., which operates Monday through Friday from 7:30 a.m. to 5:30 p.m.

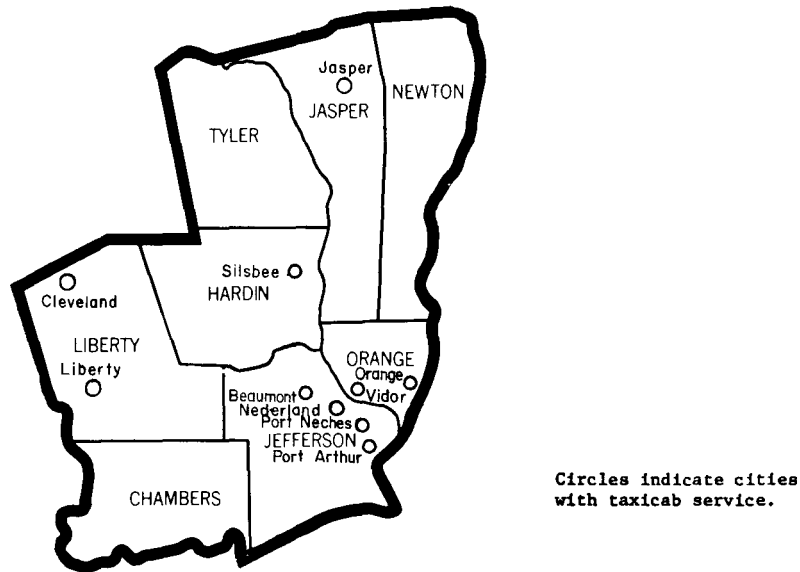
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Port Arthur	5	265,429	197,674	\$96,552	\$505,109	18	.25¢-.50¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Small Transit Coach (16-25 passengers)	5					5	0
TOTAL						5	0

2. Paratransit Systems

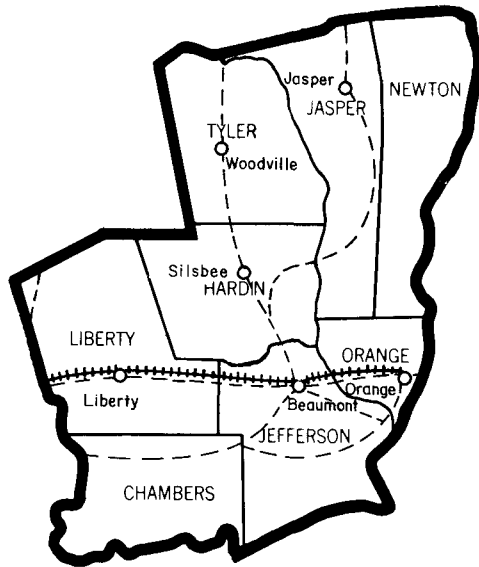


As in previous years, considerable difficulty was encountered in obtaining data for taxicab services and our efforts were unsuccessful. Although there were twenty-seven taxicab companies identified as providing services within the District, only five responded to the transportation survey. No reliable data for total trips, monthly mileage, fare structure, etc. was obtained. However, those companies that did respond indicated the use of eighteen total vehicles and within Jefferson County. Several taxicab operations reported serving all residents of the county rather than limiting their service to one city. Taxicab companies have been identified to provide services in the following cities: Beaumont-4, Port Arthur-13, Orange-1, Silsbee-2, Nederland-1, Port Neches-1, Cleveland-1, Liberty-1, Vidor-1, and Jasper-2. Most of these companies are small operations utilizing one or two vehicles and several are owned by one individual. The demand for taxicab services within the urbanized areas will remain the same during the next five years, but Districtwide service is expected to continue to experience a decline.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 20	21	110	16	85,696	15,643	212,271	\$61,101

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Central Texas Bus Lines, Inc.

Rail Systems:

Amtrak Route - Sunset Limited

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 20 BY 1987

As previously mentioned in this report, the 1980 Census indicated a total population of 501,381 for District 20 as compared with 441,535 for 1970. At a similar rate of growth, this region would reach approximately 550,514 in population by 1987. Seventy-five percent of the District's population is now and is expected to be concentrated within the area comprising the SMSA (Beaumont-Port Arthur-Orange region). In view of the projected population statistics and the SMSA being the major employment area, it is apparent that significant public transportation improvements during the next five years will be in the urbanized portion of the District. Due to the low population densities and rural lifestyle of six counties in the District, the major needs in public transportation will be for medical and social purposes for the elderly, handicapped and the financially disadvantaged. As in the past years, most local governments throughout the region have indicated little interest in implementing any form of public transportation other than human services transportation. However, efforts are continuing to promote the implementation of transportation programs through the UMTA Section 16b(2) and DOT Section 18 grant programs.

Beaumont-Port Arthur is the only area where major public mass transportation improvements will be implemented during the next five years. Both transit systems are operating under updated short range transit improvement plans and during 1980 completed development of their elderly and handicapped transportation studies, in response to Section 504 regulations of the Rehabilitation Act of 1973. During November 1981, the Port Arthur City Council approved the submittal of a capital improvement grant to UMTA for expansion of their five bus

transit system, which would result in the acquisition of four additional buses and related transit equipment. With the acquisition of additional transit vehicles the system will be expanded to include major areas of Port Arthur without transit service. The areas to be provided service are Park Central Mall, Lewis Drive Extension-Main Street and El-Vista-Montrose. An express service from the CBD to Park Central Mall, a major commercial and residential development in north Port Arthur, is also under consideration. The City of Beaumont also anticipates significant transit related improvements within the next five year period. On November 10, 1981, the Beaumont City Council endorsed the preparation of a study to determine the best location for an off-street transfer site for the transit system. This study, conducted with UMTA funding, is to take into consideration the number of transfers, available sites in the downtown area, plans for the site development and cost estimates. The proposed transfer site would not involve any route changes and would better accommodate transit users. Problems associated with the existing location include traffic congestion and no weather protection or adequate benches for transit riders. Another planning study initiated during February, 1982, involves the analysis of financing alternatives for mass transit and the development of goal and performance standards for the service.

A portion of the funding for this study will be utilized for transit planning for the elderly and handicapped. The Beaumont Transit System staff will also implement a public education system for school age children, driver safety award program, and develop pamphlets and schedules that are simple and easy to use by the public. Both transit systems are pursuing modernization and expansion programs geared to improve existing service and increasing ridership. In order to implement planned improvements for these systems, identified transit needs by 1987 are listed in Table II.

The growing numbers of elderly, handicapped and financially disadvantaged individuals in District 20 reveal the need for continued provision of public transportation for this group. According to extended data provided in the SDHPT publication "Elderly and Handicapped Transportation in Texas", approximately 85,780 people in the District will require some type of transportation service. Continued support and coordination of specialized transportation services are needed, especially in the rural or relatively sparsely populated urban areas. In providing for those physically unable to provide for themselves any form of transportation, solutions appear from a more demand-responsive, individualized nature. Transportation programs currently in operation by various social service organizations possess the potential for meeting this need. Interviews with agencies and organizations now providing transportation for health and social purposes, in general, have indicated that the existing facilities are adequate at this time. The primary concern of these agencies is the need for additional funding for increased operating expenses, either at the federal or state levels or both.

However, in the rural areas of the District, replacement vehicles and related equipment will also be needed in order to expand transportation services. There is also a need to implement services in some

areas of the six rural counties through the use of vans and minibuses which would more than likely meet the demand adequately and be economically feasible. Funding for the acquisition of transportation vehicles and related equipment has primarily been provided in the past by private non-profit organizations and local governments within the District. In recent years, additional financial assistance has been acquired through the UMTA Section 16b(2) grant program.

The acquisition of equipment through the Section 16b(2) program by private non-profit agencies has resulted in fifteen vehicles being operated within District 20. The procurement of two vans during 1982 by Home Health-Home Care, Inc. in Orange County will bring that total to seventeen vehicles. All of these vehicles have been operated by agencies located within Jefferson and Orange Counties. Contact made with numerous rural area organizations and governments regarding the availability of funding through the Section 16b(2) program is now beginning to be of benefit. It is anticipated that four vehicles will be applied for and if approved will be put into operation in Jasper and Hardin counties. Numerous social service transportation programs within this District are funded through the area agency on aging, Title XIX, and other programs administered by the Council of Governments. At present, both the Port Arthur and Beaumont transit systems are taking into consideration the needs of the elderly and handicapped within their corporate limits. Port Arthur currently provides operating funds and maintenance assistance to the Senior Citizens Services, Inc. to aid in meeting the needs of this clientele. The City of Beaumont received approval for a UMTA Section 5 grant, which will provide capital assistance to acquire three wheelchair lift equipped vans and implement a door-to-door service for handicapped individuals. District 20 made an effort to contact all local and county officials, as well as the general public, to advise them of funding available through the Section 18 program for Rural Public Transportation. There was some interest, but no agency or city is willing to match the operating deficit.

District 20 and local transit officials have continued to promote and implement ridesharing transportation programs, such as vanpools, park-and-pool measures and transit express routes. Considerable publicity has been given to the benefits of ridesharing and some degree of success has been achieved. The Gulf Oil-Port Arthur Refinery and Gulf Oil Chemical Company in Orange have expanded their vanpool programs which were implemented in mid-1979. There are currently twelve park-and-pool lots, constructed by the SDHPT, located throughout the District and the carpool effort has been handled on an informal basis without the establishing of a central carpool match program. Further efforts are planned to promote carpooling, vanpooling and transit ridesharing alternatives. These promotional type activities utilizing radio, television, the news media and the sponsoring of public forums will need to be continued through the time frame of this plan.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

The foremost objectives of this plan are to provide a transportation system capable of providing dependable and convenient service within the urbanized area and to enhance access of individuals in rural areas for purposes such as health care, shopping, education, recreation and employment. This is to be accomplished by encouraging the implementation of needed projects, improvement, maintenance and utilization of existing public transportation systems. During the past two years more emphasis has been placed on identifying the needs of the elderly and handicapped and some significant improvements have been accomplished in the urbanized areas. Due to the predominance of rural areas in the District, all major changes in public transportation planned for the next five years are expected to be in the Beaumont-Port Arthur urbanized area, which are indicated in Table II. In the rural areas the automobile is expected to continue to be the primary means of transportation. However, the rural counties will require some minor improvements, basically specialized transportation for the elderly, handicapped and financially disadvantaged. Specialized transportation services are generally provided through private non-profit agency funding and the UMTA Section 16b(2) grant program.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Beaumont	Three 0-15 passenger vans for handicapped services	FY 83	\$ 105,000
City of Port Arthur	Four small transit coaches (16-25 pass.)	FY 83	440,000
City of Beaumont	Off-street central transfer point, 29 bus shelters, 1 service vehicle and passenger amenities, bus benches, trash cans, display racks, office and maintenance equipment	FY 83-84	1,943,000
City of Beaumont	Transit Operating Assistance	FY 83-85	4,856,000
City of Port Arthur	One 0-15 passenger van for handicapped services and one trailer module	FY 84	105,000
City of Port Arthur	Transit Operating & Admin. Assistance	FY 85-86	300,000
City of Port Arthur	Two small transit coaches (16-25 pass.)	FY 85	220,000
City of Port Arthur	One 0-15 pass. van for handicapped services	FY 86	20,000
City of Port Arthur	4 small transit coaches (16-25 pass.)	FY 87	440,000
City of Beaumont	9 transit coaches & 2 support vehicles	FY 87	1,316,000
Human Services	Capital Assistance to Private Non-Profit Agencies for equipment acquisition [Section 16b(2)]	FY 83-84	102,900
TOTAL			\$9,847,900

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$6,331,520	\$596,570	\$2,899,230	\$20,580	\$9,847,900

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-- CTR Library Digitization Team



DISTRICT 21
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 21 of the State Department of Highways and Public Transportation is a 10 county region consisting of Cameron, Willacy, Hidalgo, Starr, Zapata, Webb, Jim Hogg, Duval, Kenedy, and Brooks and is the southmost District in the State. It is bounded on the east by the Gulf of Mexico and on the south by the Rio Grande and International boundary between the United States and Mexico. The population is approximately 670,212 (1980 census bureau count) and comprises a land area of 13,759 square miles.



The District is considered to be rural; however, there are four urbanized areas: McAllen-Pharr-Edinburg, Brownsville, Harlingen-San Benito, and Laredo. Approximately 60 percent of the population live within the four urbanized areas. Population density varies from very sparse to 2,833 persons per square mile in small concentrations within the four urbanized areas.

The cities of Brownsville (USA)-H. Matamoros (Mexico), McAllen-Hidalgo (USA)-Reynosa (Mexico), and Laredo (USA)-Nuevo Laredo face each other across the Rio Grande. Historically, these cities developed first along the Rio Grande, later along rail lines and finally along the road and street system. The Cities of Laredo and Brownsville own public transit systems. Valley Transit Company serves Hidalgo, Cameron and Willacy counties and provides express service to San Antonio with connections to the Greyhound system. VTC has received authority to provide express service from the Valley to Corpus Christi and Houston and to begin regular service from Roma in Starr County to McAllen. Continental Trailways serves all 10 counties. The Greyhound lines serves only Webb County.

The United States-Mexico economy along the Rio Grande and transportation systems are interdependent, and any public transportation plan should consider the approximately 1,000,000 citizens of Mexico that live in the cities that face the three U.S. urbanized areas.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

During the last two years, one project was totally completed and three other projects progressed to various stages of completion. A new project has been approved for Laredo and a previous grant was amended. Projects approved in the last two years total \$2,613,081.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Laredo (TX-05-0021-01)	09-25-80	Purchase assets of L.T. Co. & four new coaches, etc.	\$ 283,297	\$ 46,036	\$ 24,788	\$ 354,121
Laredo (TX-05-0080)	02-26-82	12-35 passenger new coaches, Autom., Vac Cl., etc.	1,807,168	293,665	158,127	2,258,960
TOTAL			\$2,090,465	339,701	182,915	2,613,081

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 21 - 1982

1. Municipal Transit Systems

Laredo Municipal Transit System
401 Scott Street
Laredo, Texas 78054

LMTS is owned by the City of Laredo and its logo is El Metro. The system is operated through a management contract by ATE Management and Service Co., Inc., headquartered in Cincinnati, Ohio. ATE provides a resident manager and assistant manager with backup personnel from their headquarter's office as required.

OPERATING STATISTICS

<u>APEA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Laredo	40	3,550,225	919,290	\$1,235,140	\$1,811,295	74	10¢ - 25¢ - 50¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Regular Transit Coach (Over 25 passenger)	14		9	12	1	36	14
Other Services	4					4	
TOTAL						40	14

Brownsville Urban System (BUS)
700 South Iowa
Brownsville, Texas 78520

BUS is owned, managed, and operated by the City of Brownsville. The transit system provides passenger-free service to Amigoland Shopping Center by contracting for the service with the Amigoland Retailers Association. BUS serves the Brownsville International Airport and the downtown terminal is within walking distance of Valley Transit Company and Trailways.

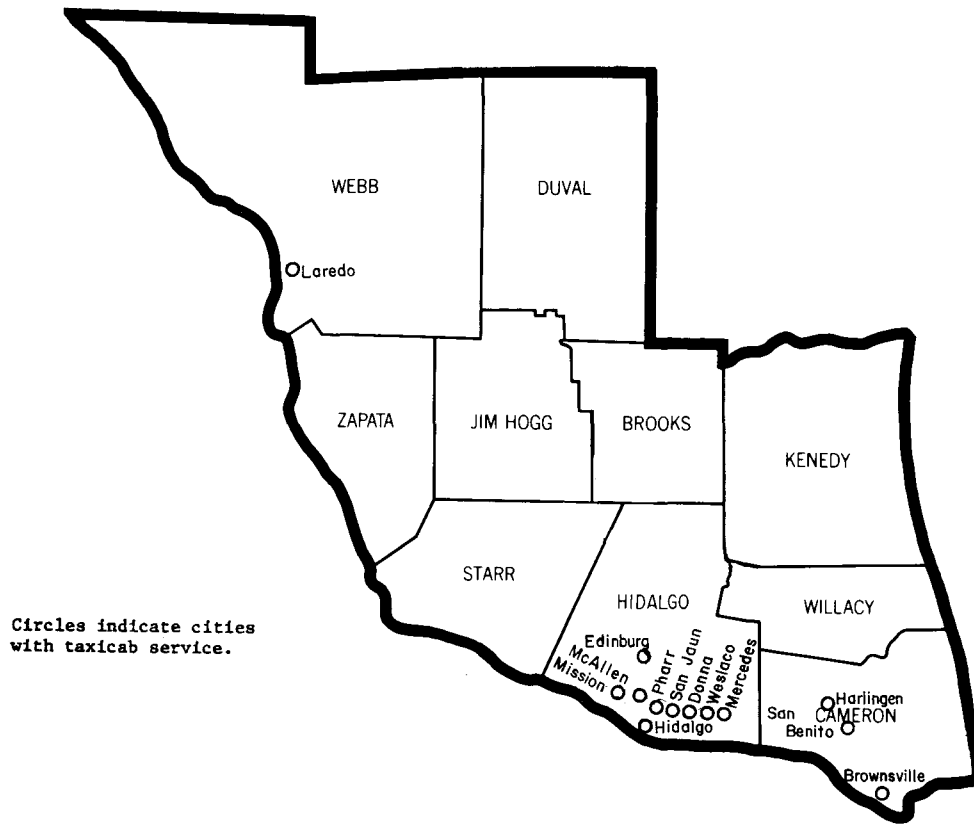
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Brownsville	26	2,480,568	672,133	\$692,709	\$1,483,102	82	15¢ - 25¢ - 50¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Regular Transit Coach (Over 25 passenger)	26					26	13
TOTAL						26	13

2. Paratransit Systems



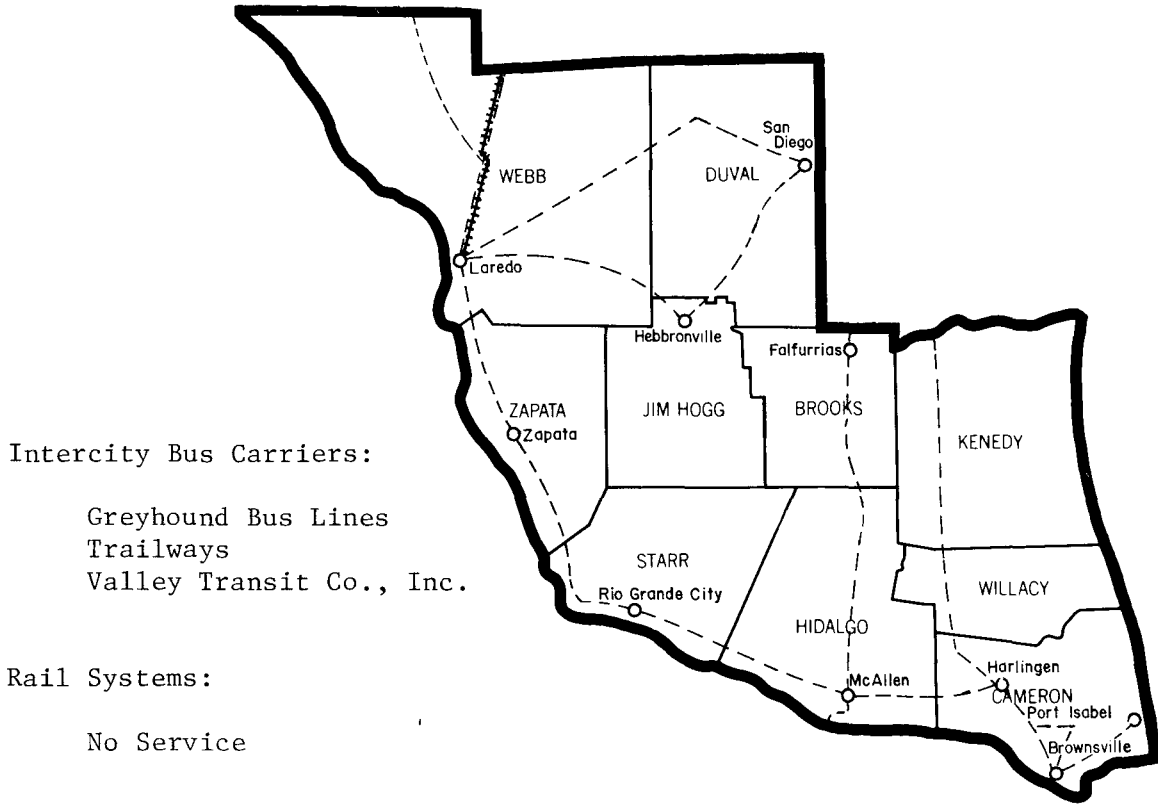
2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
McAllen	22	66	0	N/A	N/A	N/A	\$1.00
Pharr	3	6	0	N/A	N/A	N/A	\$2.00
Edinburg	6	11	0	N/A	N/A	N/A	\$1.50
Mission	2	6	0	N/A	N/A	N/A	\$1.25
Hidalgo	3	6	0	N/A	N/A	N/A	None
San Juan	2	2	0	N/A	N/A	N/A	\$1.25
Donna	1	1	0	N/A	N/A	N/A	\$1.25
Weslaco	3	6	0	N/A	N/A	N/A	\$1.25
Mercedes	2	3	0	N/A	N/A	N/A	\$1.50
Harlingen	1	8	0	N/A	N/A	N/A	\$1.25
San Benito	1	1	0	N/A	N/A	N/A	20c/1/6 mi.
Brownsville	13	92	0	N/A	N/A	N/A	\$1.25
Laredo	21	85	0	N/A	N/A	N/A	\$1.70
TOTAL	80	293					

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 21	33	66	10	96,324	17,364	N/A	\$86,036

3. Intercity Bus and Passenger Rail Systems



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
 IN DISTRICT 21 BY 1987

A population of 819,150 is forecast for the 10 county area by 1987 of which about 82 percent will live in the urban areas. District 21 has 43 incorporated cities of which 13 are located in urbanized areas. Only Brownsville and Laredo are presently served by intracity public transit. It is not anticipated tht the Harlingen/San Benito and the McAllen-Pharr-Edinburg area will develop intracity public transit systems. However, if the need arises, private enterprise will probably be invited to develop their public transportation systems. In the McAllen-Pharr-Edinburg area and the Harlingen/San Benito area, intracity transportation is provided by taxicab, social service and Valley Transit Company on their intercity transit routes. The private automobile is anticipated to continue to be the primary mode of transportation in this District.

The four urbanized areas are experiencing substantial commercial and residential growth. A large percentage of residential growth is multi-family units. Each year urban development in the Lower Rio Grande Valley area takes considerable amount of highly cultivated irrigated lands from agricultural production. Since the energy shortage, a trend has been established that as energy becomes more expensive, larger numbers of people move to this area from the North. This is an economic move for both permanent and temporary residences and likely to continue.

TABLE II

RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

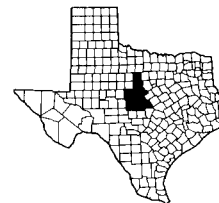
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Laredo (LMTS)	Equipment Acquisition	FY 83	\$1,129,500
	Downtown Transit Terminal	FY 83	2,250,000
	Property for Parking	FY 84	1,000,000
	Equipment Acquisition	FY 85	115,000
	Equipment Acquisition	FY 87	1,804,000
Brownsville (BUS)	Equipment Acquisition	FY 83	78,000
	Downtown Terminal	FY 83	750,000
	Equipment Acquisition	FY 84	475,000
	Downtown Terminal	FY 84	100,000
	Equipment Acquisition	FY 85	494,500
	Equipment Acquisition	FY 86	551,000
	Equipment Acquisition	FY 87	617,000
TOTAL			\$9,364,000

The total cost of planned public transportation improvement by the two companies is about \$9,364,000 through Fiscal Year 1987. These costs will sustain the current level of transit service and provide the needed downtown terminal for both systems. Both systems are dependent on federal and state participation to finance these improvements.

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$7,491,200	\$1,217,320	\$655,480		\$9,364,000



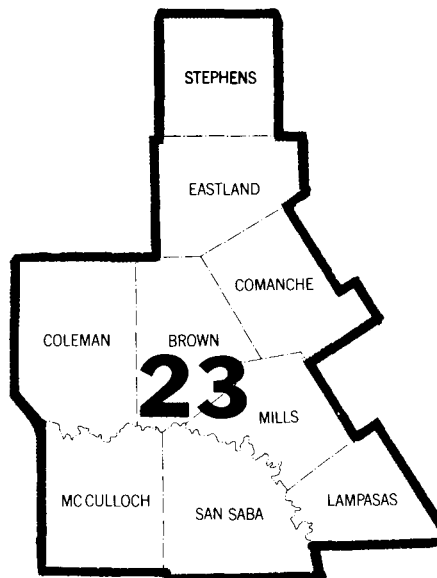
DISTRICT 23
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 23 of the State Department of Highways and Public Transportation consists of nine counties, Brown, Coleman, Comanche, Eastland, Lampasas, Mills, McCulloch, San Saba and Stephens, located in central Texas.

The District is comprised predominantly rural counties with a total population of 116,429. There are five urban areas in the District, Brownwood, Breckenridge, Brady, Lampasas and Coleman. The District covers an area of 8,659 square miles and has a population density of 13.4 persons per square mile.

There are approximately 2,500 miles of roads on the highway system, as well as 5,693 miles of county roads in the District. There are no municipal transit systems in the District, but three major intercity bus carriers and three taxicab systems operate in the District. Ridership is limited because of high cost and low demand.

Regional Councils of Governments involved in the District are the Central Texas COG, located in Belton, West Central Texas COG, Abilene and Concho Valley COG, San Angelo. There are no Standard Metropolitan Statistical Areas for this District.



PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

Approximately \$197,000 in public transportation improvements have been implemented by District 23 during the past two years. Three Section 16b(2) applications have been approved and a fourth application for Section 16b(2) funds for six twelve-passenger vans, in the amount of \$98,000 is pending. These applications are primarily for replacement vehicles for organizations providing assistance for handicapped, poor and elderly.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

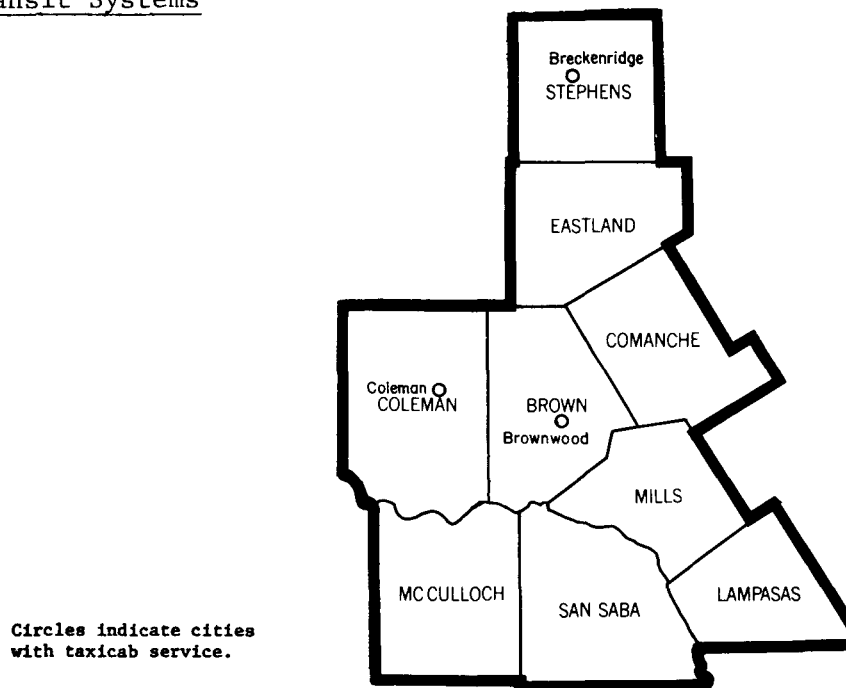
JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
BARC (TX-16-0010)	07-81	Purchase 1 school bus (over 30 passengers) with lift	\$ 28,560		\$ 7,140	\$ 35,700
Hill Country CAA (TX-16-0011)	08-81	Purchase 3 10-16 passen- ger vehicles	35,280		8,820	44,100
Hill Country CAA (TX-16-0013)	03-82	Purchase 8 12 pass. vehicles	94,080		23,520	117,600
TOTAL			\$157,920		\$39,480	\$197,400

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 23 - 1982

1. Municipal Transit Systems

None.

2. Paratransit Systems



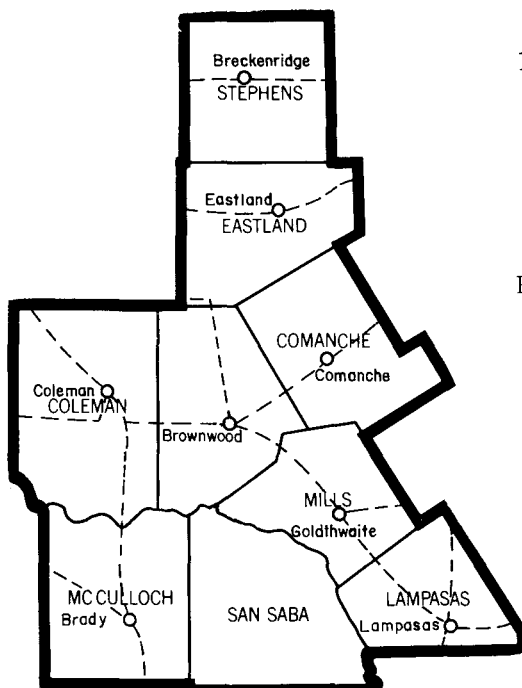
2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PFR TAXICAB	FARE STRUCTURE
Brownwood	1	2	0	6,000	N/A	N/A	\$2.25 avg.
Breckenridge	1	1	0	1,000	N/A	N/A	\$1.50 avg.
Coleman	1	1	0	1,000	N/A	N/A	\$1.50 avg.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 23	5	51	N/A	37,000	32,000	45,000	\$25,000

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Trailways
- Arrow Coach Lines
- Kerrville Bus Company, Inc.

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 23 BY 1987

District 23's objective is to replace the vehicles in an already well established program of social services. It is anticipated that twenty additional vehicles will be needed within the next five years. Approximately 32,000 people will be eligible for some type of human service transportation by the year 1990. Human service agencies report a need to accommodate a large number of these individuals. The crucial issues facing these agencies are availability of fuel, operating funds and inflation.

The District is sparsely populated except for the Brownwood area, and because of the low population in the rural areas and the miles separating the trade areas, the automobile will be the primary mode of transportation for many years.

The local governments of this area have expressed little interest in promoting public transportation systems and for this reason, only human services transportation with assistance from federal, state and local funds will be available to the citizens of this area.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

The primary objective of the District 23 Public and Mass Transportation Plan is to modernize the equipment and rolling stock with Section 16b(2) monies.

TABLE II

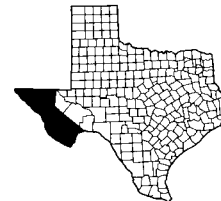
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Human Services	Capital Assistance to Private Non-Profit Agencies for Equipment Acquisition	FY 83-87	\$350,000

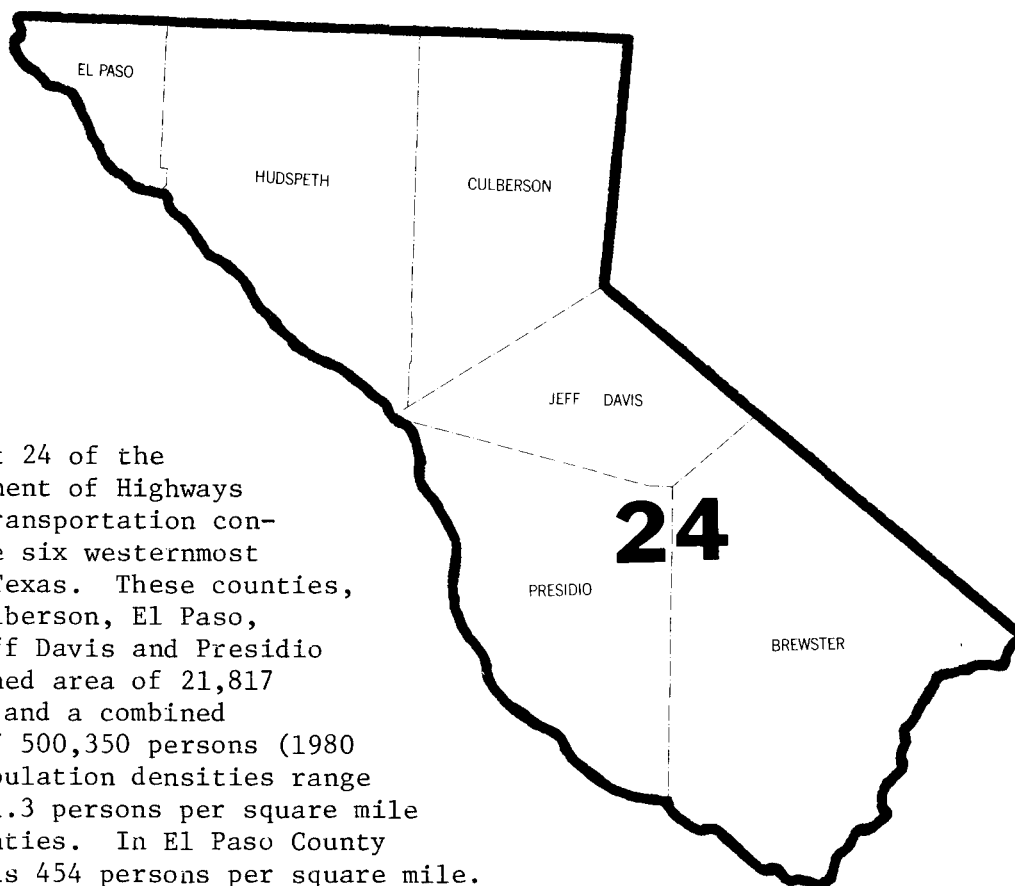
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$280,000			\$70,000	\$350,000



DISTRICT 24
1982 PUBLIC AND MASS TRANSPORTATION PLAN



District 24 of the State Department of Highways and Public Transportation consists of the six westernmost counties of Texas. These counties, Brewster, Culberson, El Paso, Hudspeth, Jeff Davis and Presidio have a combined area of 21,817 square miles and a combined population of 500,350 persons (1980 Census). Population densities range from 0.6 to 1.3 persons per square mile in rural counties. In El Paso County the density is 454 persons per square mile.

The City of El Paso with a population of 425,259 is the fourth largest city in Texas and the only urbanized area (population over 50,000) in District 24. Alpine, in Brewster County with a population of 5,465 is the only "urban place" (population over 5,000) in the District. Beyond the limits of Alpine and the City of El Paso, District 24 is a rural area.

Private vehicles satisfy the vast majority of the transportation needs in the rural parts of District 24. The small amount of public transportation existent in the rural areas will require little change in the foreseeable future.

The City of El Paso is one of the fastest growing cities in the nation. Population growth both in the City of El Paso and in the county, in combination with changing land use, will increase demand for urban public transportation services.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1980-1982

In the summer of 1980 the State approved the City of El Paso's application for assistance in construction of a new maintenance/administration/operations facility for the Sun City Area Transit system. Also approved was the City's application for assistance with the restoration of Union Depot for further support of the transit system. Subsequently, these two projects were approved by UMTA as an amendment to Project TX-03-0028. Two more amendments to provide additional funds for construction, architectural and engineering services and contingencies were approved by the State in June, 1981. During 1980-1982 expenditures under the amended grant totaled approximately \$9.3 million. There remains an estimated \$3 million to be spent. In combination with expenditures before 1980 these amounts will complete the \$17.9 million project,

During the 1980-82 period expenditures began under another capital improvement project for the El Paso's transit system (TX-05-0054). Approximately \$4.1 million has been spent on this project, leaving a little over \$635,000 in payments to be made.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1980-1982

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of El Paso (TX-03-0028-03)	06-23-81	-Construction of Maintenance/ Administrative/Operations Facility -Restoration of Union Depot -Purchase furniture & equipment -Purchase Shop Tools -Architectural & Engineering Services -Administrative allocation -Contingencies	\$8,767,872	\$1,424,779	\$767,189	\$10,959,840
Big Bend Community Action Committee, Inc., Marfa, Texas (TX-16-0009)	04-13-81	Purchase of two 10-16 passenger vehicles, one with wheelchair ramp for elderly and handicapped persons.	40,320	--	10,080	50,400
City of El Paso (NRD 0654)	05-82	Multi-worksites buspool program (2 years)	90,000	--	30,000	120,000
TOTAL			\$8,898,192	\$1,424,779	\$807,269	\$11,130,240

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 24 - 1982

1. Municipal Transit Systems

Sun City Area Transit
c/o City of El Paso Public Transit Administration
700-A San Francisco
El Paso, Texas 79901
(915) 533-1220

Sun City Area Transit (SCAT) is owned by the City of El Paso. The system provides regularly scheduled fixed-route service for the City of El Paso with 32 regular routes. SCAT also provides special services, including five express/park and ride routes; charter services; and multi-worksite buspooling, recently initiated. Currently, the system owns a fleet of 145 regular transit coaches, of which 30 are equipped with wheelchair lifts.

SCAT service is provided daily from 5:30 a.m. to 10:00 p.m. Bus fares are 50 cents for regular service and \$1.00 for express service with discounts given for children (up to 12 years old), students, and elderly and handicapped. Transfers are purchased for 20 cents.

In February, 1981, the City took over operation of HandySCAT, formerly operated by the El Paso Chapter of American Red Cross. HandySCAT provides special demand-responsive door-to-door service to elderly and handicapped persons unable to utilize regular fixed-route service. The City uses 15 lift-equipped minibuses to operate this service. HandySCAT is available Monday through Friday from 6:30 a.m. to 6:00 p.m. and requires 24 hours advance notice.

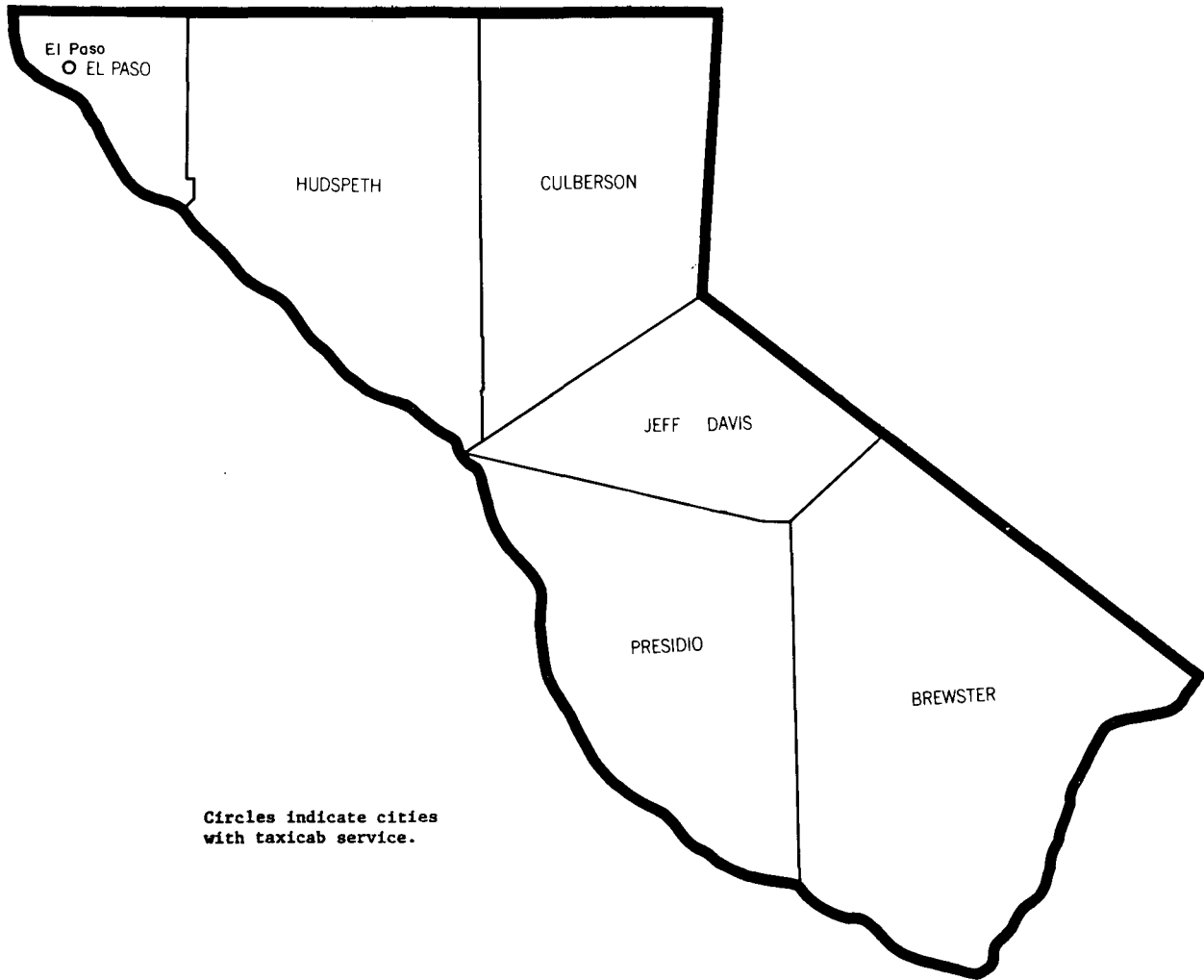
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
El Paso	160	9,545,886	4,410,164	\$3,369,277	\$7,144,746	259	15¢-25¢-30¢-50¢

VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passenger)	15					15	15
Regular Transit Coach (over 25 passenger)	114	20		11		145	30
						TOTAL VEHICLES	45

2. Paratransit Systems



2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
El Paso	3	206	0	687,000	18,600	2,063*	**

*Based on population estimate of 425,000.

**\$.90 for the first 1/5 mile; \$.20 for each 1/5 mile thereafter; \$.50 each additional passenger; \$2.50 to cross the border; \$.10 per minute waiting time.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

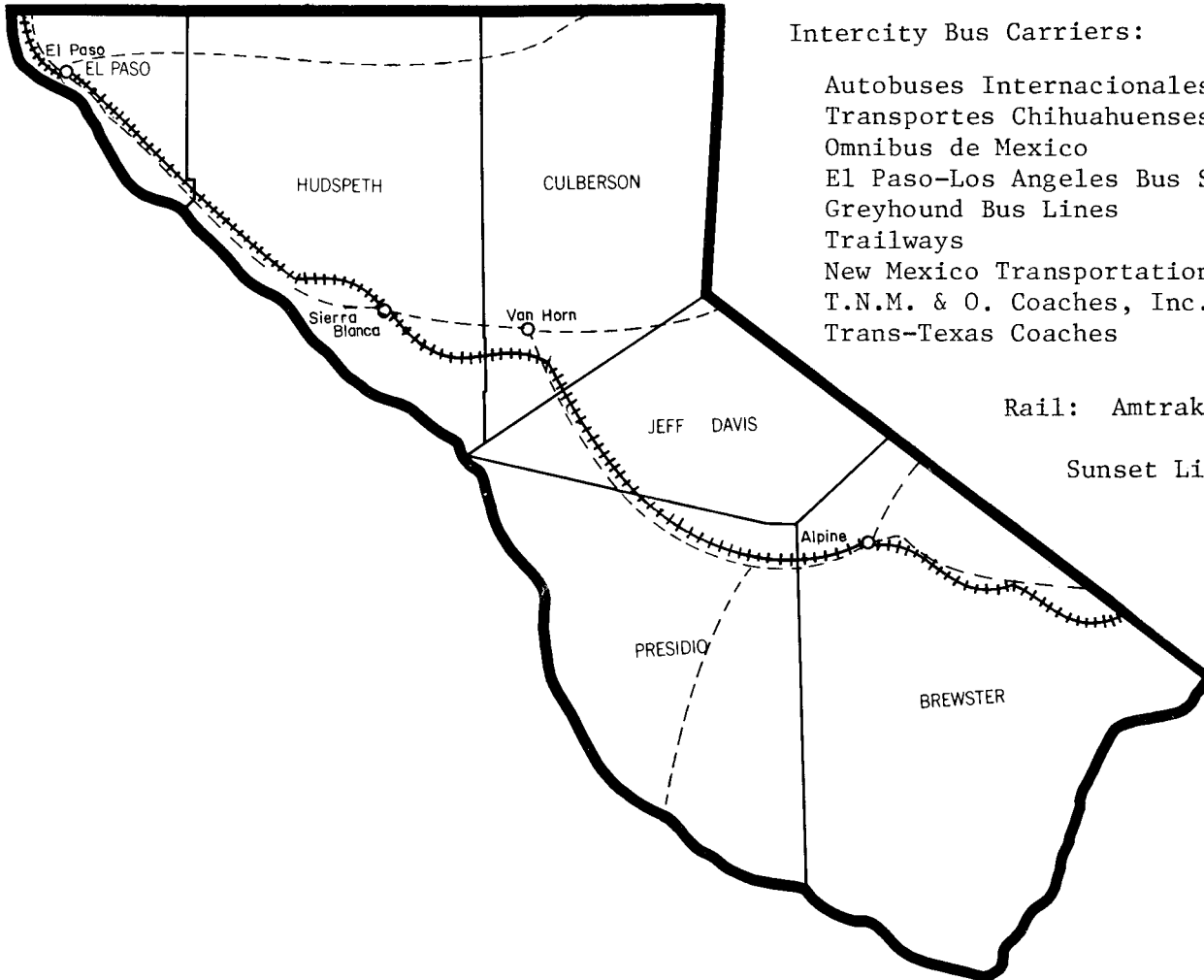
<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 24	14	110	6	99,394	18,971	59,394*	\$41,974

*Four of the fourteen agencies could not answer this question. Figure given is the sum of the other ten agency estimates.

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
El Paso	3	19	0	16,400	14,910

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Autobuses Internacionales, S. de R.L.
- Transportes Chihuahuenses
- Omnibus de Mexico
- El Paso-Los Angeles Bus Service
- Greyhound Bus Lines
- Trailways
- New Mexico Transportation Co., Inc.
- T.N.M. & O. Coaches, Inc.
- Trans-Texas Coaches

Rail: Amtrak Route

Sunset Limited

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 24 BY 1987

The population in District 24 in 1980 was 500,350 according to census data. By 1987, a 17 percent increase is expected to give the District a population of about 586,600. Eighty-six percent of the District's 1987 population (approximately 504,000) are expected to reside in the El Paso Metropolitan Area. In the five rural counties outside El Paso, a slight (about 1.7 percent) increase over the 1980 population is projected.

Of the District's 1987 population approximately 81,900 are projected to be elderly or handicapped. Of this less than 20 percent are expected to be transportation handicapped. This equates to about 16,000 persons who may require special transportation service throughout the District. About 13,800 of these persons will reside in El Paso.

Land use in the District's rural counties is not expected to change significantly in the foreseeable future. The primary land use will continue to be ranching. Some decreases in irrigated agricultural use are anticipated as well as increases in recreational use. Significant change in industrial land use is not expected. The projected changes in rural land use should create no significant new demands for public transportation.

In the urban area of El Paso County the greatest change in land use is expected to be the growth of residential areas. The areas of greatest change should be the northwest, northeast and southeast parts of the City of El Paso. Proposed revitalization of the central city area has been given high priority in recent years and will continue to be a major focus of planning and development activities. A small increase in residential land use may occur in the central area as a result of the revitalization actions.

Moderate commercial development is expected to continue in the northwest and southeast parts of the City. Industrial development of the Lower Valley, particularly along Loop 375 (Avenue of the Americas) and Zaragoza is expected to continue to 1987. Lesser increases in industrial land use are also expected in both northwest and northeast El Paso.

In El Paso, transit ridership has been projected to increase from 9.2 million in 1980 to 12.8 million in 1987. This 39 percent increase was estimated by the City Public Transit Administration and provides for the anticipated population increases and changes in land use.

The continued growth of industry and commercial activity in the outlying areas indicates a probable need to improve the "reverse commute" elements of the public transportation service. The City's newly implemented multi-worksite buspool program is also aimed at serving employers in the outlying areas.

If revitalization of El Paso's downtown area is successful, improvement of transportation service and associated amenities for private vehicle commuters and shoppers will be needed. Included are the improved operation of the street system, additional accessible and affordable parking facilities, and a public "shuttle" or circulation system in the central city. A proposed circulation system is included in the City's short-range transit plan completed in 1977. Many of the plan's other recommendations have been implemented already.

To serve a revitalized central city, public transportation will need to increase its capacity to serve work trips. Improved terminal and transfer facilities will be needed to better serve the public transit passenger and to minimize conflicts with the private modes of transportation. The El Paso Long Range Transit Plan (1979) includes improved downtown terminal facilities in its recommendations. Other recommendations

such as additional express/park and ride service and feeder service have been included in recent service improvements. Improved access to the facilities of the central area and circulation between them should be provided for both local and Mexican patrons.

Public Transit Administration is studying the idea of relocating the SCAT downtown on-street terminal. Streets surrounding the current location, San Jacinto Plaza, are badly congested. Also, the Plaza may be used for other purposes in connection with the City's downtown revitalization activities. A new terminal nearby would provide both off-street and on-street bus parking. In addition, the City is also considering constructing an outlying terminal for bus storage and light maintenance on City-owned Lower Valley property.

No expansion plans are indicated by the three taxi companies in the District (all in El Paso). One company is planning to retrofit three vehicles with special equipment to allow improved service for the handicapped. Taxi companies continue to list high costs of insurance and fuel as major problems. Continued population growth and increased tourism appear to be keys to the viability of the companies.

There are presently 125 paratransit vehicles providing special transportation services to elderly and handicapped in the District. The HandySCAT fleet is included in this number. Population projects indicate there will be increased demand for these special services. A large majority of the added demand will be in El Paso County, but there will be some increase in the rural counties as well. An estimated 15-30 new vehicles will be needed in the District in the next five years. The exact number will depend on replacement requirements, availability of excess capacity, and efforts to improve coordination among providers.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1987

Sun City Area Transit, like many other transit systems, is facing an uncertain financial future. In November, 1981, the citizens of El Paso County soundly rejected a proposed regional transit authority and its accompanying sales tax financing. Whether another election will be held has not been decided, nor can a positive outcome be assumed at present. City funding for expanded transit service has been severely limited in recent years, and federal operating assistance is expected to diminish and eventually disappear.

In October, 1981, SCAT implemented service reductions which were followed by fare increases in March, 1982. Although some new service was introduced in June, 1982, the additions would not have been possible without offsetting cuts of low ridership runs on existing routes.

The current peak hour requirement is 73 buses for regular service and 8 buses for HandySCAT service. The current SCAT fleet of 145 regular buses and 15 HandySCAT buses will allow considerable service expansion for several years without new purchases. Replacement buses should not be needed before 1985, if then. The buspool program, if successful, will utilize some of

the excess buses but will leave room for expansion of other service.

For elderly and handicapped and other paratransit services, some of the projected increase in demand will be met by HandySCAT expansion in FY 1985. Purchase of 15 additional vehicles by other agencies will probably be required as well. It is expected that the balance of the new demand will be met by existing available capacity, improved operating efficiency, better coordination among providers and better utilization of available private resources, such as taxis.

The public transportation improvements listed in Table II are considered to be the projects realistically attainable (given some financing optimism) and most likely to address identified needs in the District.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS-FY 1983-87

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of El Paso	Implement multi-worksites buspool program	FY 82-84	\$ 120,000
	Construct downtown terminal/transfer station	FY 83-84	3,800,000
	Share-A-Ride, El Paso!	FY 83-84	80,000
	Purchase and install 1800 bus stop signs	FY 83-87	29,000
	Purchase and install 60 bus shelters	FY 84 & 86	156,000
	Purchase 10 support vehicles	FY 84 & 87	68,000
	Construct Ysleta terminal	FY 84	1,000,000
	Purchase 10 minibuses or vans	FY 85	350,000
	Purchase 15 standard buses	FY 85	2,400,000
	Purchase 35 fareboxes	FY 85 & 87	66,000
	Purchase 35 radios	FY 85 & 87	102,000
	Purchase 10 small buses	FY 87	1,100,000
Human Service Organizations	Purchase 15 minibuses or vans	FY 84-87	300,000
TOTAL			\$9,571,000

The total cost of the recommended improvement projects is \$9,571,000. Funding for the buspool program is being provided by the National Ride-sharing Discretionary Program with a local match. Applications for state or federal funding have not been submitted for the remaining projects. Funding for private vehicle purchases, such as taxis, is not included in Tables II and III. If the present source of funding for public transportation continues, the approximate cost to each agency would be as shown in Table III.

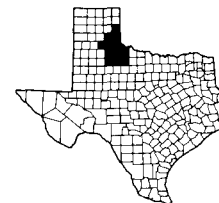
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1983-87
 (ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$7,646,800	\$1,199,230	\$664,970	60,000	\$9,571,000

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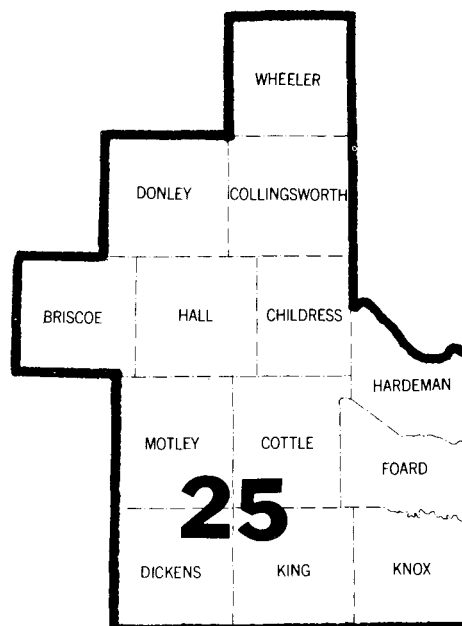


DISTRICT 25
1982 PUBLIC AND MASS TRANSPORTATION PLAN

District 25 of the State Department of Highways and Public Transportation is composed of thirteen counties located in the southeast section of the Texas Panhandle.

The District encompasses an area of 11,140 square miles of land area and, according to the U.S. Bureau of Census for 1980, contained a population of 53,699.

Childress is the only city in the District classified as an urban area (more than 5,000 population). Approximately 84 percent of the county population resides within the City. There are, however, twenty-six other incorporated cities in the District. The area has historically been and continues to be predominately rural in character. Population density ranges from 0.5 in King County to 10 people per square mile in Childress County.



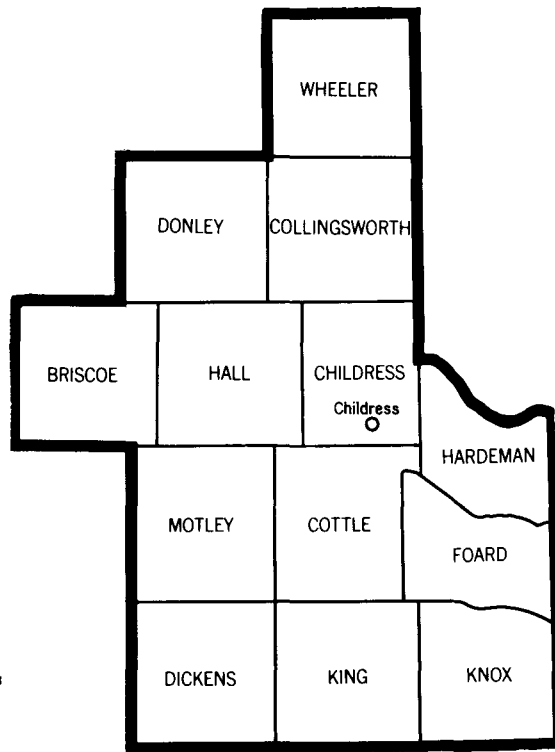
Within the District, there are 2,413 miles of roadway comprising the highway system. Four bus lines provide interstate transportation. With the existing modes and automobile being the primary mode of transportation, the combined highway systems create a network that has the capability of providing accessibility to all populations. Since all the counties are sparsely populated, no major changes in public transportation are anticipated in the District during the next five years.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 25 - 1982

1. Municipal Transit Systems

None.

2. Paratransit Systems



2A. TAXICAB SYSTEMS

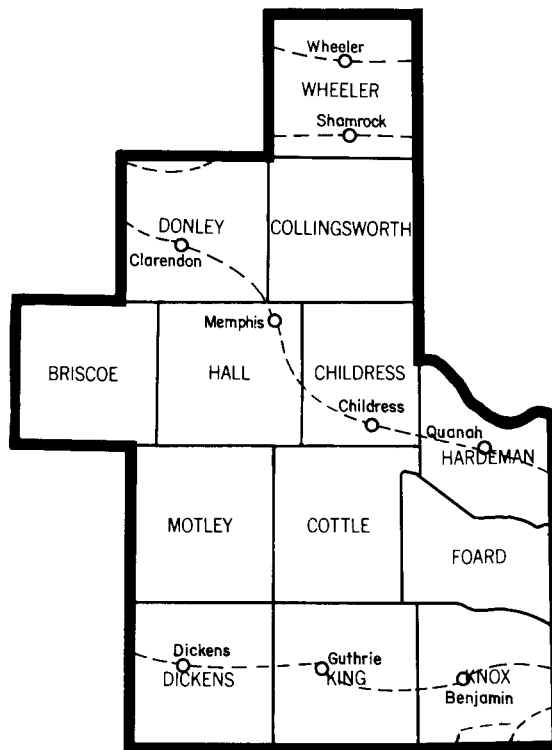
<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Childress	1	2	0	535	119	2,909	\$3.25/city tp. \$1.00/rural mi.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 25	13*	15	4	19,146**	3,767**	4,219**	\$4,297**

*One questionnaire not returned.
**Based on incomplete information.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- T.N.M. & O. Coaches
- Oklahoma Transportation Co.

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 25 BY 1987

A total population of about 53,000 is forecast for the District by 1987. This represents a decrease of 0.2 percent per year from 1980. Seventy-three percent of the population resided in one of the 27 municipal areas in 1980. This distribution is expected to remain about the same.

There are no known or published land use development plans within the District. Development in all of the municipal areas has, in the past, been predominately single family residences, and this trend is expected to continue into 1987. In the Childress Urban Area some apartments have been constructed within the last four years.

Future demands for taxicab service in the City of Childress is expected to remain at the present level.

With the low population density in the counties, the major problem in public transportation will be for medical and social purposes for the elderly, poor and handicapped in the rural towns.

Approximately 11,800 people in the District will be eligible for some type of human service transportation by 1987. Certainly not all of this group would use public transportation even if it were provided. At

the present time, there are 16 minivans operating in ten of the thirteen counties in the District for the purpose of supplying transportation for the elderly, poor and handicapped. There is a need, although the degree has not been determined, for some human service transportation to serve three counties not now being served.

Interviews with agencies and organizations now providing transportation for social and health purposes, in general, have indicated that the existing transportation facilities are adequate at this time for the areas being served. The crucial issues facing these agencies are operating funds, fuel, and inflation. Increased interest of local officials is another issue of these systems of transportation.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1987

Increased funding and expansion of the systems in the District are the primary considerations of the 1982 Public and Mass Transportation Plan for District 25.