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1986

PLANS FOR PUBLIC TRANSPORTATION IN TEXAS

State Department of Highways and Public Transportation

1986

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11/10/86

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

DECEMBER 1986

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**STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION**

DEWITT C. GREER STATE HIGHWAY BLDG.

11TH & BRAZOS
AUSTIN, TEXAS 78701-2483

December, 1986

ENGINEER-DIRECTOR
R. E. STOTZER, JR.

Governor William P. Clements

Lieutenant Governor William P. Hobby

Members of the 70th Legislature

IN REPLY REFER TO

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,

A handwritten signature in cursive script, appearing to read "R. E. Stotzer, Jr.".

R. E. Stotzer, Jr.
Engineer-Director



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SUMMARY

A major portion of the following report relates the expected needs of the public transportation industry for the next five years, as well as describing the activities within the Public Transportation Fund (PTF) for the years 1984 through 1986. The report details the activities of the industry in Texas for the years 1984 through 1986, describing its improvements and expenditures for that period. Also included is information pertinent to the activities of the Municipal Transit Systems, the Taxicab Industry, the Human Services Transportation Systems and finally all other Paratransit Systems. The report includes a segment on Intercity Transportation by both Bus and Passenger Rail Service. Finally, there is a section concerning the issues and recommendations of the Department based on data received from all concerned parties.

The final section of the report is a cumulation of each individual Districts Office's summary of transit activity for their area. This consists of anywhere between 4 and 12 pages of information about public transportation events within their area only.

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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 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 plan for Public Transportation.

This publication contains planned transit projects, including proposed costs of these projects. The Department requested specific and firm estimates projecting five year funding for Fiscal Years 87 through 91 be obtained from the governing boards of the various transit systems in the State. These cost figures are included in Tables II and III.

**TEXAS
PUBLIC
TRANSPORTATION**

STATE SUMMARY
1986 PUBLIC AND MASS TRANSPORTATION PLAN

The State of Texas is comprised of 267,338 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 53.1 for the total state.

However, the 54 Texas counties in Standard Metropolitan Statistical Areas (SMSA) comprise

only 50,378 square miles and had a 1980 population of approximately 11.4 million.

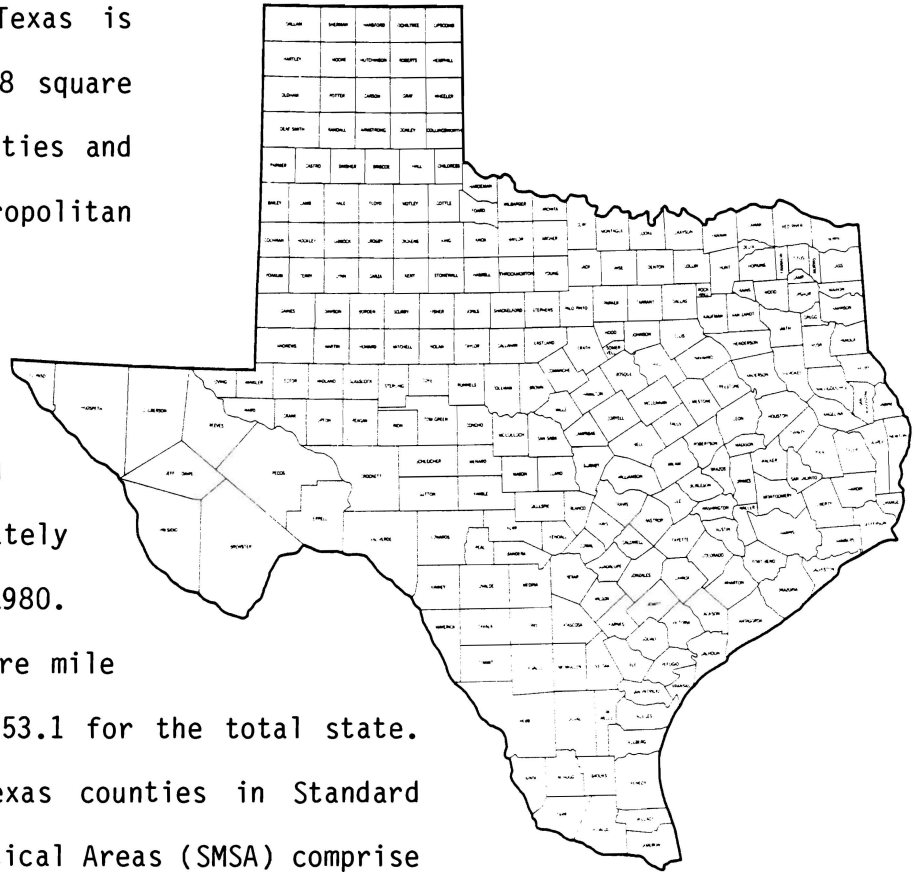
Texas counties outside SMSA, which comprise 81 percent of the State's land area, or 216,960 square miles, had a 1980 population of about 2.8 million.

Therefore, urbanized counties had 227 persons per square mile in 1980 and non-urbanized counties had 13 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.

Until recently, public transportation in rural and small urban areas consisted primarily of taxicab and intercity bus service.

Those services were augmented somewhat by transportation provided by human service organizations for the elderly, handicapped and



low-income population. The Surface Transportation Assistance Act of 1978 included an amendment¹ to provide funding for rural and small urban areas. Section 18 established public transportation assistance for those areas. Federal funds are available to provide 50 percent of the net operating costs and 80 percent of capital and administrative costs. Funds are also available for technical assistance projects.

The 1980 Census revealed that Texas has the largest non-urbanized population of all States. The 1986 public transportation plan indicates there are 37 systems receiving Section 18 assistance. That number has increased during the last two years (see District summaries) as various legal, financial and regulatory issues have been resolved. Section 18-funded systems now serve 156 of the 254 counties and both the area served and the number of systems are expected to increase in the future.

These rural and small urban public transportation systems are becoming increasingly sophisticated, adopting many of the management techniques and operations characteristics of the urbanized transit systems. Section 18 technical assistance funds have been used to perform various feasibility studies and to provide training to the managers. The scarcity of local matching funds continues to be a problem in some areas of the State, although the improvements in and expansion of service have solidified the financial base of the majority of the rural and small urban systems. Continue expansion of the Section 18 program in Texas may be limited only by the availability of Federal funds. However, the possibility exists that Federal funds that are not used by urbanized areas may be transferred to the Section 18 program.

¹ Added Section 18 to the Urban Mass Transportation Assistance Act of 1964, as amended.

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 conversion to public ownership during the past 27 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 1984-1986

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. The 68th Legislature appropriated \$28 million for FY 84 and FY 85. The 69th Legislature appropriated \$17.775 million for FY 86 and FY 87, however, \$8 million of this was for the Section 18 program which left \$9.775 million for state financial assistance to municipal transit systems.

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. New federal legislation in 1982 changed the matching ratio for one program to 75 percent-25 percent; therefore, in some cases the State may

be called upon to provide 16.25 percent of a capital project cost. If federal funds are unavailable, an applicant may apply for up to 50% state funding for a capital project.

Approximately \$154.0 million in public transportation capital improvement projects have been initiated by local governments in Texas during the past two years. Of this \$154.0 million, approximately \$18.5 million was provided by the State's Public Transportation Fund and \$15.5 million was provided by the local areas. As indicated in Table I, approximately \$140.5 million of the total funding went to the seven transit systems in cities of 200,000 population or more. The remaining \$13.5 million in funding went to the eleven 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 1985-1986(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)	\$109,130,781	\$17,134,493	\$14,243,767	\$140,509,041
Remaining Transit Systems(3)	<u>10,776,196</u>	<u>1,389,937</u>	<u>1,298,100</u>	<u>13,464,233</u>
STATE TOTAL	\$119,906,977	\$18,524,430	\$15,541,867	\$153,973,274

(1) Sections 3, 5 and 9 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), 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 - 1986

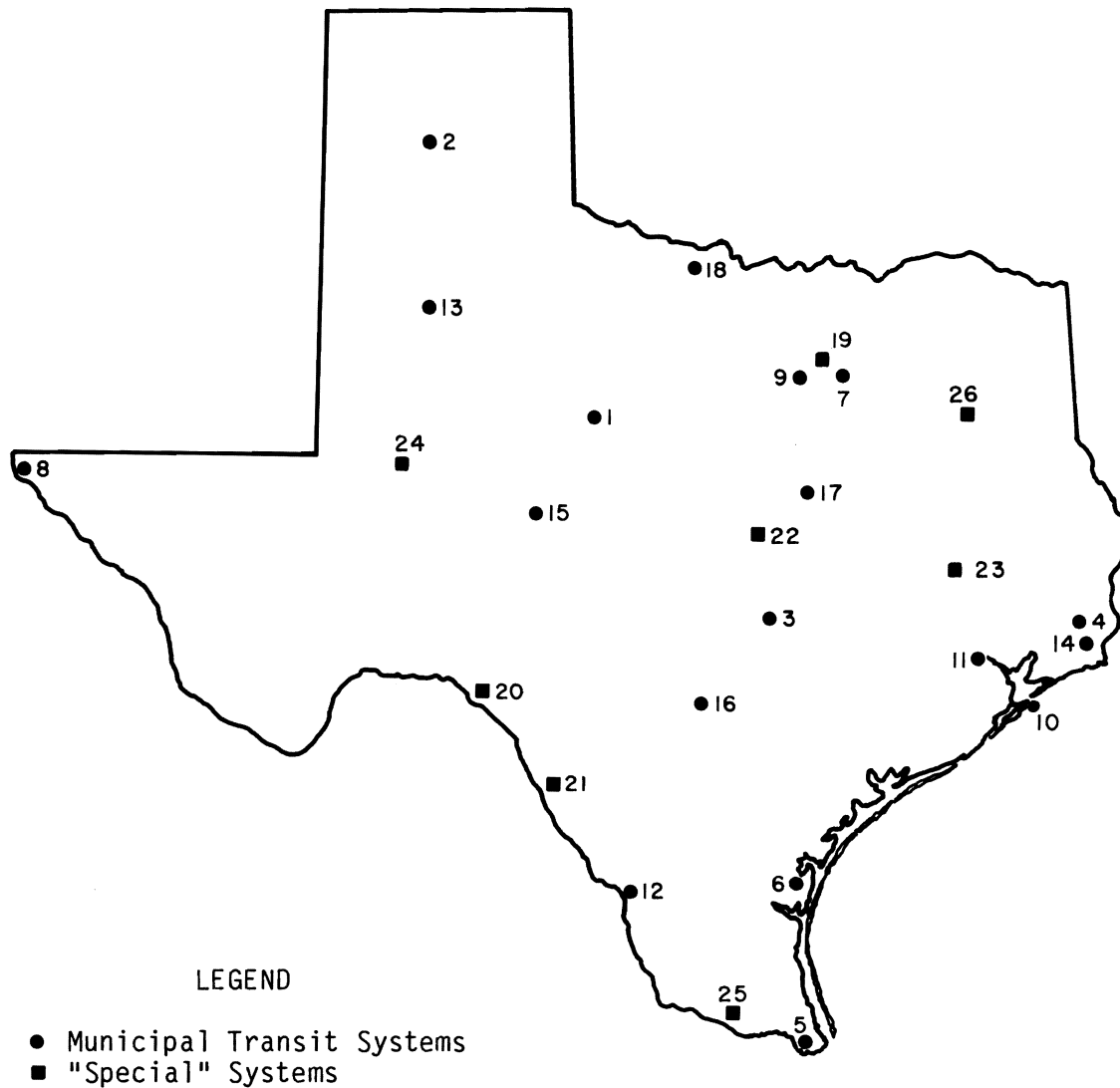
1. Municipal Transit Systems

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 six metropolitan transit authorities presently operating in Texas (see Figure 1). In August, 1986, there were 18 regular municipal transit systems. All of these systems are publicly owned.

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

MIDTRANS served primarily as a demand-responsive bus system in Midland using thirteen small transit coaches, seven of which were equipped to accommodate the handicapped. They also operated three vans, one of which was equipped with a wheelchair lift. The 1985 statistics indicate that MIDTRANS carried 107,866 passengers, while operating 306,122 miles and had an average of 20 employees on staff. MIDTRANS ceased operations as of July 1986 due to declining ridership and increasing deficit in their operating expenses. The Link, a privately owned company, has recently begun to provide a special shuttle system between the Dallas-Fort Worth Regional Airport (D-FW) and the central business area and the market area. This company also provides a park-and-ride service from North Dallas to the airport called Airlink. Both systems operate under permission of the Dallas-Fort Worth Regional Airport.

MUNICIPAL TRANSIT IN TEXAS



MUNICIPAL SYSTEMS

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

"SPECIAL" SYSTEMS*

- | |
|--|
| 19 Dallas-Fort Worth
Regional Airport |
| 20 Del Rio |
| 21 Eagle Pass |
| 22 Killeen-Fort Hood |
| 23 Huntsville |
| 24 Midland |
| 25 McAllen-Pharr-Edinburg |
| 26 Tyler |

*See text

Figure 1

The City of Del Rio is served by two privately owned bus companies, the Rainbow Transit Co., Inc., and International Transportation. The Rainbow Transit Company operates two regular transit coaches over three fixed routes Monday through Saturday from 8:00 a.m. to 9:30 p.m. Neither coach is equipped for the handicapped. International Transportation Company operates three regular transit coaches over one fixed route Monday through Saturday from 8:00 a.m. to 7:00 p.m. None of the equipment is capable of handling the handicapped.

Eaglette Shuttle Bus Service, Inc., is a privately owned and managed bus system serving the City of Eagle Pass. The company operates one regular transit coach which is not equipped for the handicapped. The system operates from 9:00 a.m. to 5:00 p.m. Monday through Saturday especially for shoppers as a shuttle from various subdivisions to local shopping centers.

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 the area with some limited intracity service.

The operation at the Valley Transit Company, Inc., is very similar to the Southwestern Transit Company. Valley Transit Company, Inc., headquartered in Harlingen, is primarily an intercity carrier, but does provide some limited intracity service, mostly in McAllen.

The Tyler Transit System is wholly-owned and operated by the City of Tyler using only local funds. The three vehicle, fixed-route operation has headways of one hour and provide service Monday through Friday from 6:15 a.m. to 6:30 p.m. and 10:15 a.m. to 2:15 p.m. on Saturday.

The Brazos Transit System operates a fixed route, general public transit system in Huntsville. The system utilizes two (2) 20-passenger

buses and one (1) 18-passenger Vintage Style Trolley. The system operates from 5:00 a.m. to 7:00 p.m., Monday through Friday.

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*

	No. of Buses Used Daily	No. of Employees	Fare Structure**	Annual Passengers	Vehicle Miles Operated	Operating Revenue	Operating Expenses	Net Operating Income
Seven Transit Systems in Cities of 200,000 Population or more (1)	2038	6530	\$.28--.98	183,694,515	83,128,356	\$121,791,886	\$280,942,550	(\$159,150,664)
Remaining Eleven Transit Systems (2)	145	441	\$.25--.61	12,656,590	6,383,782	\$ 4,699,315	\$ 12,684,615	(\$ 7,985,300)
STATE TOTAL	2183	6971	\$.27--.80	196,351,105	89,512,138	\$126,491,201	\$293,627,165	(\$167,135,964)

*Operating Statistics were obtained by the tabulation of monthly reports provided by the transit systems for calendar year 1985.
**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), and 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), and Brownsville and Laredo (District 21).

TABLE B
VEHICLE INVENTORY

	Under 5 Years	5-9 Years	10-14 Years	15-19 Years	20+ Years	Total
Seven Transit Systems in Cities of 200,000 Population or more (1)	1912	863	583	96	127	3581
Remaining Eleven Transit Systems (2)	84	114	27	2	1	228
STATE TOTAL	1996	977	610	98	128	3809

NOTES:

- (1) 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).
(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), and Brownsville and Laredo (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. This fact was used by several of the major intercity bus carriers as justification for dropping service to that area, again emphasizing the importance of the taxicab industry in Texas. There were at least 354 taxicab companies identified through a State Department of Highways and Public Transportation survey in 1985. Of these, 104 companies (approximately 29 percent) responded to the survey questionnaire. The 104 companies reported operating 5,054 vehicles, 42 of which are specially equipped for the handicapped. It should be mentioned that many of the responses to the questionnaires were not complete and the above data is by no means reflective of the complete picture of the taxicab industry in Texas. But based on available data, there was a decrease in identified taxicab companies from 378 in 1983 to 354 in 1985 as well as a slight decrease in the number of vehicles operated from 5,151 to 5,054. The number of vehicles specially equipped for the handicapped remained approximately the same.

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, 485 human services transportation providers were identified in 1985. Of the 485 identified providers, 417 (about 86 percent) responded to a survey questionnaire. The responding providers reported operating 2,436 vehicles, including 388 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.

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 142 of these systems identified in 1985. Of the 142 providers surveyed, 47 (33 percent) responded. The 47 providers operate 2,010 vehicles, 43 of which are specially equipped to serve the elderly and handicapped.

3. Intercity Bus and Passenger Rail Systems

INTERCITY BUS

The intercity bus transportation continues to be a very important form of public transportation in Texas. While many communities in Texas have experienced a decrease or elimination of service in recent years, the intercity bus still provides the only form of public transportation to a large part of Texas. Since enactment of the "Bus Regulatory Reform Act of 1982", with its language that is weighed in favor of the bus lines which want to drop service to the less-populated areas, many such stops have been eliminated or service reduced. But this same act also made it easier for new intercity bus carriers to take over these routes or for other established carriers to do the same. As a result, the intercity bus industry's service provided to Texas has not changed very much during the period covered by this report (See Figure 2).

During the period from 1984 to 1985, the number of Texas-based carriers has remained the same with the loss of just one carrier from previous reporting period (See Tables C and D). In 1984, the Lone Star Bus Lines, based in Tyler, Texas began the process of going out of business. According to the Texas Railroad Commission, they were placed on probation and finally were decertified on April 1, 1985. During the

SCHEDULED INTERCITY BUS SERVICE

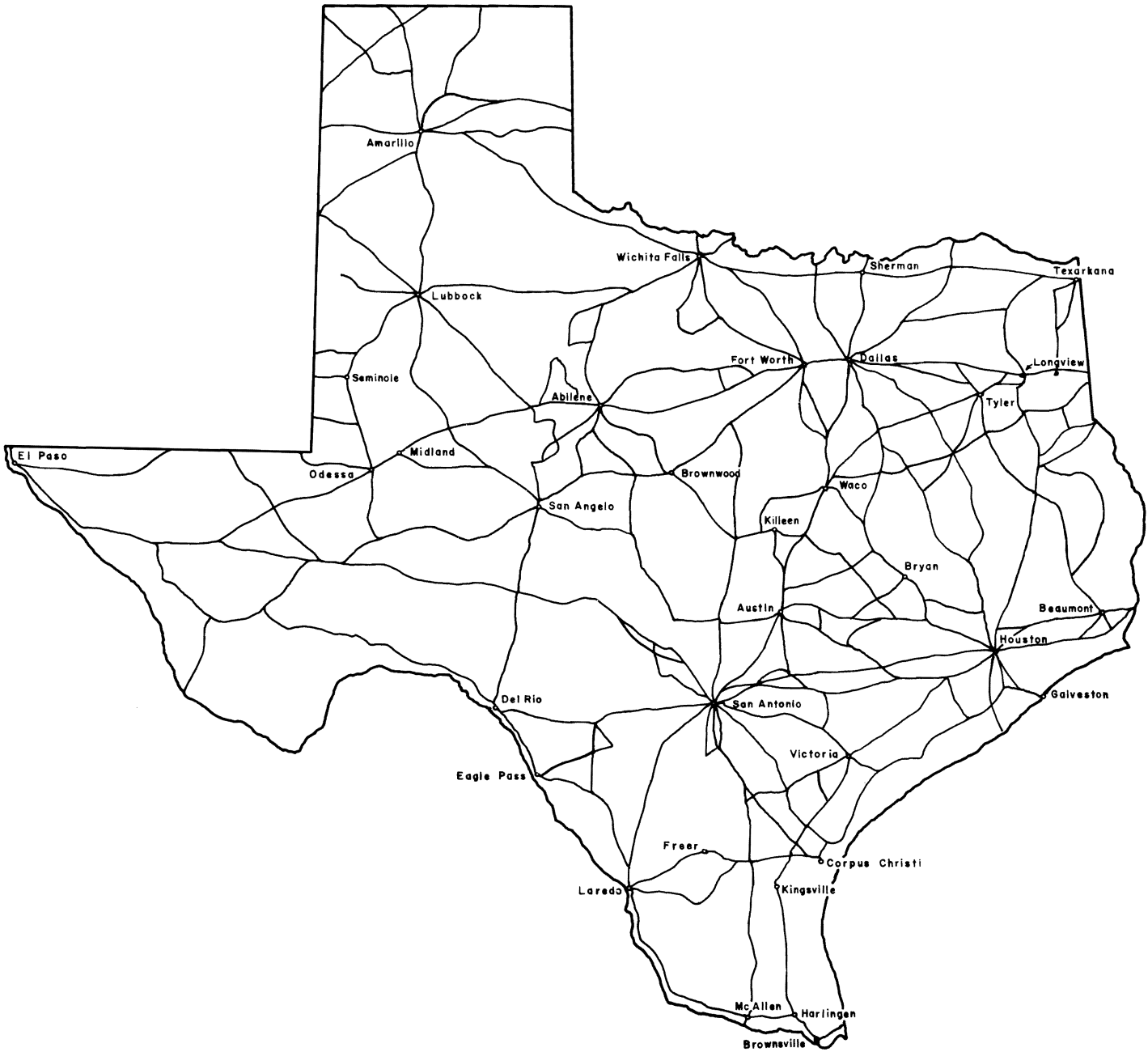


Figure 2

TABLE C
INTERCITY BUS LINES IN 1984

Major U.S. Carriers	Trailways, Inc. Greyhound Lines, Inc.	Dallas, Texas Phoenix, Texas
Texas Based Carriers operating mainly in Texas	Alamo Tours, Ltd. Arrow Coach Inc. Central Texas Bus Lines Kerrville Bus Company, Inc. Kerrville Tours, Inc. Painter Bus Lines, Inc. Southwestern Transit Co., Inc. Sun Set Stages, Inc. Texas Bus Lines T. N. M. & O. Coaches, Inc. Transportation Enterprises, Inc. Valley Transit Co., Inc.	Austin, Texas Killeen, Texas Waco, Texas Kerrville, Texas Kerrville, Texas Kerrville, Texas Killeen, Texas Abilene, Texas Austin, Texas Lubbock, Texas Austin, Texas Harlingen, Texas
Interstate Carriers with Limited Operations in Texas	Jefferson Lines, Inc. M. K. O. Lines New Mexico Transportation Co., Inc. Oklahoma Transportation Co.	Minneapolis, Minnesota Tulsa, Oklahoma Roswell, New Mexico Oklahoma City, Oklahoma
Mexico Based Carriers	Autobuses Anahuac Autobuses De Oriente Ado Omnibus de Mexico Transportation Chihuahuenses Transportes Del Norte Tres Estrellas De Oro	Piedreas Negras Mexico City Juarez Juarez Monterrey Mexico City

TABLE D
INTERCITY BUS LINES IN 1985

Major U.S. Carriers	Trailways, Inc. Greyhound Lines, Inc.	Dallas, Texas Phoenix, Texas
Texas Based Carriers operating mainly in Texas	Alamo Tours, Ltd. Arrow Coach Inc. Central Texas Bus Lines Kerrville Bus Company, Inc. Kerrville Tours, Inc. Painter Bus Lines, Inc. Southwestern Transit Co., Inc. Sun Set Stages, Inc. Texas Bus Lines T. N. M. & O. Coaches, Inc. Transportation Enterprises, Inc. Valley Transit Co., Inc.	Austin, Texas Killeen, Texas Waco, Texas Kerrville, Texas Kerrville, Texas Kerrville, Texas Killeen, Texas Abilene, Texas Austin, Texas Lubbock, Texas Austin, Texas Harlingen, Texas
Interstate Carriers with Limited Operations in Texas	Jefferson Lines, Inc. M. K. O. Lines New Mexico Transportation Co., Inc. Oklahoma Transportation Co.	Minneapolis, Minnesota Tulsa, Oklahoma Roswell, New Mexico Oklahoma City, Oklahoma
Mexico Based Carriers	Autobuses Anahuac Autobuses De Oriente Ado Omnibus de Mexico Transportation Chihuahuenses Transportes Del Norte Tres Estrellas De Oro	Piedreas Negras Mexico City Juarez Juarez Monterrey Mexico City

above period service was probably quite limited or none was provided at all. They did not turn any Operating Forms for those years. This, in effect, reduced the number of Texas-based carriers from thirteen to twelve. Overall, the intercity bus picture has remained relatively the same during the past two years. Also, based on limited data available, there seems to have been little change in service provided by the other carriers, such as the major carriers (Greyhound and Trailways), the Mexico-based carriers or those interstate carriers with limited operations to the communities of Texas.

In 1984, the twelve Texas-based intercity bus carriers increased their total operating revenue from \$50,927,510 to \$54,372,771 or approximately 6 1/2 percent. (See Table E). This represents a considerable improvement over the previous year when operating revenues actually declined some 3 percent. What is also encouraging is that the increase was accomplished with one less company.

TABLE E
1984 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Where Headquartered</u>	<u>Bus Miles Oper.</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>
Alamo Tours, Ltd.	Austin	449,664	37	1,324,314	1,018,273	51	12,245
Arrow Coach, Inc.	Killeen	1,994,695	48	4,862,068	4,636,618	128	197,021
Central Texas Trailways, Inc.	Waco	743,615	24	1,766,950	1,903,038	36	133,793
Kerrville Bus Company, Inc.	Kerrville	6,068,544	127	14,754,609	14,151,147	219	1,825,514
Kerrville Tours, Inc.	Kerrville	433,900	16	1,883,602	2,006,470	22	---
Painter Bus Lines, Inc.	Kerrville	1,053,053	2*	2,146,077	1,668,938	38	155,968
Southwestern Transit Co.	Killeen	245,015	4	271,442	293,342	19	196,465
Sun Set Stages, Inc.	Abilene	767,288	13	1,107,795	1,043,961	26	54,913
Texas Bus Lines	Austin	5,243,038	330	11,911,119	9,665,457	925	479,021
T. N. M. & O. Coaches, Inc.	Lubbock	3,246,655	50	8,557,891	6,697,088	111	227,081
Transportation Enterprises, Inc.	Austin	---	***	---	---	---	---
Valley Transit Co., Inc.	Harlingen	3,699,463	53	5,786,904	5,006,766	110	1,745,423
TOTALS		23,944,930**	704	54,372,771	48,091,098	1,685	5,027,444**

*All other vehicles are leased
**Partial Totals
***Included in Texas Bus Lines' Figures

Also, encouraging is the fact that the operating expenses increased approximately 6 percent during this same period from \$45,218,256 in 1983 to \$48,091,098 in 1984. In the previous year they showed a 12 percent increase while the operating revenues declined 3 percent. In comparing

the figures for each individual company there seems to be no one company which significantly accounts for the industry's more profitable posture in 1984. Thus, the industry, as a whole, has progressed somewhat in Texas in 1984. Since data concerning the number of bus miles operated was not available for Transportation Enterprises, Inc., based in Austin, Texas for 1984, accurate figures for the industry overall is not available. But, assuming a status quo in bus miles operated by Transportation Enterprises, Inc. from 1983 to 1984 the industry would show no change in the number of bus miles operated which follows the trend of the previous two reporting periods. Another interesting point concerning the industry is that while bus miles operated remained the same both the number of buses operated and the number of employees increased significantly. The number of buses operated increased to 704 in 1984 from 510 in 1983 or approximately 40 percent while during the same period the number of employees increased from 1,142 to 1,685 or approximately 50 percent. Also, during this period, ridership has seen a decline. Again, figures for Transportation Enterprises, Inc. was not available for 1984 but considering they only carried 116,053 in 1983 their figure would have only a slight effect on the overall industry's figure. The ridership dropped from 5,818,486 passengers in 1983 to 5,027,444 in 1984 or approximately 14 percent. These statistics seem to indicate a mixed picture for what has occurred within the Texas-based carriers between 1983 and 1984. Service seemed to remain status quo as far as bus miles operated, yet it took more equipment and people to provide this service. While on the other hand, revenue and expenses rose at approximately the same pace (in fact, revenues increased slightly more than expenses) which is a plus when compared to previous years where expenses increased considerably more than revenue. All this

may be a direct reflection of what the "Bus Regulatory Reform Act of 1982", which has allowed the companies more freedom to route selection and operation has accomplished.

In 1985, there continued to be twelve Texas-based intercity bus carriers operating in Texas. Overall, the twelve companies showed a healthy increase in all statistics except passengers carried where a significant decrease was experienced. The total operating revenue increased from \$54,372,771 in 1984 to \$60,234,236 in 1985 or approximately 11 percent. (See Table F). In fact, there were only

TABLE F
1985 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Where Headquartered</u>	<u>Bus Miles Oper.</u>	<u>No. Of Vehicles</u>	<u>Total Opr. Revenue</u>	<u>Total Opr. Expenses</u>	<u>No. Of Employees</u>	<u>Passengers Carried</u>
Alamo Tours, Ltd.	Austin	420,006	25	1,213,983	1,056,655	26	11,438
Arrow Coach, Inc.	Killeen	4,915,607	46	5,220,504	5,684,628	123	100,427
Central Texas Trailways, Inc.	Waco	1,013,032	26	1,809,630	1,804,650	41	126,777
Kerrville Bus Company, Inc.	Kerrville	6,855,337	127	12,146,350	11,943,918	217	375,477
Kerrville Tours, Inc.	Kerrville	159,510	31	2,029,103	2,064,576	59	62,440
Painter Bus Lines, Inc.	Kerrville	1,147,005	2*	2,358,412	1,872,462	39	156,431
Southwestern Transit Co., Inc.	Killeen	185,432	2	200,833	289,946	19	53,530
Sun Set Stages, Inc.	Abilene	745,304	12	1,136,995	1,133,649	26	52,729
Texas Bus Lines	Austin	5,259,901	180	4,474,044	4,520,694	488	480,795
T. N. M. & O. Coaches, Inc.	Lubbock	3,390,213	64	10,912,928	9,216,609	135	305,329
Transportation Enterprises, Inc.	Austin	6,643,376	214	12,732,452	12,665,722	400	-
Valley Transit Co., Inc.	Harlingen	4,110,606	54	6,000,002	5,746,014	100	1,936,719
TOTALS		34,845,329	783**	60,234,236	57,999,523	1,673	3,662,092**

*All other vehicles are leased
**Partial Totals

three companies which experienced a loss in operating revenues. The Kerrville Bus Company experienced an approximate 18 percent decline which Southwestern Transit Company saw a 26 percent reduction in operating revenues. The third company, Alamo Tours, Ltd., based in Austin, suffered only an 8 percent decrease in operating revenues. The total operating expenses increased from \$48,091,098 to \$57,999,523 in 1985 or approximately 21 percent. There were, again, only three companies which experienced a decline in operating expenses. Two of the three were some companies which bucked the trend on revenues. The Kerrville Bus Company decreased expenses 16 percent while Southwestern Transit Company's expenses declined only 1 percent. The other company

was Central Texas Trailways, Inc., based in Waco, Texas which decreased expenses some 5 percent. In comparing the number of bus miles operated from 1984 to 1985, the Texas-based operators showed an approximate 45 percent increase in mileage. The major reason for the huge jump in statistics was that data for Transportation Enterprises, Inc. was not available in 1984, but even disregarding the 6.6 million miles reported for Transportation Enterprises, Inc. in 1985, there was still a substantial increase of approximately 18 percent. As for the number of vehicles operated, there was a slight increase with the major change being Kerrville Tours, Inc. which just about doubled it's fleet. Also, the combined fleets of Texas Bus Lines and Transportation Enterprises, Inc. increased their size from 330 vehicles to 394. There was very little change in the number of employees within the Texas-based carriers between 1984 and 1985. The most significant statistic in comparing the industry in 1984 to 1985 is the tremendous decrease in passengers carried. The industry overall dropped from 5,027,444 passengers carried in 1984 to 3,662,092 or 1,365,352 passengers in 1985 or a decrease of approximately 27 percent. This was experienced even with the addition of 62,440 passengers reported for Kerrville Tours, Inc. in 1985 when they did not report any passengers for 1984. The entire decline seemed to be attributed to the Kerrville Bus Company which lost 1,450,037 passengers from 1984 to 1985. It should be mentioned at this time, only 4 companies increased ridership, with Valley Transit Company of Harlingen, Texas leading the way with an increase of 191,296 passengers.

After reviewing and comparing the available statistics from the Texas-based intercity bus industry, the industry, from 1983 to 1985, seemed to represent a confused and difficult time for them. During that period they have experienced a tremendous decrease in ridership, yet the

industry seemingly had their revenue and operating expenses in line, although 1984 to 1985 did see expenses for outstrip revenue. Also of interest, is that while the bus companies were experiencing the decline in ridership they increased their rolling stock by approximately 53 percent and their labor force by some 46 percent. Finally, to perhaps add more confusion, the overall service provided by the industry to Texas really has not changed that much during this reporting period.

PASSENGER RAIL SYSTEMS

Passenger rail service in Texas has remained relatively the same over the past two years with the exception of the addition of the "Tex-Mex Express" in early 1986. (See Figure 3) On January 31, 1986, the Texas-Mexican Railway Company began running a passenger train linking the cities of Laredo and Corpus Christi. The train was a result of extensive efforts, beginning in 1981, by officials of both cities to help their respective economies. The train runs only on weekends leaving Corpus Christi on Friday at 9:30 a.m. and arriving in Laredo at 2:00 p.m. It, then, leaves for Corpus Christi at 4:00 p.m. arriving at 8:30 p.m. that same day. The return trips on Sunday are scheduled at the same times as those above. The initial trip carried some 600 passengers and continued to carry approximately that same amount until this past September when ridership dropped to about 250 passengers per weekend. The train runs exclusively over Tex-Mex rail lines and consists of five cars, including a lounge car. The trip covers 157 miles and takes about four hours with stops in Alice and Hebbronville. The train continues to be a success and is receiving much support from the local businessmen in both cities who are putting together attractive tour and accommodation packages.

EXISTING RAIL PASSENGER SERVICE IN TEXAS

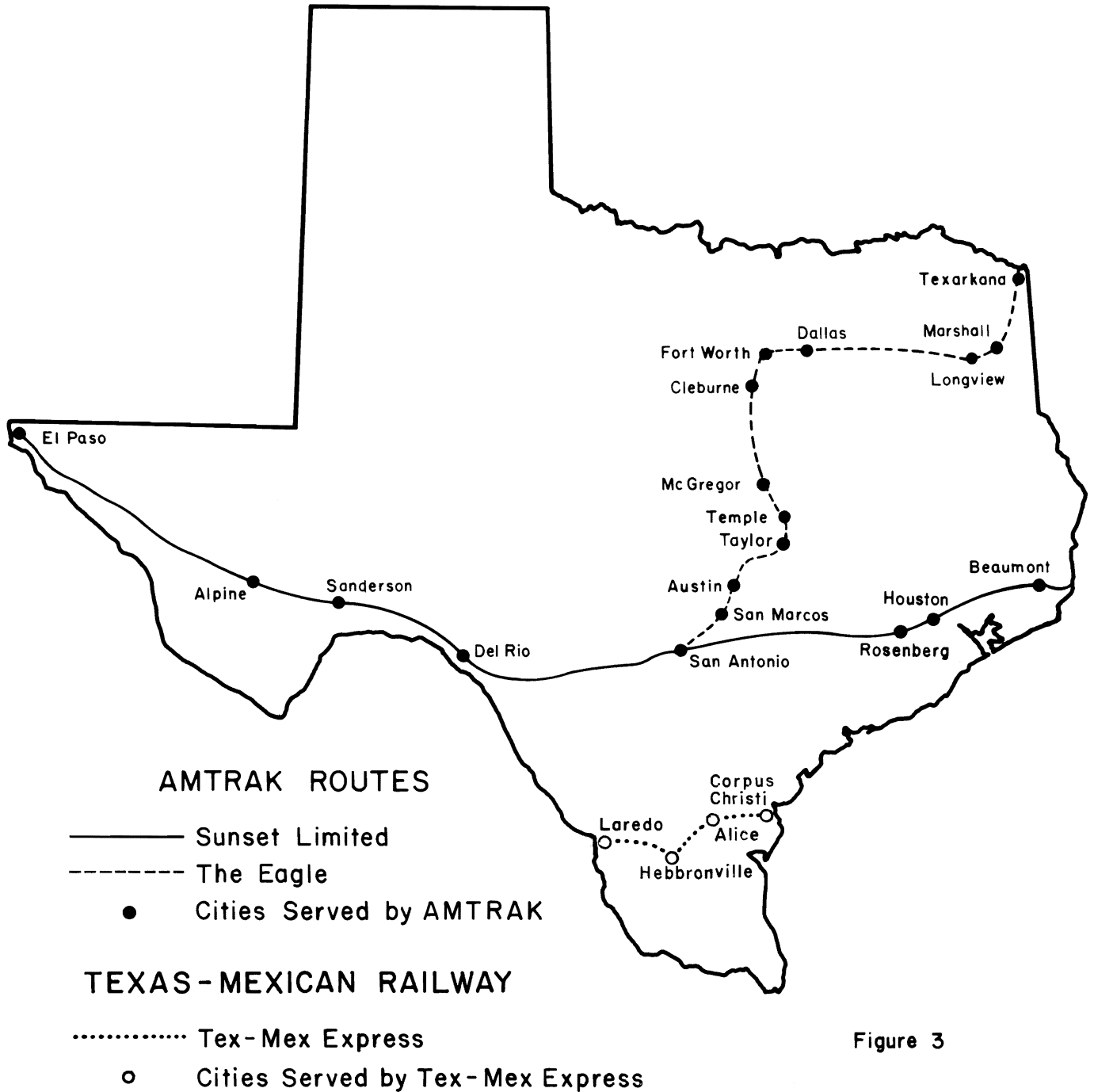


Figure 3

SOURCE: AMTRAK Schedule and TEXAS-MEXICAN RAILWAY

Passenger service provided by the two Amtrak lines has remained the same during this reporting period. Texas continues to be served by one North-South Route (The Eagle) and one East-West Route (The Sunset Limited). (See Figure 3) There have been no changes to these routes as far as additional service or miles served. What Amtrak has tried to do during this period is to improve its image by adding newer cars and improvements to its facilities. Amtrak has continued to upgrade its equipment by the addition of more "Superliner Cars". These cars have an observation deck and are somewhat taller than the regular cars to allow the passengers to sit further from the rails and the noise. Both trains that serve Texas provide the new Superliner Service.

The Sunset Limited is currently the only Amtrak route to provide east-west rail passenger service in Texas. The train originates in New Orleans and terminates in Los Angeles. It is operated on a tri-weekly basis leaving New Orleans on Monday, Wednesday and Saturday and returning on Tuesday, Friday and Sunday. There is sleeping car service including deluxe and special bedrooms (First Class service including complimentary meals). Also, there are family and economy bedrooms available which include complimentary coffee, tea and orange juice served between 6:30 and 9:30 a.m. Food services offered are complete dining room and lounge service, as well as sandwiches, snacks and beverages. Baggage is handled at all Texas stops except Del Rio, Sanderson, and Alpine. If a person wishes to have baggage handled at these stops they must do it themselves. Also, ticketing is not available at these stops; although, you can purchase a ticket once you board the train at no penalty.

The Sunset Limited enters Texas just north of Orange with its first

scheduled stop in Beaumont. Operation of the Sunset Limited has remained approximately the same for the past several years which is one of the major problems (attracting Ridership) with the train. The train stops at Beaumont at 8:45 p.m. and reaches Houston (one of its major stops) at an unfavorable time of 10:55 p.m. Then, it proceeds on to San Antonio (its other major stop) where it arrives at 3:40 a.m. San Antonio is where the Sunset Limited connects with the Eagle, the other Texas rail passenger route. Therefore, because of its unfavorable scheduled stop times, individuals waiting to connect from the Eagle to the Sunset Limited must arrive on the Eagle the night before to make the 4:05 a.m. departure time of the Sunset Limited. The train then continues on through Texas where it departs at El Paso.

The problem is somewhat less coming from Los Angeles to New Orleans, with arrival times in San Antonio at 6:05 a.m., departing at 6:25 a.m. and arriving at Houston at 10:50 a.m., departing at 11:00 a.m. These times are considerably more favorable for attracting ridership. Also, connecting times with the Eagle are much better with only a two hour and 35 minute wait before the northbound (Eagle) departs.

The Sunset Limited is scheduled to travel the 898 miles in Texas in 18 hours and 15 minutes, averaging approximately 49 miles per hour. This is a slight increase over the 48 miles per hour the train had been averaging in previous years. Based on available data, ridership and on-time performance of this train has remained status quo since the last report.

The second rail passenger route through Texas is the "Eagle". The Eagle provides the only north-south service available. The train originates in Chicago and terminates in San Antonio, connecting with the

Sunset Limited. This train also runs on a tri-weekly schedule leaving Chicago on Sunday, Tuesday and Friday and returning on Wednesday, Saturday and Monday. There is sleeping car service in the form of deluxe, family, economy and special bedrooms from Chicago to Los Angeles; also, bedrooms and roomettes from Chicago to San Antonio with complimentary coffee, tea and orange juice served from 6:30 to 9:30 a.m. Food service consists of dining and lounge service with complete meals, sandwiches, snacks and beverages. Baggage service is available at all stations in Texas except Marshall, Cleburne, McGregor, Taylor and San Marcos. This means approximately half the stops in Texas are without baggage handling service. It should also be noted that there is no ticketing available at these 5 stops, but one could purchase a ticket on the train after one has boarded without penalty.

The Eagle enters Texas at Texarkana and makes 11 stops prior to its termination in San Antonio. The train covers 532 miles in 13 hours and 22 minutes. This is an increase in travel time of 21 minutes over the last reporting period. Therefore, there's been a slight decrease in operating speed from 41 miles per hour in 1984 to 39 miles per hour in 1986. The major slow down continues to be the connection between Dallas and Fort Worth where it takes the Eagle 1 hour and 52 minutes to traverse the 32 miles. Previously the Eagle took only 1 hour and 25 minutes to make that distance.

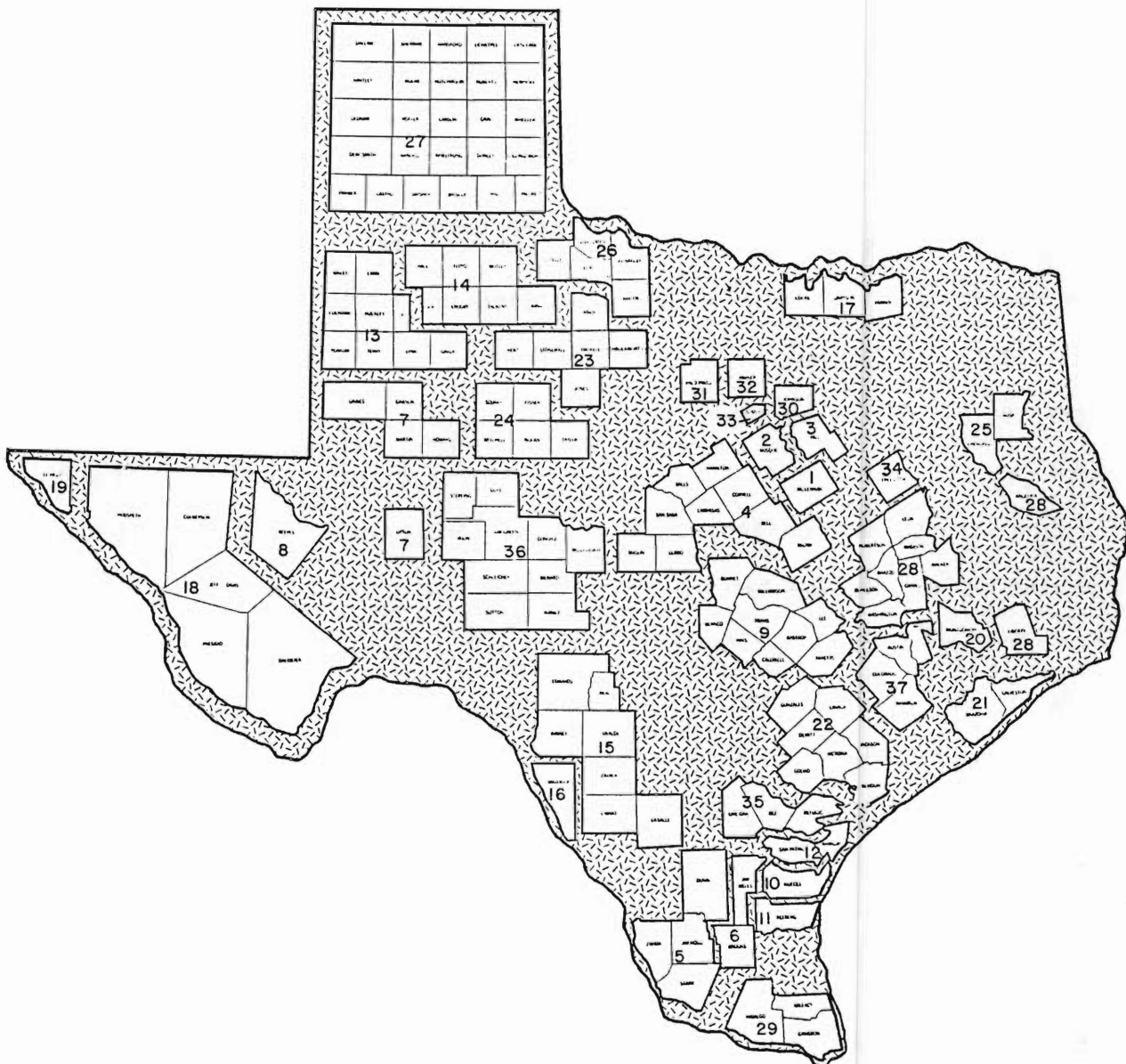
Efforts continue at all levels of government and within the National Railroad Passenger Corporation (Amtrak) itself to preserve and enhance rail passenger service in Texas and the United States. A recent study performed by Texas A&M University suggests that because of population increases and the general economy in Texas, that ridership on intercity

C. Grants Approved

Since 1978, over \$34 million in Section 18 assistance has been obligated in Texas, which has the largest non-urbanized population. Thirty-one (31) systems are in operation (see map below).

D. Administration of Section 18 Program

The State Department of Highways and Public Transportation (SDHPT) has been designated to administer the Section 18 program in Texas on



October 15, 1986

rail passenger service could be as high as 56 million by the year 2000. The major improvement in service being heavily discussed is rail service within the Texas Triangle of Houston, San Antonio and Dallas. While the National Railroad Passenger Corporation appears to be making an effort to cut expenses, improve services and comply with regulations, it is still having difficulty in competing with intercity buses and airlines.

PUBLIC TRANSPORTATION FOR NON-URBANIZED AREAS

A. General Information

The Section 18 program was established by the Surface Transportation Assistance Act of 1978. Section 18 offers Federal financial assistance for public transportation in non-urbanized areas (i.e. outside the metropolitan areas with 50,000 population or greater). Funds may be used for the purchase of vehicles and other equipment and for administrative and operating expenses. State agencies, local public bodies and non-profit organizations are eligible for assistance. Operators of public transportation services such as intercity bus lines and taxicab companies may receive funding through an eligible recipient.

The goals of the Section 18 program are to enhance the 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 systems.

B. Matching Ratios

The Federal share of capital and administrative costs is 80%. The 50% Federal share payable for operating expenses is based on the net operating cost or deficit.

behalf of the Urban Mass Transportation Administration. Interested parties should contact the nearest SDHPT District Office for additional information on the program.

PUBLIC TRANSPORTATION IMPROVEMENT
NEEDS IN TEXAS BY 1991

The tabulation of the 24 District Plan Summaries indicates approximately \$964 million in public transportation needs by 1991 (see Table II). The major portion, 93.9 percent, will be used by transit systems with the remainder for Human Service systems. 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 included because of incomplete information. The needs for human services totaled \$59.1 million or 6.1 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.

TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS FY 1987-91

	<u>Assistance for City Public Transportation</u>	<u>Human Services Transportation</u>	<u>Total</u>
Seven Districts with Cities of 200,000 Popu- lation or More (1)	\$860,689,200	\$27,438,879	\$888,128,079
Remaining 17 Districts	<u>\$ 44,655,626</u>	<u>\$31,679,869</u>	<u>\$ 76,335,495</u>
STATE TOTAL	\$905,344,826	\$59,118,748	\$964,463,574

NOTE:

- (1) 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).

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS

Table III indicates the approximate cost to each agency for all recommended projects by 1991, assuming the present method of financing public transportation capital projects continues. Of the \$964 million total, \$479 million or 49.7 percent is eligible for federal assistance and 7.9 percent is eligible for state assistance. Local governments would need to contribute 40.5 percent of the total, while private agency contributions would total less than 2 percent of the total.

As indicated in Table III, the District plans propose spending \$76.2 million from the Public Transportation Fund for the next five years. The proposed yearly average would be \$15.2 million. The Department would generally be expected to participate in 65 percent of the local share of federally supported projects (nominally 13 to 16.25 percent of the project cost).

TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-91

	<u>Federal UMTA/FHWA</u>	<u>State SDHPT</u>	<u>Local</u>	<u>Private Agencies</u>	<u>Total</u>
Seven Districts with Cities of 200,000 Popu- lation or More (1)	\$432,960,385	\$73,656,256	\$368,994,084	\$12,517,354	\$888,128,079
Remaining 17 Districts	<u>\$ 46,339,720</u>	<u>\$ 2,510,430</u>	<u>\$ 21,265,507</u>	<u>\$ 6,219,838</u>	<u>\$ 76,335,495</u>
STATE TOTAL	\$479,300,105	\$76,166,686	\$390,259,591	\$18,737,192	\$964,463,574

NOTES:

- (1) 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).

STATE PUBLIC TRANSPORTATION FUND

State Involvement

From 1969 to 1975, the Texas Mass Transportation Commission was charged with the development of public mass transportation in the State. With a small staff and no funding for assistance to transit systems, the Texas Mass Transportation Commission was limited in its ability to assist the Transit Systems.

On June 20, 1975, the 64th Legislature merged the Texas Mass Transportation Commission and the Texas Highway Department to form the State Department of Highways and Public Transportation. The Public Transportation program created by Senate Bill 761 (V.A.C.S. 6663b) empowered the Department to undertake a broad range of activities from purchasing and constructing public transportation systems to recommending necessary legislation to advance the interests of the State in public and mass transportation. Senate Bill 762 (V.A.C.S. 6663c) provided an implementation mechanism by establishing the Public Transportation Fund (PTF), a special dedicated fund in the State Treasury, to assist Texas communities in matching federal transit dollars to develop local public transportation systems.

Public Transportation Fund

The Public Transportation Fund (PTF) was established to assist cities and rural areas in meeting the local share requirements of Federal Transit Grants. There are several limitations as to what the PTF dollars can be applied to, as shown below:

- ° In cities, PTF dollars can be applied only toward capital acquisition costs. The PTF can provide 65 percent of the local share requirement of federally funded project for these capital improvements. In most cases, the funding breakdown is: Federal-80%, State-13% and City-7%.

- ° In rural areas, PTF dollars can be applied toward administrative, operations, and capital acquisition costs. The PTF can provide 100 percent of the local share requirement of federally funded projects for these categories.

Public Transportation Fund Utilization

The Public Transportation Fund has assisted in the acquisition of a wide range of equipment and other capital improvements. These capital improvements have included the purchase of over 2,200 vehicles (buses, elderly and handicap vans, trucks, cars), maintenance equipment and tools, railroad rights-of-way, bus shelters and other passenger amenities, and property. In addition, the Public Transportation Fund has assisted in the design and construction of maintenance and operating facilities, park-and-ride lots and passenger transfer facilities.

The Public Transportation Fund has played an important role in the development and continuation of public transportation services for local governments. Thus far, the following cities and rural areas have relied on state funds for their public transportation systems:

Abilene	El Paso	Palo Pinto County
Amarillo	Fort Worth	Parker County
Arlington	Galveston	Port Arthur
Austin	Garland	San Angelo
Beaumont	Houston	San Antonio
Brownsville	Kerrville	Somervell County
Cleburne	Laredo	Teague
Corpus Christi	Lubbock	Waco
Dallas	Mesquite	Wichita Falls
Denison	Midland	

Benefits of State Financial Participation

Without the availability of State financial assistance to help meet the local share requirements of federal transit grants, the communities efforts to provide public transportation would have been severely hampered. Since the inception of the Public Transportation Fund in

1976, state assistance has been used by local communities to either begin new public transportation systems or to continue services that private owned transit companies were about to abandon.

Approximately \$61 million of state funds have been expended from the Public Transportation Fund since September, 1976, which has helped match over \$375 million of federal transit dollars to the State in the past 10 years. Without the State's financial participation, some of these federal funds would have gone to other states in the nation.

Public Transportation Fund Concerns

Slow Spending - A Misinterpretation

As with any major capital investment, prior to initiating or contracting for the purchase of equipment, vehicles, or services, it must be assured that funds are available to pay for these items. Over the years, the transit operators and the Department have had to justify the preception that obligated, contracted dollars in the Public Transportation Fund were sitting idle and not being expended rapidly enough. This preception surfaces because of two factors - federal financial requirements and the long timeframe needed to complete projects.

Federal procedures require that funds for the local share requirement must be available prior to the award of federal assistance grants. Thus, if a local community needs state financial assistance to obtain a federal grant, the State must set aside funds ensuring the availability of funds for the local match. This action may occur anywhere from six to twelve months prior to the purchase of any items in

a project; therefore, effectively removing the ability to expend the funds that have been set aside.

The long timeframes needed to complete projects is the second factor that lends to the preception that Public Transportation Funds are not expended, and thus, not needed. Most transit capital improvement grants include not only items that can be purchased in a short period of time (i.e., maintenance equipment, passenger shelters, radios), but also include items dealing with acquisition, design and construction that may require 2-4 years to fully complete a project. For example, the construction of buses averages 300 days from the date of order, add to this 180 days for the design and bid processes, it may take up to 1 1/2 years to place a bus into transit service. The lead time for major facility construction is even longer, up to 3-4 years.

These two factors, federal financial requirements and long timeframe for projects have lead to the misinterpretation that Public Transportation Funds are not being utilized or at least not utilized in the anticipated time period. The added effects of these two factors may mean that state dollars for any particular project may take up to four years to spend from the date of federal grant approval to the final project expenditure.

The following chart reflects the historical erratic nature of fund availability and also illustrates the time lag of fund expenditure.

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

AS OF DECEMBER 1, 1986

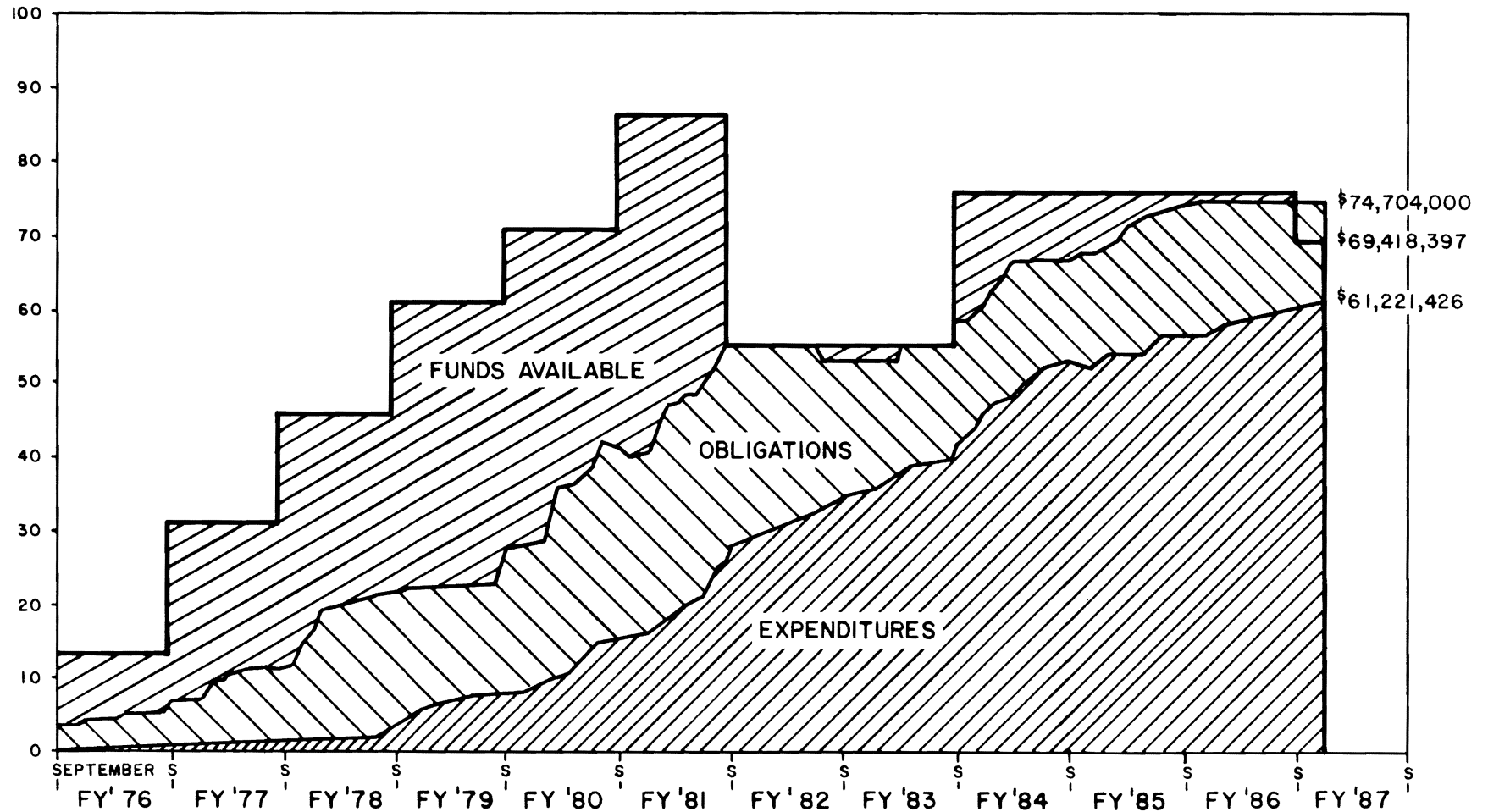


Figure 4

PUBLIC TRANSPORTATION ISSUES
AND RECOMMENDATIONS

Discussions with industry organizations, the Public Transportation Council, the Texas Good Roads/Transportation Association and based on a review of response to the Department's survey questionnaire, the following public transportation issues were identified. Our Department's comment and/or recommendations follows each issue.

State Financial Assistance to Public Transit. State Financial Assistance obligations to Texas' transit systems since 1975 has amounted to over seventy million dollars. This assistance has varied from year to year but averages about \$6.1 million dollars per year.

A consistent recommendation from the transit industry has been the need for a stable, predictable level of funding for public transportation in Texas. Even with a small fuel tax exemption, transit systems will pay approximately \$4.1 million dollars per year into Highway Fund 6 at the new fuel tax rate effective January 1, 1987.

It is recommended that a stable, predictable level of funding be set aside for financial assistance to transit systems either by legislation or by administrative policy. As a minimum, this should be approximately six to eight million dollars per year for capital assistance to Texas' transit systems.

Transit Legislation. In 1986, the Texas Legislature removed 6,767,422 from the Transit Fund 451, leaving only enough money to pay the outstanding obligations. This may be an indication that future transit assistance will only be available from Highway Fund 6.

If this assumption is correct, the 70th Texas Legislature should take a careful look at revising present transit legislation VACS 6663c including, perhaps, the phasing out of Fund 451 and giving the Department greater discretion in the distribution of funds for transit.

It is recommended that VACS Article 6663c be carefully reviewed and revised if needed.

Transit Authorities. Previous legislation (VACS Art. 1118x and 1118y) have allowed for the possible creation of Metropolitan Transit Authorities (MTA's) in Texas in areas over 230,000 population, upon local voter approval. Houston, San Antonio, Dallas, Fort Worth, Austin and Corpus Christi have MTA's. El Paso voters defeated the creation of an MTA in early 1982 and again in 1985. Arlington voters also rejected the creation of an MTA in 1985.

For a number of years, legislation has been considered for similar legislation for cities in a population range of 50,000 to 230,000. Legislation was passed in late 1986 (VACS Art. 1118z) which allows cities from 56,000 to 230,000 which are not now eligible to join previous transit authorities to create a mass transit department after a favorable local election. The maximum tax rate for these authorities would be 1/2% additional local sales tax. This legislation, however, did not make any provision for a number of urbanized areas in Texas which are over 50,000 population as listed below:

Belton-Temple
Bryan-College Station
Harlingen-San Benito
Killeen-Harker Heights
Sherman-Denison
Victoria

It is recommended that these areas be consulted by the appropriate legislative committees to obtain the Cities' wishes concerning similar permissive legislation.

Private Sector Involvement. Increased interest continues to be 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 continues to work to determine the potential of creative financial techniques and private sector support in planning, development and operation of urban transportation systems.

Contract Termination Date. State Highway and Public Transportation Commission Minute Order No. 80999 limited the duration of public transportation contracts to "...not more than three hundred and sixty-five days or the end of the current biennium, whichever occurs first...". This time frame has been found to be cumbersome and unnecessary. The necessary legal protection on funding availability is already covered in these contracts under a clause which reads "...subject to legislative appropriation...".

It is recommended that Minute Order Number 80999 be rescinded and that all future public transportation contracts have an expiration date that is prudent, coordinated with the transit system and not to exceed four years.

Federal Funds. Annually, \$3.5 billion of federal funds are available nationwide for transit projects. Of this amount, \$1 billion is awarded on a discretionary, project-by-project basis by the Federal Urban Mass Transportation Administration. Over the years, Texas has not received its fair share return of these funds.

It is recommended that the Department work together with Texas' transit systems in obtaining a fair portion of these federal discretionary transit funds.

State Technical Assistance. As transit continues to play a major effort in reducing congestion on the State's major urban highways and in moving people throughout urban and rural areas, the Department's continuing role in providing training, research and technical assistance is desired.

It is recommended that the Department maintain and expand its role of providing the State's urban and rural transit operators with technical assistance, in particular training and research opportunities.

Non-Urbanized Public Transportation Funding. The non-urbanized public transportation sector has expressed the need for additional financial assistance. One measure of the growth of this sector of the industry can be found in the UMTA Section 18 grant program administered by the Department. During the first five years of the program (1979-1983), 17 systems were funded in Texas and total obligations were \$11 million. In the last three years, however, the number of systems has almost doubled (there are now 33) and approximately \$18.6 million has been obligated in 1984-1986. The 69th Legislature expanded the eligibility for the State Public Transportation Fund to include non-profit corporations serving rural areas. However, the general unavailability of monies in the Public Transportation Fund has restricted the operators' access.

Additional and continuing financial assistance to Texas non-urbanized public transportation systems should be a priority of the 70th Legislature.

Liability Insurance. All sectors of the public transportation industry - including municipal and non-urbanized transit, elderly and handicapped systems, intercity bus operations and taxicab companies - have experienced difficulty in obtaining the levels of liability coverage necessary at an affordable price. The Department has retained a consultant to study the options available (such as self-insurance, mutual or pool arrangements and captive insurers) and recommend a course of action to the industry.

All statutory and/or regulatory barriers to innovative insurance arrangements should be eliminated to insure the continuation of vital public transportation services.

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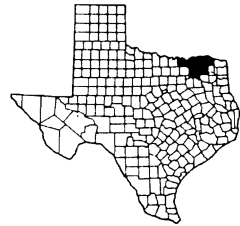
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**DISTRICT
PLAN
SUMMARIES**

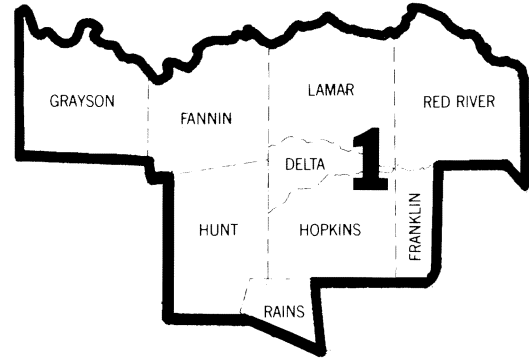
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DISTRICT 1
1986 PUBLIC AND MASS TRANSPORTATION PLAN



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 288,524 and comprise a land area of 6,170 square miles. The population densities of the nine counties vary from 15 to 101 people per square mile as shown in the following chart.



COUNTY	CITY	URBAN OR URBANIZED AREA			RURAL AREA			TOTAL COUNTY		
		Sq.Mi.	Pop.	Density	Sq.Mi.	Pop.	Density	Sq.Mi.	Pop.	Density
Delta	----	---	---	----	276	4,925	18	276	4,925	18
Fannin	Bonham	5.5	7,203	1,310	899.5	17,409	19	905	24,612	27
Franklin	----	---	---	----	293	7,313	25	293	7,313	25
Grayson	Sherman	22.0	31,217	1,419	899.7	36,948	41	940	94,699	101
	Denison	14.2	24,234	1,707						
	Howe	4.1	2,300	561						
	TOTAL	40.3	57,751	1,433						
Hopkins	Sulphur Springs	17.8	13,817	776	775.2	13,936	18	793	27,753	35
Hunt	Commerce	4.1	7,716	1,882	805.5	31,355	39	826	63,284	77
	Greenville	16.4	24,213	1,476						
	TOTAL	20.5	31,929	1,558						
Lamar	Paris	19.3	26,176	1,356	874.7	18,226	21	894	44,402	50
Rains	----	---	---	----	210	5,753	27	210	5,753	27
Red River	----	---	---	----	1,053	15,783	15	1,033	15,783	15
TOTAL OR AVERAGE		103.4	136,876	1,324	6,066.6	151,648	25	6,170	288,524	47

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. There are no Municipal Transit Systems in the District. In 1985, a Section 18 Grant was approved and began to operate in this District. The system is operated by the Texoma Regional Planning Commission located in Grayson County. The service area includes Cooke, Grayson, and Fannin Counties. Through a network of nine subcontractors which include four local units of government and five private-nonprofit organizations, transportation services are provided within the rural communities as well as to the urbanized area of Sherman, Denison and to the cities of Paris, McKinney and Dallas. A few cities along with a number of private agencies provide transportation on a limited basis to the

elderly and handicapped. Taxi service is also available in most of the larger cities. The elderly and handicapped depend on the private-nonprofit agencies for transportation from the rural areas to the urban cities for medical care, meal centers, shopping, post office, business, and recreation. Most of the transportation services operate five days a week and from 8 to 5. There are no services available for the rural areas on weekends.

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 or are physically handicapped. 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, this is also true for the human services that provide a limited transportation system. Many agencies are reducing services because of high operating cost, and the high cost of liability insurance. It is estimated that many of the transportation providers will reduce their services even more in 1987 if new funding is not available from the State and Federal Government to help in the operating cost and to replace worn out vehicles.

The 95 vehicles now in service cannot meet the demands and needs of the existing conditions. There are 13 vehicles operating in District 1 under the Section 16b(2) Grant Program. Five are located in Grayson County; three in Hunt County; two in Hopkins County; one in Red River County; one in Franklin County; and one in Fannin County. The Section 18 Grant Program operates 15 vehicles in Grayson and Fannin Counties. The other vehicles throughout District 1 are operating under other Federal Programs, but when the vehicles become worn out they are replaced under Section 16b(2) or 18 Grant Programs, if funds are available.

There is a need for some kind of transit program for the City of Greenville and for the City of Paris. The elderly and handicapped have difficulty in getting to and from Hospitals, Medical Clinics, and Shopping Centers in these two cities due to the distance of these facilities from the downtown area. It is estimated that 45 new replacement vehicles will be needed in the next five years throughout District 1.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986 BIENNIUM

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

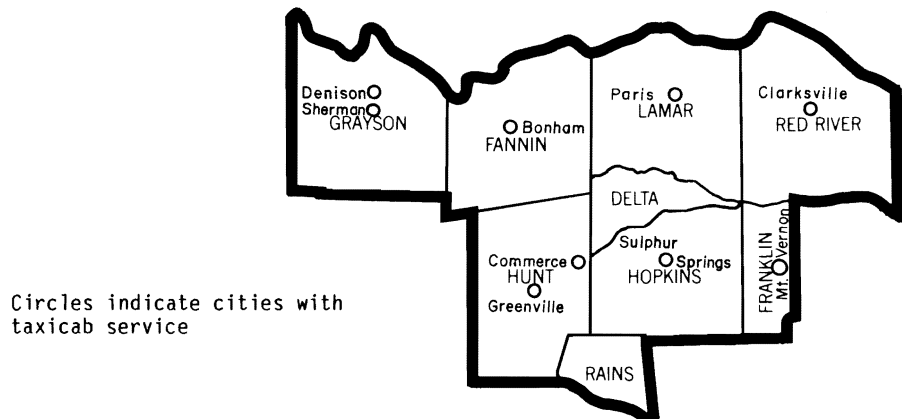
JURISDICTION (PROJECT NO.)	FINAL APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST		
			FEDERAL	LOCAL	TOTAL
Northeast Industries TX-05-0022	1985	One 10 pass. van with lift	\$20,244	\$5,061	\$25,305
Hunt Co. Family Services TX-16-0019	1984	One 15 pass. van	\$13,949	\$3,487	\$17,437
Texoma Regional Planning Commission TX-18-X003	1985	Seven 15 pass. vans, Adminis- trative, Operating	\$311,314	\$150,336	\$461,651

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 1 - 1986

1. Municipal Transit Systems

There are no Municipal Transit Systems in District 1.

2. Paratransit Systems



The following tables summarize the 1986 Public Transportation Survey made in District 1. Table 2A is a summary of the Taxicab Systems and Table 2B gives a summary of the Human Services Providers.

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>
Bonham	1	2	0	1,700	650
Commerce	1	2	0	5,000	250
Clarksville	2	2	0	1,000	660
Greenville	1	3	0	9,000	1,500
Mt. Vernon	1	1	0	200	60
Paris	2	4	0	5,000	150
Sherman	1	5	0	15,000	4,400
Sulphur Springs	1	2	0	7,000	1,800
Denison	<u>1</u>	<u>2</u>	<u>0</u>	<u>5,200</u>	<u>200</u>
TOTAL	12	23	0	49,100	9,670

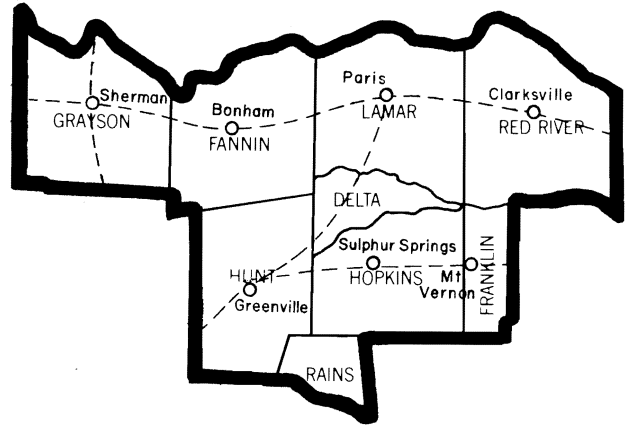
Fare structure for Taxi Companies is: City of Bonham-set fare for inside city and zoned outside city limits; City of Commerce-\$2.00 in city limits, and \$1.00 per mile outside city limits; City of Clarksville-no response; City of Greenville-zoned inside city limits, and \$1.25 mile outside city limits; City of Mt. Vernon-no response; City of Paris-\$1.00 up to a maximum of \$5.00 anywhere in City; City of Sulphur Springs-no response; City of Sherman-no response; City of Denison-no response on fares.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR. 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	11	95*	8	78,823	15,428	82,980	\$55,700

* 40 Cars/Station Wagons
 2 Medium Buses
 3 Mini Vans
 50 Maxi Vans

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Red River Bus Lines, Inc.

Rail Systems: No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 1 BY 1991

A population of 294,600 is forecasted for the nine-county region of District 1 by 1991. Because of the low densities in most of the District a major need for public transportation is in the outlying and rural areas of each county. The largest increase is forecasted for Grayson County which has the only urbanized area in the District.

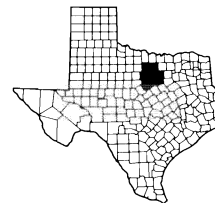
The following table shows replacement and improvements designed to meet the transportation needs in District 1 within the next five years.

TABLE II
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1991

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Texoma Regional Planning Commission	9 Maxi Vans	FY 87-91	\$ 162,000
	Operating	FY 87-91	1,250,000
	Administrative	FY 87-91	600,000
Hopkins Co. Assn. for Crippled Children and Adults	1 Maxi Van with lift	FY 86-87	28,000
Grayson Co. Center for Crippled Children and Adults	1 Maxi Van with lift	FY 87-88	28,000
MHMR Services of Texoma	4 Maxi Vans	FY 87-91	72,000
Hunt County Family Services	2 Maxi Vans	FY 88-89	36,000
Community Council of Red River County	2 Maxi Vans	FY 87-91	36,000
Northeast Texas Opportunities	3 Maxi Vans	FY 86-87	54,000
City of Greenville	5 Maxi Vans	FY 87-88	82,000
	1 Maxi Van with lift	FY 87-88	26,000
	1 Large Bus	FY 87-88	37,800
	Operating Assistance	FY 87-88	294,400
	Administrative	FY 87-88	120,700
TOTAL			\$2,826,900

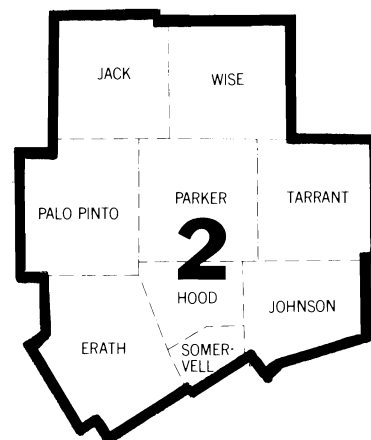
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$1,797,640	--	\$1,029,260	--	\$2,826,900



DISTRICT 2
1986 PUBLIC AND MASS TRANSPORTATION PLAN

District 2 of the State Department of Highways and Public Transportation consists of nine (9) counties with a population of 1,075,611 according to the 1980 U. S. Census. The district covers 7,027 square miles.



Populations, Areas, & Densities

<u>County</u>	<u>1980 Population</u>	<u>Area Sq.Mi.</u>	<u>Density Pop./Sq.Mi.</u>
Tarrant	860,880	861	1,182
Johnson	67,749	740	111
Parker	44,609	903	60
Wise	26,575	922	37
Palo Pinto	24,062	948	32
Erath	22,560	1,085	27
Hood	17,714	426	67
Jack	7,308	945	7
Somervell	4,154	197	28
TOTALS	1,075,611	7,027	Average: 183

District 2 Transportation can be described as a cross section of all that transportation has to offer. We have the small town taxi services to big city service. Three (3) well publicized rural public transportation projects are underway, providing commuter services, fixed routes, demand response and charter services, from, in, and around three (3) counties in the district. Their future is looking much brighter as marketing methods continue to improve.

We have a small city public transit operation that is a well managed system. We also have a middle size city that is doing quite well. Our big project is Fort Worth Transportation Authority, now known as the "T". Their involvement includes routine fixed routes, charters, demand response, rideshare, airport terminals, H.O.V. lane planning, park & ride facility planning and fixed rail interconnect with Dallas District.

We also have private operations that provide transportation for the elderly and the handicapped. These receive support from the federal and state governments.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986 BIENNIUM

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES
1984-1986 BIENNIUM

JURISDICTION (PROJ. NO.)	DATE OF FINAL STATE APPROVAL	GENERAL DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Fort Worth TX-05-0032	4-22-80	Data collection; operation of support facilities, bus shel- ters, walkways.	\$ 636,000	\$103,000	\$ 56,000	\$ 795,000
Fort Worth TX-05-0049	6-3-81	Street furniture, shuttle vehicles, etc.	3,003,000	488,000	263,000	3,754,000
Fort Worth TX-05-0057	12-2-80	Shelters, vehicle replacement, various equipment.	1,055,000	171,000	92,000	1,319,000
Fort Worth TX-05-0058	10-29-81	MITS (last billing 11-1-84)	412,000	66,000	37,000	515,000
Fort Worth TX-05-0067	10-22-80	CITRAN (last billing 7-29-85)	968,000	157,000	85,000	1,210,000
Fort Worth TX-05-0071	5-26-82	Bus replacement, sup- port vehicles, office equipment, rehabilitate facilities.	805,000	131,000	70,000	1,006,000
Fort Worth TX-05-0086	8-23-82	Service improvements, spare trolley engine, shop equipment, fare collection boxes.	1,080,000	176,000	94,000	1,350,000
Fort Worth TX-05-0087	8-23-82	Elderly & handicapped transport, related equipment, office equip- ment, radios.	184,000	30,000	16,000	230,000
Arlington TX-05-0089	8-30-82	Two minibuses, lift equipped; two-way radios, office equipment.	67,000	11,000	6,000	84,000
Fort Worth TX-90-X023	8-30-85	Park & Ride	3,433,000	558,000	300,000	4,291,000
Fort Worth TX-90-X043	8-30-85	MITS van, 3 small buses; shop & office equipment; rehab. 5 buses; purchase 20 replacement buses.	2,877,000	468,000	252,000	3,596,000

TABLE I CONTINUED

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES
1984-1986 BIENNIUM

JURISDICTION & PROJECT #	DATE OF FINAL STATE APPROVAL	GENERAL DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Fort Worth M 9009(19)	1-8-86	RIDESHARE - vanpool & carpool	\$ 82,000	\$ -0-	\$ 28,000	\$110,000
Cleburne RPT-0004(002)	8-19-83	Mini-bus; LP con- verter, bus shelter.	43,000	7,000	4,000	54,000
Cleburne RPT-0005(002)	11-27-84	Printer, refurbish buses, base station, minicomputer, software.	13,000	2,000	1,000	16,000
Palo Pinto County Transpor- tation Council RPT-0006(002)	4-1-85	Rural Transportation	154,000	65,000	-0-	219,000
Parker County Transportation Service, Inc. RPT-0007(02)	4-1-85	Rural Transportation	184,000	77,000	-0-	261,000
Somervell County Transit System, Inc. RPT-0008(002)	4-1-85	Rural Transportation	251,000	81,000	-0-	332,000

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 2 - 1986

1. Municipal Transit Systems

Fort Worth Transportation Authority
2304 Pine, Post Office Box 1477
Fort Worth, Texas 76101
(817) 870-6221

Fort Worth Transportation Authority (the "T") operates the fixed bus routes (CITRAN), the carpooling/vanpooling (RIDESHARE), and transportation for the handicapped for the City of Fort Worth. FWTA operates 158 vans and buses over 56 routes. They maintain 22 park and go lots for transit and carpooling/vanpooling and 11 lots for carpooling/vanpooling. Charters are available within a 50 mile radius of the city.

OPERATING STATISTICS

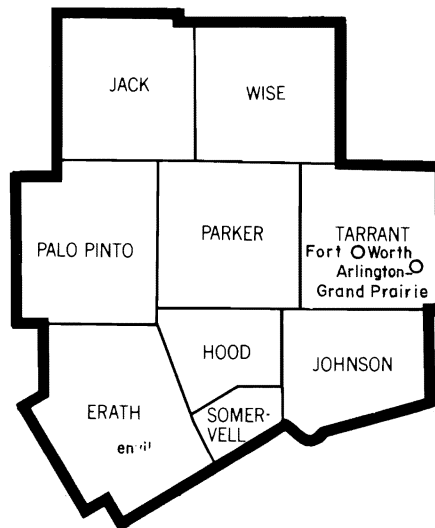
AREA	NO. OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Fort Worth	101	5,377,947	3,854,497	\$6,417,316	\$10,361,969	312	Children-Free Students-35¢ Adults-75¢ E & H - 35¢ Subscript.-\$1.50

VEHICLE INVENTORY

Vehicle Type/Size	Under 5 yrs.	5-9 Years	10-14 Years	15-19 Years	20+ Years	Total	Equipped for Handicapped
Vans (to 15 pass.)	5	7	-	-	-	12	12
Small Transit Coach (16-25 pass.)	1	-	-	-	-	1	1
Reg. Transit Coach	3	29	107	6	-	145	29
TOTAL VEHICLES						158	42

2. Paratransit Systems

2A. TAXICAB SYSTEMS



Circles indicate cities with taxicab service

We were able to ascertain that there are five (5) systems in Tarrant County. Only one (1) system returned the survey form. Two (2) of the companies are really Limousine Services.

From the Survey Form submitted by Mid Cities Taxi, we have the following information:

- They operate 84 cabs.
- They contract with the City of Arlington-Handitran Program for Handicapped and Senior Citizens approximately 25 trips daily at at \$4.25 per trip.
- They operate 200,000 vehicle miles per month
- They operate 15,000 passenger trips per month
- Their Fare Structure is: \$1.30 for Flag Drop (1st 1/10 mile)
1.00 for each additional mile
10.00 per hour waiting time
20% discount for handicapped & senior citizens.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR. 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	22*	157	23	118,369**	20,992**	134,360*	\$59,316*

* 4 agencies did not respond

** 5 agencies did not respond

In reviewing the comments answered by some of the agencies, it seems that most transportation providers feel that more coordination should be done. Some are restricted to certain areas, others can only afford one van, and cannot meet all the different demands.

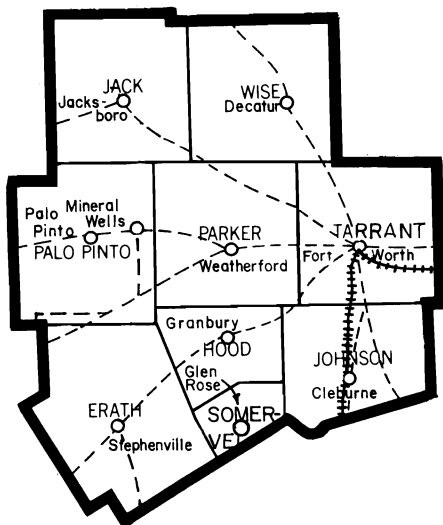
The biggest problem that this District has found, is the insurance costs. No one can run a transportation system without insurance, but neither can they afford the very high costs.

2C. OTHER PARATRANSIT SYSTEMS

Seven (7) out of eight (8) providers under this classification responded to the survey. These systems generate a lot of activity. Four (4) of the systems are funded through UMTA, Texas Public Transportation Fund, and partially by the local agencies. The following information was submitted:

AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
HANDITRAN City of Arlington	-	7	7	13,695	3,075	-	-
FORT WORTH - Rideshare	-	30	0	76,545	13,110	-	-
GRAY LINE TOURS	-	16	0	20,000	800	-	-
CLETRAN - City of Cleburne	-	4	1	4,500	1,180	-	-
PALO PINTO CO. TRANSP. COUNCIL	-	7	1	varied	2,100	-	-
PARKER COUNTY TRANSP. SERVICE, INC.	-	7	1	2,000	1,209	-	-
SOMERVELL COUNTY - TRANSIT SYSTEM, INC.	-	3	1	6,403	791	-	-
TOTAL	7	74	11	123,143	22,265	-	-

3. Intercity Bus & Passenger Rail Systems



Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Transportation Enterprises, Inc.
Texas Bus Lines, Inc.
Custom Express Lines

Rail Systems:

Amtrak Route - The Eagle

4. Park and Ride Facilities

<u>Location</u>	<u>County</u>	<u>Closest City</u>	<u>Est. % Usage</u>
Loop 820 & SH 183	Tarrant	Mid-Cities	N/A
Hwy 157 & SH 121	Tarrant	Mid-Cities	
645 Grapevine Hwy	Tarrant	Hurst	

4. Park & Ride Facilities Continued

<u>Location</u>	<u>County</u>	<u>Closest City</u>	<u>Est. % Useage</u>
Arlington Stadium	Tarrant	Arlington	N/A
Six Flags Mall	Tarrant	Arlington	
Hwy. 303 & Park Springs Rd.	Tarrant	Arlington	
Mayfield Rd. & Hwy.157	Tarrant	Arlington	
Pioneer Parkway & Cooper	Tarrant	Arlington	
Collins & I-20	Tarrant	Arlington	
Lamar & I-30	Tarrant	Arlington	
Lamar & Baird Farm Rd.	Tarrant	Arlington	
Green Oaks & I-20	Tarrant	Arlington	
6516 Brentwood Stair Rd.	Tarrant	East Fort Worth	
6713 Telephone Rd.	Tarrant	Lake Worth	
Southern Comfort Lounge	Tarrant	Lakeside	
8801 Jacksboro Hwy.	Tarrant	Lakeside	
6605 Forest Hill Drive & Wichita	Tarrant	Forest Hill	
Hwy. 1187 & Hwy. 731	Tarrant	Crowley	
6059 Azle Avenue	Tarrant	North Fort Worth	
Gibson's Shopping Center	Somervell	Granbury	
SH. 208 & Hwy. 377 (Exxon)	Somervell	Granbury	
SH. 208 & Hwy. 377 (Thrift)	Somervell	Granbury	
Tri-County Electric	Somervell	Granbury	
Diamond Food Store	Tarrant	Azle	
Tru-Value Hardware	Tarrant	Azle	
Safeway - 3 blocks South of CBD	Parker	Weatherford	

4. Park & Ride Facilities Continued

<u>Location</u>	<u>County</u>	<u>Closest City</u>	<u>Est. % Useage</u>
Fort Worth St.	Parker	Weatherford	N/A
Jerry's Chevrolet	Parker	Weatherford	
Parker Plaza	Parker	Weatherford	
I-30 & Aledo Exit	Parker	Aledo	
6917 Brentwood Stair Rd.	Tarrant	Fort Worth	
6800 Church Street	Tarrant	Fort Worth	
1404 Sycamore School Rd.	Tarrant	Fort Worth	
6250 South Freeway	Tarrant	Fort Worth	
4600 Altamesa	Tarrant	Fort Worth	
5616 Crowley Rd.	Tarrant	Fort Worth	
6037 McCart	Tarrant	Fort Worth	
6037 Calmont	Tarrant	Fort Worth	
2820 Laredo	Tarrant	Fort Worth	
7100 Camp Bowie Blvd.	Tarrant	Fort Worth	
4800 South Hulen	Tarrant	Fort Worth	
3100 South Hulen	Tarrant	Fort Worth	
5000 Southwest Blvd.	Tarrant	Fort Worth	
3016 Selma	Tarrant	Fort Worth	
1950 Sandy Lane	Tarrant	Fort Worth	
TCJC Southwest Campus	Tarrant	Fort Worth	
Seminary South Shopping Center (Bolt St.)	Tarrant	Fort Worth	
4812 South Freeway	Tarrant	Fort Worth	
4269 Bryce	Tarrant	Fort Worth	
3301 W. Lancaster	Tarrant	Fort Worth	
2929 N. Forrest Street	Tarrant	Fort Worth	

PUBLIC TRANSPORTATION IMPROVEMENT
NEEDS IN THE DISTRICT BY 1991

District 2 population should increase by 64%, from 1.1 million to 1.72 million, by 1991. Our land use should grow by 20%, mostly in urbanized areas with emphasis on multi-family dwellings. The transit ridership forecast is optimistic, looking for a 184% increase. In order to do what is necessary to accomplish the predictions we will need approximately \$34 million more than we have presently committed. As for the provider areas, we will need more funding and coordination in the municipal category. The human resources category will be needing additional areas opened to them, such as insurance coverage and construction of facilities, and the paratransit category will be needing statewide expansion of rural services, additional local funding and vehicle storage facilities.

TABLE II

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

<u>AGENCY</u>	<u>GENERAL DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>COST</u>
SECTION 9, CAPITAL:			
Fort Worth Transportation Authority (FWTA)	Data collection	1987-91	\$ 405,000
FWTA	Replacement vehicles & additional buses	1987-91	18,463,000
FWTA	Physical plant improvements	1987-91	5,200,000
FWTA	Additional bus shelters & signs	1987-91	425,000
FWTA	Office equipment & machines	1987-91	245,000
FWTA	Shop equipment	1987-91	600,000
FWTA	Spare parts	1987-91	2,250,000
FWTA	Replacement vans for elderly & handicapped	1987-91	1,785,000
Arlington	Replacement vans	1988-91	338,000
SECTION 16b(2), CAPITAL:			
YMCA of Fort Worth	2 passenger vans & 2 mobile radios	1987	40,000
American Red Cross of Tarrant County	4 station wagons, 2 vans with lifts	1987	120,000

TABLE II CONTINUED

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

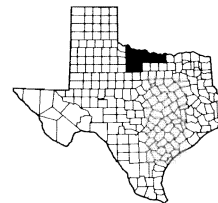
<u>AGENCY</u>	<u>GENERAL DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>COST</u>
SECTION 9, OPERATIONAL:			
Arlington Elderly & Handicapped	Operational expenses	1987-91	1,553,000
SECTION 18:			
Palo Pinto Co. Transportation Council	Vehicle & equipment purchase, operational expenses	1987-91	\$ 689,000
Parker County Transportation Service, Inc.	Vehicle & equipment purchase, operational expenses	1987-91	823,000
Somervell Co. Transit System, Inc.	Vehicle & equipment purchase, operational expenses	1987-91	1,046,000
CLETRAN - City of Cleburne	Small urban transportation	1987-91	100,000
		TOTAL	\$34,082,000

TABLE III
 ESTIMATED PROJECT COSTS TO ALL AGENCIES FOR FY 1987-1991
 (ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>AGENCY</u>	<u>TOTAL</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>DESCRIPTION</u>
Fort Worth Transportation Authority	\$29,373,000	\$23,498,000	\$3,818,000	\$2,057,000	Capital & Administrative
Arlington	338,000	270,000	44,000	24,000	Capital & Administrative
Arlington Elderly & Handicapped	1,553,000	777,000	-0-	776,000	Operational
YMCA of Fort Worth	40,000	32,000	-0-	8,000	Capital
American Red Cross	120,000	96,000	-0-	24,000	Capital
Palo Pinto County Transportation Council	689,000	484,000	205,000	-0-	Capital, Administrative & Operational
Parker County Transportation Service, Inc.	823,000	577,000	246,000	-0-	Capital, Administrative & Operational
Somervell County Transit System, Inc.	1,046,000	734,000	312,000	-0-	Capital, Administrative & Operational
City of Cleburne CLETRAN	100,000	80,000	13,000	7,000	Capital & Administrative
TOTALS	\$34,082,000	\$26,548,000	\$4,638,000	\$2,896,000	

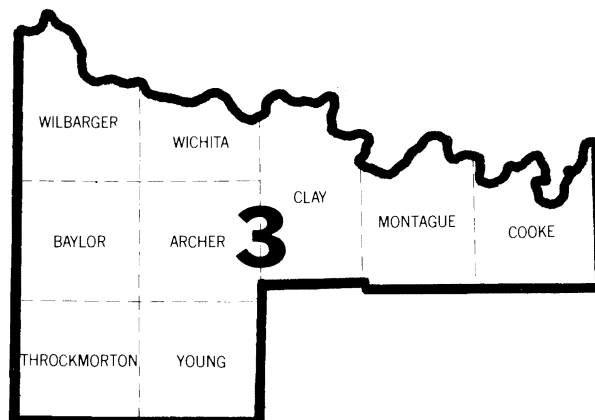
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DISTRICT 3 1986 PUBLIC AND MASS TRANSPORTATION PLAN

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 - 1986

1. Municipal Transit Systems

Wichita Falls Transit System
P. O. Box 1431
Wichita Falls, Texas 76307
(817) 761-7640

The Wichita Falls Transit System (WFTS) 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 on regular fixed route schedules. Two of

these vehicles are 5-9 years old and two are 10-14 years old. They also have two thirty-two passenger buses and four twenty passenger buses that are less than 5 years old. In addition to the four regular transit routes, WFTS offers charter service.

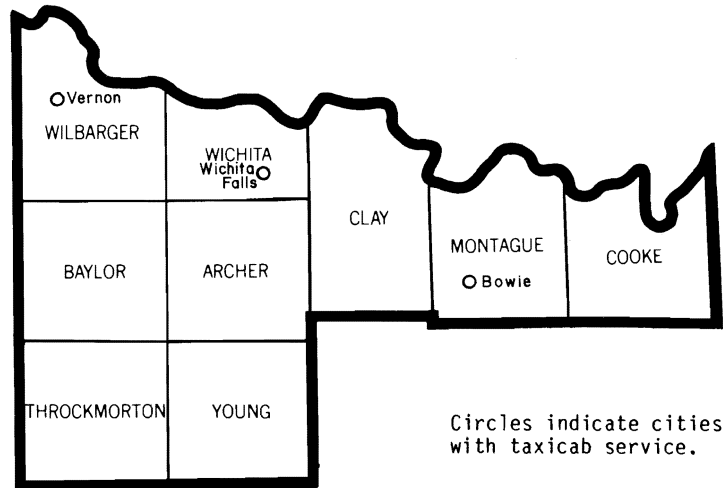
OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Wichita Falls	8	209,784	274,723	156,790	427,370	16	\$0.35 - 1.00

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 passengers)							
Small Transit Coach (16 to 25 passengers)	4					4	1
Regular Transit Coach (Over 25 passengers)		2	2			4	
Other - Trolley's (32 passengers)	2					2	
TOTAL VEHICLES						10	

2. Paratransit Systems



2A. TAXICAB SYSTEMS

Taxicab systems operate in Bowie, Vernon and Wichita Falls. There are three companies operating in Wichita Falls and only one company operating in each of the other cities. 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 Co. of Wichita Falls operates with a fleet of twenty 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 Yellow-Checker Cab Co. offers reduced rates to patrons willing to share rides. They plan to market the shared ride concept.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQ. IN DISTRICT	NUMBER OF VEHICLES	VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 3	22*	45	4	23,454**	30,030	39,449***	20,411

*Questionnaires returned from 22 of 23.

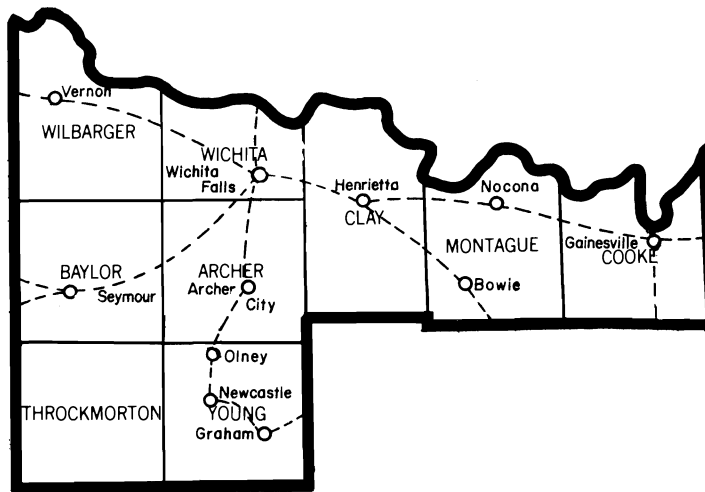
**Incomplete or obviously incorrect answers.

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

2C. OTHER PARATRANSIT SYSTEMS

There are no other paratransit systems in District 3.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Trailways
 Oklahoma Trans. Co.
 T.N.M. & O. Coaches, Inc.
 Arrow Coach Lines
 Red River Bus Lines, Inc.

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 3 BY 1991

The population in District 3 is forecast to be near 247,500 in 1991. 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 1991. 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 which include: a) the purchase of new buses; b) 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 Co. of Wichita Falls may depend on the negotiation of contracts with human resources organizations to furnish transportation for their clients.

PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1991

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 considerations in the 1986 Public and Mass Transportation Plan.

The improvement projects listed are projected by the respective agencies to meet the public transportation needs in District 3. No priorities are indicated. Implementation has begun and likely will extend into 1991 in most instances.

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 indicates that there may be about 20,000 elderly and handicapped combined.

It is estimated that 30 vehicles need to be obtained by 1991 to provide human service transportation in District 3 outside the Wichita Falls area.

The following table (Table I) identifies the Public Transportation Projects and their source of funding during the past two years for District 3.

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES FY 1984-1986

CITY	PROJECTS	FINAL STATE APPROVAL	GENERAL DESCRIPTION	COST			
				FEDERAL	STATE	CITY	TOTAL
Wichita Falls	TX-05-0075	09-26-84	Land Acquisition Relocation Expense Construction, Testing Transit Shop Equipment, Transit Adm. Equipment, Contingency	516,832.33	80,110.00	49,098.08	646,040.41
Wichita Falls	TX-05-0115	01-28-85	Two 32-Passenger Buses, Four 20- Passenger Buses, 6 Fareboxes	245,113.60	39,830.96	21,447.44	306,392.00

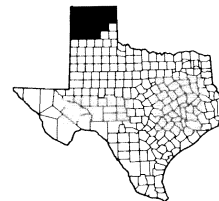
TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS FY 1987-91

JURISDICTION OR AGENCY	PROJECT DESCRIPTION	IMPLEMENTATION DATE	ESTIMATED COST
City of Wichita Falls	Equipment Acquisition	FY 87-91	\$ 342,500
	Maintenance Facility	FY 87-91	50,000
	Terminal Facility	FY 87-91	50,000
	Other Capital Improvements	FY 87-91	7,000
	Marketing Program		30,000
	Operating Assistance	FY 87-91	1,260,000
	Elderly & Handicapped Operating Assistance	FY 87-91	235,000
Human Service	Elderly & Handicapped Capital Assistance	FY 87-91	310,000
	Capital Assistance to Private Non-profit Agencies Equipment Acquisition	FY 87-91	270,000
Private	Operating Costs (Taxi)	FY 87-91	50,000
TOTAL			\$2,604,500

TABLE III

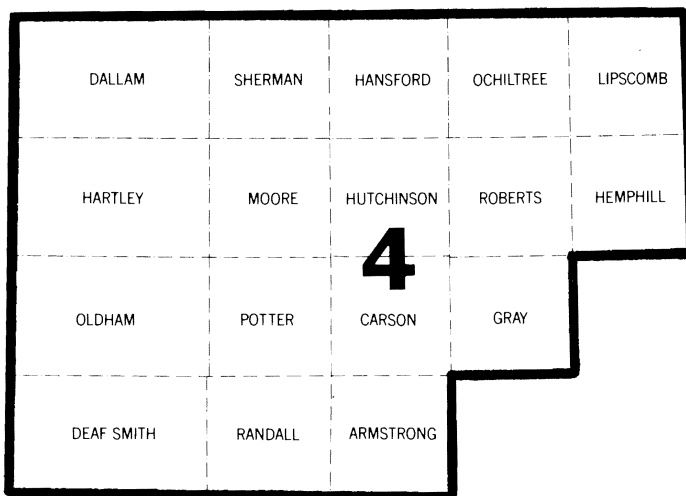
ESTIMATED PROJECTED COSTS TO ALL AGENCIES FY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$1,580,100	\$ 96,100	\$878,300	\$50,000	\$2,604,500



DISTRICT 4 1986 PUBLIC AND MASS TRANSPORTATION PLAN

District 4 of the State Department of Highways and Public Transportation consist of seventeen counties of the Texas Panhandle. The district encompasses an area of approximately 17,774 square miles. The 1980 estimated population for the area was 314,824. There are seven towns in the district that are considered urban areas (more than 5,000 population). They are: Borger, Canyon, Dalhart, Dumas, Hereford, Pampa, and Perryton. All other areas are considered rural with the exception of Amarillo. Amarillo is considered an urbanized area. There is one SMSA, which consists of Potter and Randall Counties constituting the Amarillo SMSA.



The entire district is traversed by seven U.S. Highways, plus Interstates 40 and 27, as well as numerous State Highways and Farm to Market Roads which make up 3,627 miles of roadway.

The Amarillo International Air Terminal is the only terminal in the district serviced by major air carriers, they are American, Delta, Air Midwest, and Southwest Airlines. There is no passenger rail service operating within the district. There are four intercity bus systems operating in the district: Greyhound, Trailways, T.N.M.&O. and New Mexico Transportation Co., Inc. All four companies have a total of 86 scheduled buses daily.

The Panhandle Regional Planning Commission (PRPC) is the Council of Governments (COG) involved with coordination in the District. Through PRPC the Area Agency on Aging, assists local governments and agencies in cooperation with the district in dealing with transportation needs.

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES FY 1984-1986

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL

No capital expenditure projects have been applied for or approved since 1984.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 4 - 1986

1. Municipal Transit Systems

Amarillo Transit System
P. O. Box 1971
Amarillo, Texas 79186
(806) 378-3095

The Amarillo Transit System is owned and operated by the City of Amarillo and functions as a part of the City government. The existing transit system is composed of 10 routes which converge on the Amarillo Central Business District. The system utilizes 25 buses with model years ranging from 1977 to 1985.

OPERATING STATISTICS

<u>NUMBER OF BUSES USED DAILY</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>
14	839,434	744,382	\$281,607	\$1,063,134	43	Children .35 Students .35 Adults .45 Elderly/ .20 Handicapped

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>NUMBER EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)		1				1	1
Small Transit Coach (16 to 25 passengers)	6	6				12	10
Regular Transit Coach (Over 25 passengers)	8	4				12	0
School Bus							-
TOTAL VEHICLES	14	11	0	0	0	25	11

2. Paratransit Systems

DALLAM	SHERMAN	HANSFORD	OCHILTREE	LIPSCOMB
HARTLEY	MOORE	HUTCHINSON	ROBERTS	HEMPHILL
OLDHAM	POTTER Amarillo	CARSON	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>
District 4	1	3	0	12,000	1,500	500	\$ 1.00 1st 1/5 mile \$.20 each add'l 1/5 mile \$12.00 per hour running/ waiting time \$.20 per add'l passenger

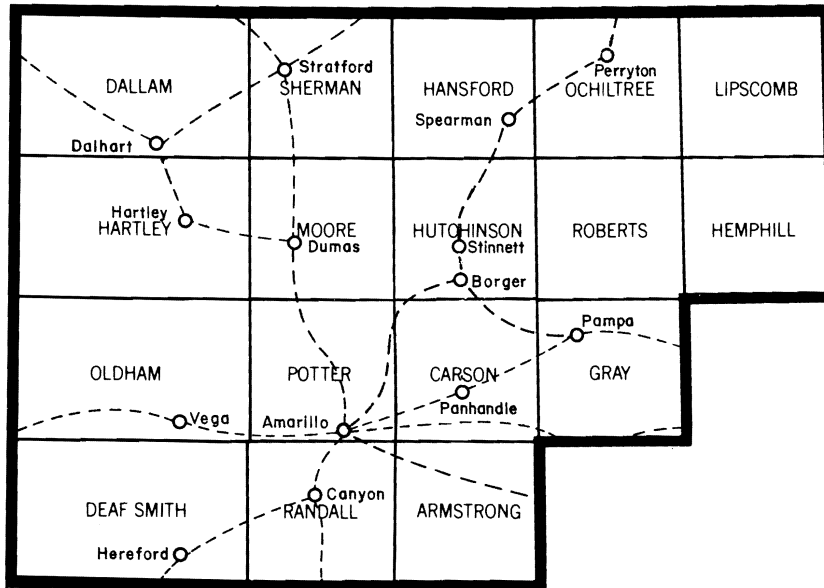
2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR. 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	25	129	18	96,553	10,859	303,869	\$52,886

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR. 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 4	2	32	0	41,800	600

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

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

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 4 BY 1991

The major transportation needs in District 4 continue to be in the area of medical, health, nutrition and recreation for the elderly and handicapped. The basic problem consistently facing the agencies is the lack of funds earmarked to transportation. The majority of agencies providing transportation are not able to come up with large sums of money for the specific vehicle that is needed, therefore, a number of agencies improvise. Another problem for agencies in this area is funding for the training of staff members for vehicle loading and unloading of individuals using specially equipped vehicles.

The other major transportation related needs come in an area of funding for the Amarillo Transit System. Funding for the system in the near future will continue to be focused on capital and operating needs.

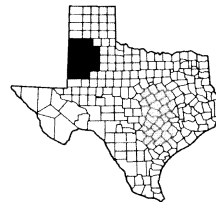
TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS - FY 1986-1991

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Amarillo	Operating Assistance Grant	FY 86	\$ 588,000
	Capital Assistance Grant Handicapped Vans	FY 86	\$ 135,000
	Operating Assistance Grant	FY 87	\$ 650,000
	Capital Assistance Grant Fareboxes	FY 87	\$ 150,000
	Operating Assistance Grant	FY 88	\$ 675,000
	Capital Assistance Grant Buses	FY 88	\$1,400,000
	Operating Assistance Grant	FY 89	\$ 700,000
	Operating Assistance Grant	FY 90	\$ 725,000
	Capital Assistance Grant Bus Stop Signs	FY 90	\$ 75,000
	Human Service	Capital Assistance to Private Non-Profit Agencies for Vehicle Acquisition: Potter, Randall, Deaf Smith, and Dallam Counties	FY 87-88
Taxi Cab Co.	Handicapped Vehicle Acquisition	FY 87-88	\$ 28,000
TOTAL			\$5,261,000

TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1986-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

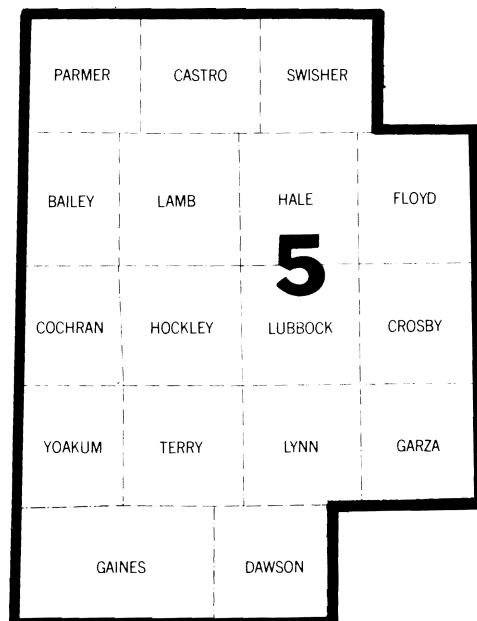
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$3,380,000	\$313,300	\$1,512,700	\$55,000	\$5,261,000





DISTRICT 5 1986 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 420,300 according to the 1980 census, with land area of 15,872 square miles. The average population density (population per square mile) varies from 5.84 to 237.28 people per square mile.



There are nine cities in District Five which are considered Urban Areas (more than 5,000 in population by the 1980 census). These cities are Brownfield, Dimmitt, Lamesa, Level-land, 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 of District Five, there are 4,928 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 public transportation provided for these rural areas has rapidly expanded in the past year and will continue to expand 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.

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

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 1984-1986

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
South Plains Community Action Association, Inc. RPT-0006(005)	9-06-84	Administration and Operation of Rural Transportation System	\$436,163	\$ -0-	\$270,682	\$706,845
Farwell Convalescent Center, Inc. TX-16-0020	9-17-84	Purchase: one 10-16 passenger vehicle	21,840	-0-	5,460	27,300
Swisher County Senior Citizens Association, Inc. TX-16-0020	9-19-84	Purchase: one 17-24 passenger vehicle	25,200	-0-	6,300	31,500
Adult Day Activity and Health Center, Inc. TX-16-0020	7-15-85	Purchase: one 10-16 passenger vehicle	17,640	-0-	4,410	22,050
LAERS, Inc. TX-16-0022	7-15-85	Purchase: one 10-16 passenger vehicle	21,059	-0-	5,265	26,324
City of Lubbock TX-90-0006	9-12-85	Capital Expenses	336,514	54,684	29,445	420,643
South Plains Community Action Association, Inc. RPT-0008(005)	11-18-85	Administration and Operation of Rural Transportation System	370,960	-0-	243,490	614,450
City of Lubbock TX-05-0126	1-13-86	Capital Expenses	78,624	10,986	11,656	101,266
Caprock Community Action Association, Inc. (Amended) RPT-0007(005)	3-04-85 5-06-86	Administration and Operation of Rural Transportation System	220,318	-0-	103,586	323,904
Caprock Community Action Association, Inc. RPT-0009(005)	6-05-86	Administration and Operation of Rural Transportation System	309,828	-0-	214,888	524,716
Swisher County Senior Citizens Association, Inc. TX-16-0023		Purchase: one 10-16 passenger vehicle	21,000	-0-	5,250	26,250
TOTAL	1984-1986		\$1,859,146	\$65,670	\$900,432	\$2,825,248

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT FIVE - 1986

1. Municipal Transit System

City Transit Management Co. Inc., dba/Citibus
P. O. Box 2000
Lubbock, Texas 79457
(806) 762-6411, ext. 2380

The City Transit Management Co. (Citibus) is owned by the City of Lubbock and managed by McDonald Transit Associates of Fort Worth. Citibus provides regular fixed route service for the City of Lubbock and a special demand responsive service for those citizens unable to use the regular route system due to age or disabilities. Citibus currently operates 18 regular transit coaches, two small transit coaches, and five 15 passenger vans equipped with the ability to transport the disabled on the demand response system. The buses contain both wheelchair lifts and kneeling capabilities. Also operated by Citibus are 16 regular transit coaches not equipped with either of the handicapped aids. These buses are used to provide service on 12 regular routes and on a chartered basis. Citibus also provides 9 of the lift-equipped buses on a chartered basis for transportation to, from, and within the Texas Tech University Campus.

OPERATING STATISTICS

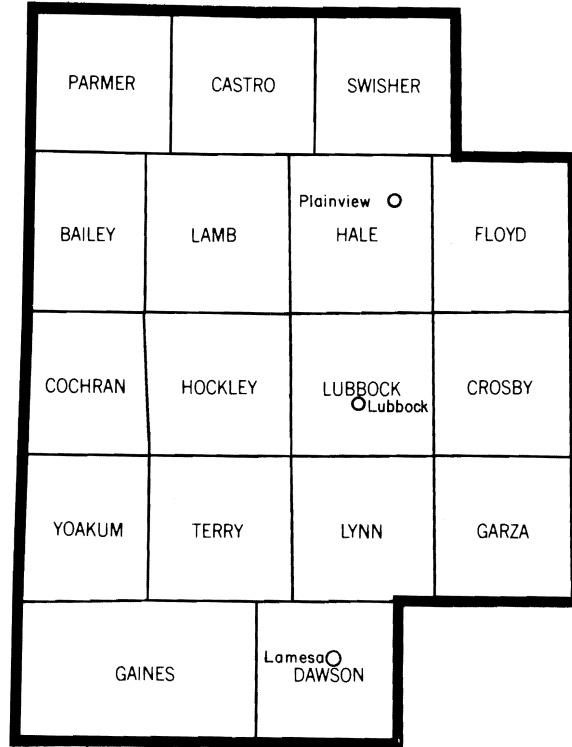
<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Lubbock	30	2,547,324	1,107,681	\$758,859	\$1,583,841	71	Children \$ Free (Up to 6 yrs.) Students .50 6-12 Adults .75 Elderly/ Handicapped .35

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>NUMBER EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	3	2				5	5
Small Transit Coach (16 to 25 passengers)	2					2	2
Regular Transit Coach (Over 25 passengers)	16	18				34	18
Other (Please specify)							
TOTAL VEHICLES						41	25

2. Paratransit Systems

Circles indicate cities with taxicab service.



There are four taxicab systems in District Five. There are two systems in Plainview, one system in Lubbock, and one system in Lamesa. The systems have reported that the most crucial issues facing the taxicab industry in the next five years are: the rising price of insurance, the unstable gasoline prices, and transportation of the elderly. Of the two companies that returned the survey, Yellow Cab of Lubbock and City Cab of Lamesa, neither have plans for expansion.

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>FARE STRUCTURE</u>
Plainview	No Report					
Lubbock	1	19	0	28,000	6,500	\$1.50 1st 1/10 mile .10 per 1/10 mile after
Lamesa	1	2	0	1,200	200	By Zone 1-2.00 per mile 2-2.50 per mile 3-3.00 per mile

There are two Section 18 programs in District Five. South Plains Community Action Association, Inc. (SPARTAN), of Levelland has recently expanded their service to include city routes for the City of Levelland. By coordinating with South Plains College and Hockley County Senior Citizens Association, Inc., the new city route ridership should reach 28,000 by 1991. SPARTAN is also planning to have its own facility with offices, waiting room, shop, and parking facilities. Caprock Community Action Association, Inc. (CAPTRAN), of Crosbyton plans to continue serving the citizens of their area including the elderly and handicapped. CAPTRAN is planning a gradual expansion in order to coordinate and provide better transportation service.

Approximately 49,200 people in District Five will be eligible for some type of human service transportation by 1991. The City of Lubbock is expected to contain 25,000 of those citizens. The human service organizations are planning to upgrade and expand their present facilities to meet their transportation needs.

2B. HUMAN SERVICES TRANSPORTATION 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>MONTHLY EXPENSES</u>
District 5	27*	161	18	89,600	19,973	\$101,163

*Number of agencies which returned questionnaire.

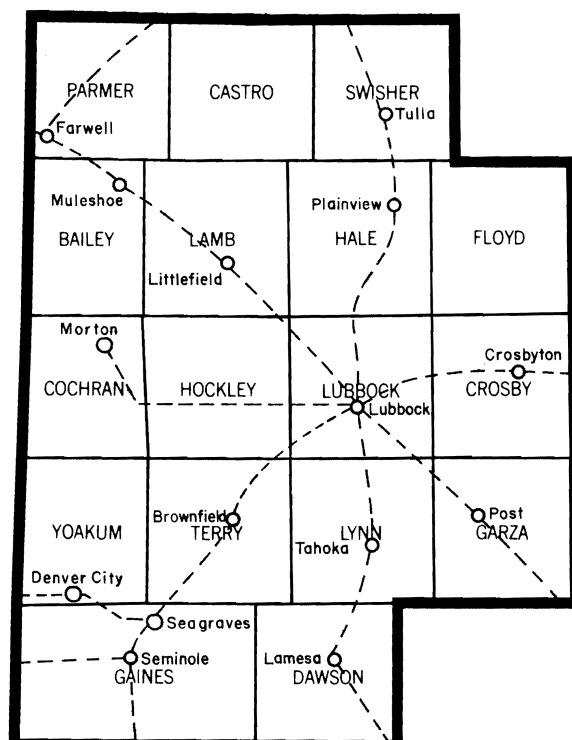
The number of potential passengers is not shown because the data obtained from the questionnaires came from agencies with overlapping service areas.

2C. OTHER PARATRANSIT 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>
Lubbock	4*	17	5	20,534	1,277

*Number of agencies which returned questionnaire.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Systems:

Texas, New Mexico, and Oklahoma Coaches, Inc.

Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT FIVE BY 1991

A total population of 478,888 is forecast for the seventeen county region of District Five by 1991. Lubbock County is expected to have a population of approximately 252,161 by this date or 53 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 1991 with the exception of the IH 27 corridor. IH 27 is expected to be complete by 1991. The interstate will cause an expansion in commercial and industrial land use in the area. Due to the flexibility a bus transit system has in serving this type of 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, and future plans call for an expansion in service and replacing obsolete equipment. Six regular transit coaches are expected to be needed by 1991 for planned service expansion. Also, two vans equipped for the handicapped will be necessary to replace the present ones which will have outlived their expected life span.

RECOMMENDED PUBLIC TRANSPORTATION
IMPROVEMENT PLAN AND PROJECTS - 1991

Urban development in the Lubbock Metropolitan Area, operation and expansion of the existing transportation systems in the District, and the availability of financial resources were primary considerations of District Five in the development of the 1986 Public and Mass Transportation Plan.

The improvement projects listed in Table II were designed to meet the transportation needs of this District through 1991. Individual 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.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS - FY 87-91

JURISDICTION OR AGENCY	PROJECT DESCRIPTION	IMPLEMENTATION DATE	ESTIMATED COST
City of Lubbock	Operating Assistance	FY 87	\$ 1,672,440
City of Lubbock	Capital Improvement	FY 87	95,255
City of Lubbock	Operating Assistance	FY 88	1,700,000
City of Lubbock	Operating Assistance	FY 89	1,730,000
City of Lubbock	Capital Improvement	FY 89	128,856
City of Lubbock	Operating Assistance	FY 90	1,760,000
City of Lubbock	Capital Improvement	FY 90	152,880
City of Lubbock	Operating Assistance	FY 91	1,800,000
City of Lubbock	Capital Improvement	FY 91	166,945
Social Agencies Section 16b(2)	Capital Assistance	FY 87-91	400,000
Social Agencies Section 18	Operating Assistance	FY 87-91	6,257,269
			=====
		TOTAL COST	\$15,863,645

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.

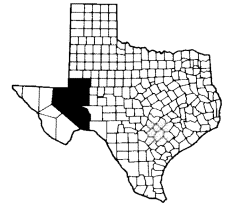
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FUNDING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>AGENCIES</u>	<u>TOTAL</u>
8,840,730	-0-	4,440,007	2,582,908	15,863,645

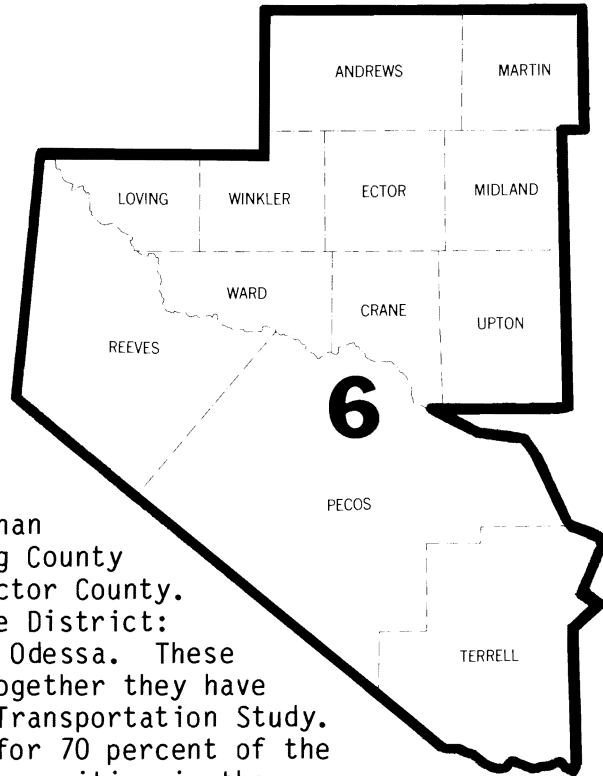
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DISTRICT 6
1986 PUBLIC AND MASS TRANSPORTATION PLAN



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 2800 miles of roadway on the FM, RM, SH, US and IH systems. The Midland Regional Airport serves as the regional air service center 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 and its operation began in 1980. The Midland transit system is in the process of being shut down. Some of the transit vehicles will be transferred to social service organizations in Midland. These organizations will provide transportation for people who are dependent on others for transportation.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986

A human service agency has purchased, through the Section 18 Grant Program, five vehicles with the Federal share being \$61,018.68. This money is part of a total grant of \$249,446 and the total grant will be spent before September 1, 1986. A proposed new grant of \$237,738 has been requested and if approved will be used beginning September 1, 1986.

Since MIDTRAN is in the process of being closed down, there is no anticipated need for UMTA funds to assist MIDTRAN in operating a transit system. It is not likely that any municipal transit system will be operating in Midland or District 6 in the near future.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

AGENCY JURISDICTION (PROJECT NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	FEDERAL COST	STATE COST	LOCAL COST	TOTAL COST
West Texas Opportunities RPT-0001(006)	4-17-85 Amendment No. 1 5-16-85 Amendment No. 2 6-17-86	Purchase two 12- passenger vans, two 15-passenger vans, one 4-door sedan and one microcom- puter. Also, operating and admin- istrative assistance.	\$249,446	---	\$147,405	\$396,851

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 6 - 1986

1. Municipal Transit Systems

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

The Midland Transportation System (MIDTRAN) is owned and operated by the City of Midland. The system provides demand response service throughout the City as well as Midland County. MIDTRAN has also coordinated with most of the human service agencies in Midland to provide their transportation needs. Service is provided to all the certified elderly and handicapped at reduced rates. The operational hours are 6:15 a.m. to 5:30 p.m., Monday through Friday. The system owns thirteen small transit coaches, seven of which are equipped to accommodate the handicapped. They also operate three vans, one of which is equipped with a wheelchair lift.

OPERATING STATISTICS

AREA	NUMBER OF BUSES	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Midland	16	107,866	306,122	148,206	610,253	20 Av.	See Below

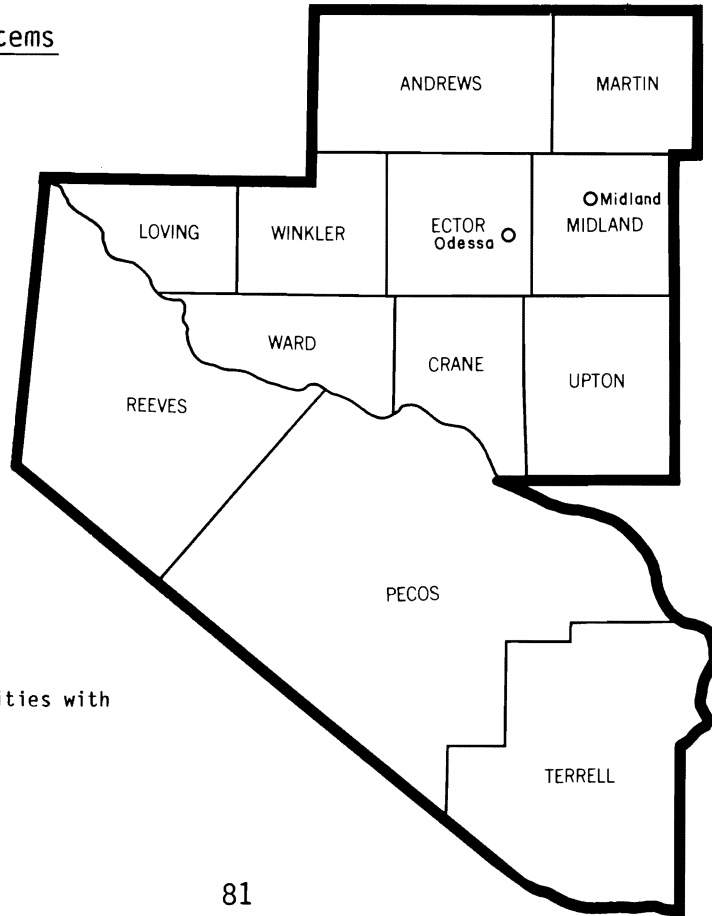
FARE STRUCTURE

Children (Up to 6 yrs old)	Free
Students	1.75
Adults	2.50
Handicapped	0.75
Elderly (Special Services)	Free

VEHICLE INVENTORY

VEHICLE/TYPE SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-20 YEARS	TOTAL	# EQUIPPED FOR HANDICAPPED
Vans (Up to 15 Passengers)	2	1	0	3	1
Small Transit Coach (16 to 25 Passengers)	7	6	0	13	7
Regular Transit Coach (Over 25 Passengers)	0	0	0	0	0
Others (Please Specify)	0	0	0	0	0
TOTAL VEHICLES	9	7	0	16	8

2. Paratransit Systems



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
Midland	4	15	0	N/A	N/A	4,800	N/A
Odessa	1	*12	0	N/A	N/A	7,500	N/A

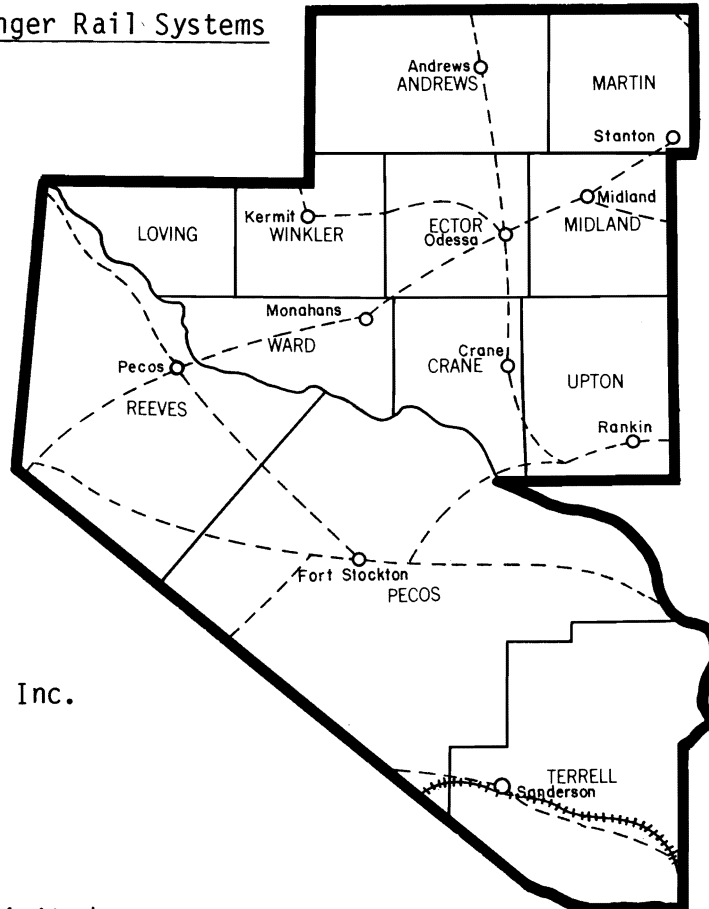
N/A Not Available

* The franchise allows the operation of up to 25 vehicles

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
Dist. 6	15	44	5	29,800	9,700	21,200	52,100

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.
- All American Travels
- Concho Coaches, Inc.

Rail Systems:

- Amtrak Route - Sunset Limited

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 6 BY 1991

A total population of 358,800 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 1991. It is estimated that approximately seventy one percent (254,800) of this population will be within the Midland-Odessa Metropolitan 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 1991.

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. As previously mentioned, the Midland transit system is being shut down. The decision to cease the operation of the transit system was made in June, 1986. All operations should be stopped by the end of 1986. Several buses are expected to be transferred to local social service organizations so they can provide transportation for people who can't provide their own transportation.

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 are expected to remain at a low level of service, operating only on a part-time basis through 1991.

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 43,400 people will be considered in the elderly and handicapped category by 1991. Approximately 12,600 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 fourteen additional or replacement vehicles could be utilized in these areas.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

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 also essential to provide for the transportation needs of the elderly and handicapped by identifying additional equipment needs and coordinating the needs with existing providers such as taxicab companies. Partial implementation of the plan, therefore, included in the list of projects in Table II under the jurisdiction of human service agencies.

The social service agencies in Midland should be adequately served with the transfer of several buses from Midland's transit system to social service 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.

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.

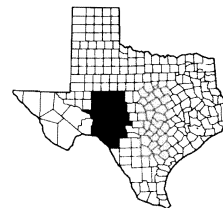
TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS FY 1987-91

<u>AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Human Services	Purchase 17 vehicles and related equipment	FY 87-91	\$ 360,000
	Operating Assistance	FY 87-91	\$2,873,000
TOTAL COSTS			\$3,233,000

The total cost of the recommended transportation improvement projects through 1991 for District 6 is estimated at about \$3.2 million. This represents the funding required to expand the level of human service transportation in 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.

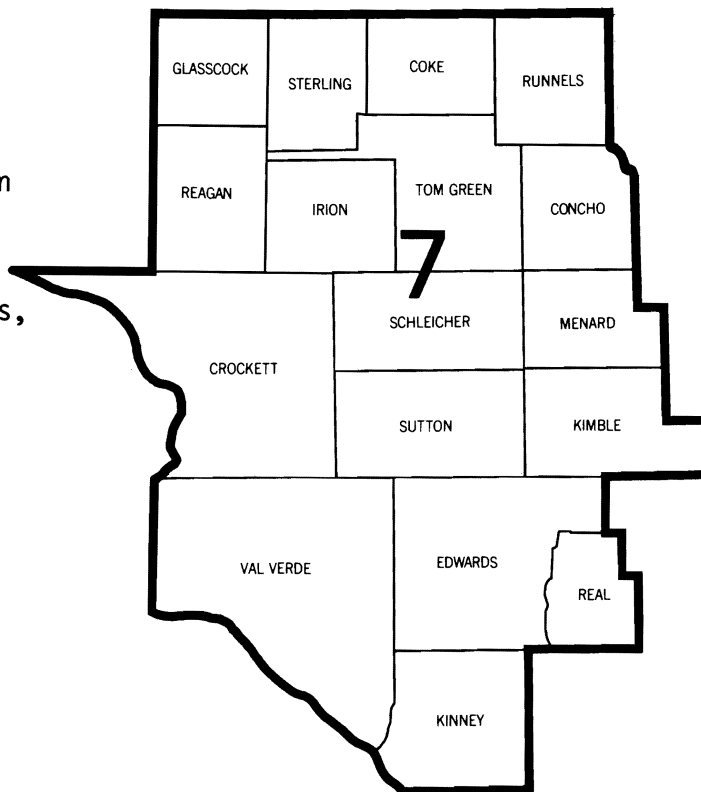
TABLE III
ESTIMATED PROJECT COST TO ALL AGENCIES FY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>UMTA/FHWA</u>	<u>STATE SDH&PT</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,586,000	\$ -0-	\$ -0-	\$647,000	\$3,233,000



DISTRICT 7 1986 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 172,456 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 1984-1986

During the past two years, approximately \$61,740 in public transportation improvements has been approved. The City of San Angelo received \$380,064 of UMTA operating assistance for the years 1984-1986. Table I contains a breakdown of the projects.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-1986

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
San Angelo Council on Alcoholism TX-16-0020	9-13-84	Purchase a 5-9 Passenger Wagon	\$12,600	\$ -0-	\$3,150	15,750
Concho Valley Center for Human Advancement TX-16-0022	12-31-84	Purchase 3 10-16 Passenger Vans	37,800	-0-	9,450	47,250
West Texas Light- house for the Blind TX-16-0022	7-15-85	Purchase a 10-16 Passenger Van	11,340	-0-	2,835	14,175
TOTAL			\$61,740	-0-	\$15,435	\$77,175

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 7 - 19861. 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 ten buses, six of which are lift equipped, operating on six routes. The system offers very limited charter service. The fares range from 25¢ to 50¢ with free transfers.

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

Rainbow Transit, which is privately owned, operates two regular transit coaches (over 25 passengers). One being under five years old and the other over 20 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
307 E. 10th Street
Del Rio, Texas 77840
(512) 774-2541

International Transportation, a privately owned company, operates four vehicles, none equipped for the handicapped. Fleet consists of three regular transit coaches (over 25 passengers), all three being 10-14 years old, and 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 45¢ to 75¢ with no transfer policy. Rainbow and International will each replace one vehicle in the next five years.

OPERATING STATISTICS

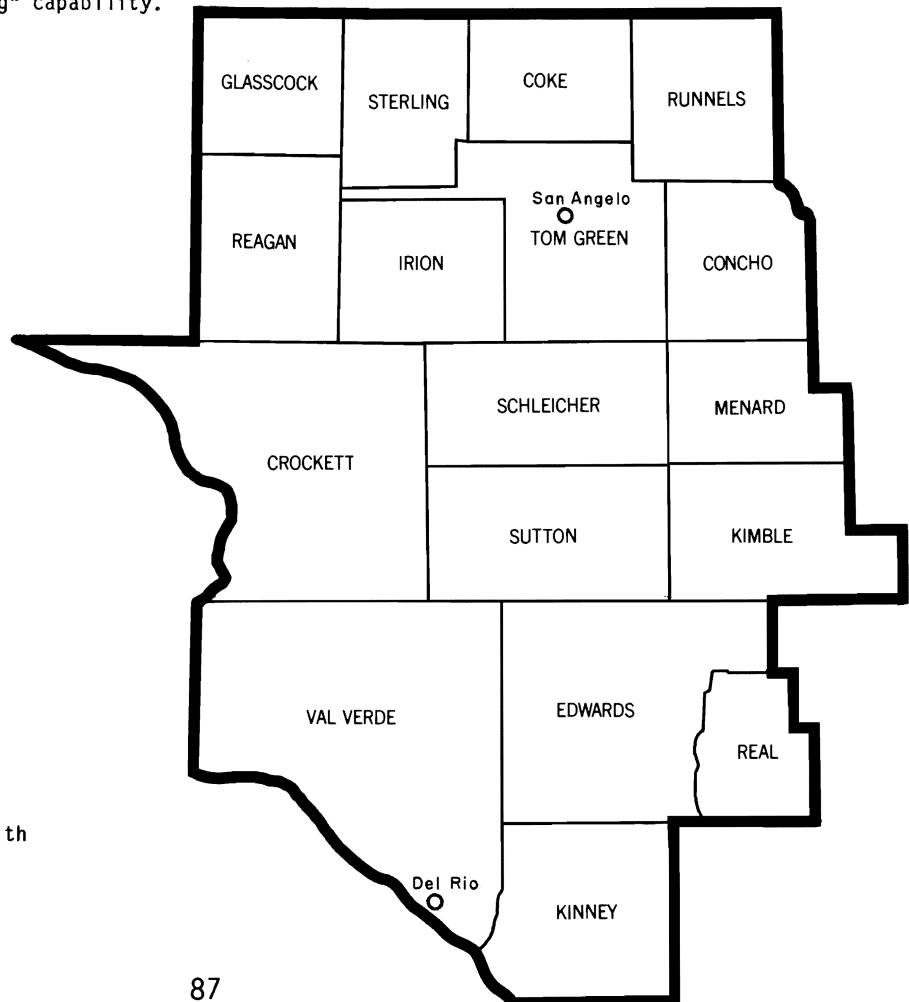
AREA	NO. OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
San Angelo	6	434,692	311,148	\$100,422	\$475,154	13	25¢-50¢
Del Rio	5	N/A	N/A	N/A	N/A	N/A	35¢-75¢

VEHICLE INVENTORY

AREA	VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	# EQUIPPED FOR HANDICAPPED
San Angelo	Regular Transit Coach	4	6				10	6*
Del Rio	Regular Transit Coach		1	4			5	
TOTAL VEHICLES							15	6

* Two buses have the "Kneeling" capability.

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>
Del Rio	7	N/A	0	N/A	N/A	1,500	\$1 + \$1 per mile
San Angelo	3	N/A	0	N/A	N/A	N/A	Set by Ind. Cab Co. \$2 min. + .6/mi.min.
TOTAL	11	N/A	0	N/A	N/A	N/A	

*Statistical information is incomplete.

The City of San Angelo has 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*

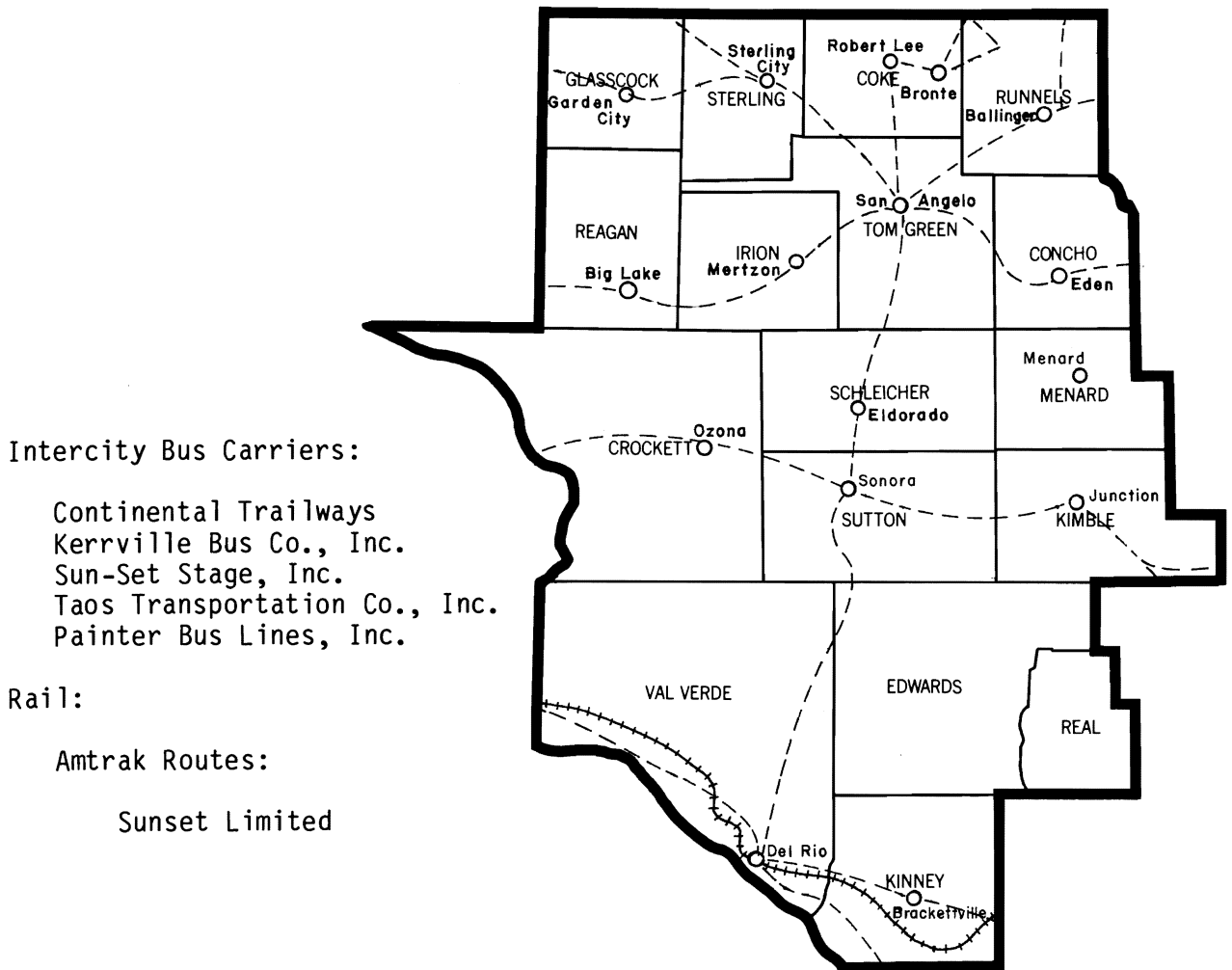
<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
Dist. 7	24	24	2	11,370	4,550	15,800	\$13,400

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	7	5	0	3,300	1,400

*Based on questionnaires returned (approx. 50%)

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Continental Trailways
- Kerrville Bus Co., Inc.
- Sun-Set Stage, Inc.
- Taos Transportation Co., Inc.
- Painter Bus Lines, Inc.

Rail:

Amtrak Routes:

Sunset Limited

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 7 BY 1991

The seventeen counties of District 7 had a 19 percent growth during the period for 1970 to 1980. Eighty-six percent of the growth was in San Angelo and Del Rio. This rate of growth will provide a 1991 population of 212,000 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 or three stories in height. This pattern of land use is

expected to continue through 1991. 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 operates the local bus system. They are in the process of reviewing the overall operations. Any major changes in services or routes will probably depend primarily on changes, if any, in the Federal assistance for operating deficits.

San Angelo taxi service has experienced several changes in the past few years. The City Council provided for free enterprise and competition. The City will grant a franchise to any operator who meets a certain guidelines. Each company sets their own fares. Presently, three 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, and usually with vehicles used for other agency needs during the normal work hours, it is hard for the different agencies to do a lot of coordination. Where agencies have vehicles and personnel to transport clients then interagency contracts will reduce the total costs of providing transportation.

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. The Concho Valley Council of Governments has applied for a Section 18 grant to operate a rural public transportation system in many of the counties in the Tom Green County area. This will be integrated into the program now operated under the Older Americans Act.

Carpool/Vanpool programs will not be major means of transportation due to the diverse sizes and location of major employers. However, some benefits through this program could be obtained by informing and educating major employers and employees of 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, reducing traffic, 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 thorough 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. Note previous remarks concerning the Section 18 Program.

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 1991 it is estimated that eleven of the vans will need to be replaced. Note previous comments concerning the Section 18 program.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

The recommended plan for District 7 is to upgrade the San Angelo Transit System equipment, and to provide replacement vehicles for social and health services by 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. Any changes in Federal Funding available will have a major influence on all the transportation systems.

TABLE II

RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS FY 1987-1991

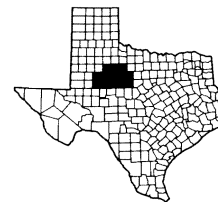
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Rainbow Transit & International Transportation	Replace 2 buses	FY 88-90	\$100,000
City of San Angelo	Purchase 15 passenger van lift equipped & shop equipped	FY 87	82,850
	Purchase 4 buses	FY 88-90	400,000
	Purchase radios, fareboxes, equipment	FY 87-89	22,000
	Operation Assistance	FY 87-91	2,200,000
	Passenger shelters & benches	FY 87-90	70,000
Human Service Agencies	Capital Assistance to private non-profit organizations for equipment acquisition	FY 87-89	100,000
COG Rural Transportation	Purchase vans and operate Transportation system	FY 87-91	1,072,200
		TOTAL	<u>\$4,047,050</u>

The total cost of all recommended transportation improvement projects through 1991 for District 7 is estimated at \$4,047,050. If the present method of financing public transportation projects continues, then the approximate cost of each agency for all recommended projects would be shown in Table III.

TABLE III

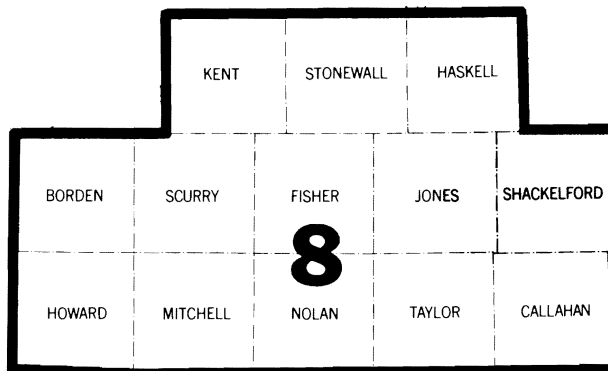
ESTIMATED PROJECT COSTS TO ALL AGENCIES BY FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,356,880	\$74,730	\$1,495,440	\$120,000	\$4,047,050



DISTRICT 8 1986 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 11,791 square miles. The population per square mile varies from 1 to 121 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	900	859	1
Callahan	283.57	899	10,992	12
Fisher	274.21	897	5,891	7
Haskell	284.01	901	7,725	9
Howard	279.06	901	33,142	37
Jones	411.04	931	17,268	19
Kent	157.30	878	1,145	1
Mitchell	232.77	912	9,088	10
Nolan	223.54	915	17,359	19
Scurry	276.87	900	18,192	20
Shackelford	174.95	915	3,915	4
Stonewall	152.60	925	2,406	3
Taylor	386.18	917	110,932	121
Total - District	3,307.97	11,791	238,914	20

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

<u>City</u>	<u>1980 Population**</u>	<u>Square Miles</u>	<u>People Per Square Mile</u>
Big Spring	24,804	17.7	1,401
Sweetwater	12,242	6.5	1,883
Snyder	12,705	7.8	1,629
Colorado City	5,405	5.5	983

*1986 Texas Almanac

**Census 1980: Final Population and Housing Counts For Texas

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 108 square miles and has a density of approximately 910 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, Taylor) and Permian Basin Regional Planning Commission (Borden, Howard). The Councils of Governments assist in disseminating grant information and reviewing applications for consistency in regional planning.

District 8 is rural in character and currently public transportation is concentrated in the areas of: elderly and handicapped, Abilene Transit System, and two Section 18 Rural Transportation projects.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986

The following table (Table 1) identifies the Public Transportation Improvement Projects and their source of funding during the past two years in District 8:

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984 - 1986

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Texas State Technical Institute; RPT-0004(008)	10-20-84	Administration and Operation of a 3 Route Transit System	\$ 20,715.94	\$-0-	\$ 8,659.80	\$ 29,375.74
Kiwanis Club of Colorado City; TX-16-0022	07-15-85	1 Standard Passenger Van	\$ 12,335.44	-0-	\$ 3,083.86	\$ 15,419.30
People for Progress Inc.; RPT-0005(008)	05-30-85	Administration and Operation of a Rural Transportation System	\$142,258.43	-0-	\$41,203.72	\$183,462.15
Aspermont Small Business Devel- opment Center, Inc. RPT-0003(008)	05-11-84	Administration and Operation of a Rural Transportation System	\$ 94,304.96	-0-	\$37,786.54	\$132,091.50
Texas State Technical Institute RPT-0002(008)	10-19-83	Administration and Operation of a 3 Route Transit System	\$ 7,125.19	-0-	\$ 3,257.70	\$ 10,382.89

TABLE I CONTINUED

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Aspermont Small Businesses Development Center, Inc.; RPT-0006(008)	10-4-85	Administration and Operation of a Rural Transportation System	\$ 30,579.17	\$-0-	\$ 17,049.49	\$ 47,628.66
City of Abilene TX-05-0121	12-02-85	Purchase of (1) Four Paratransit, 10-16 Passenger Vehicles, (2) Four Fareboxes, (3) Four Radios, (4) Quality Control, (5) One Spare Powertrain, and (6) Contingency	\$193,520.00	\$31,447.00	\$ 16,933.00	\$241,900.00
Rural Taylor County Aging Services (TX-16-023)	08-31-86	Purchase and Operate \$15,200 1 Standard Passenger Van	\$ 12,760.00	\$ -0-	\$ 3,190.00	\$ 15,950.00
TOTALS			\$513,599.13	\$31,447.00	\$131,164.11	\$676,210.24

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 8 - 1986

1. Municipal Transit System

Abilene Transit System
1189 South 2nd Street
Abilene, Texas 79602
(915) 676-6287 (or as advertised 676-6BUS)

The Abilene Transit System is owned and operated by the City of Abilene and operates six two-way routes for a total of twelve scheduled routes. A total of 16 buses are currently owned by the A.T.S. - 12 regular and 4 reserves.

OPERATING STATISTICS
(Abilene Area)*

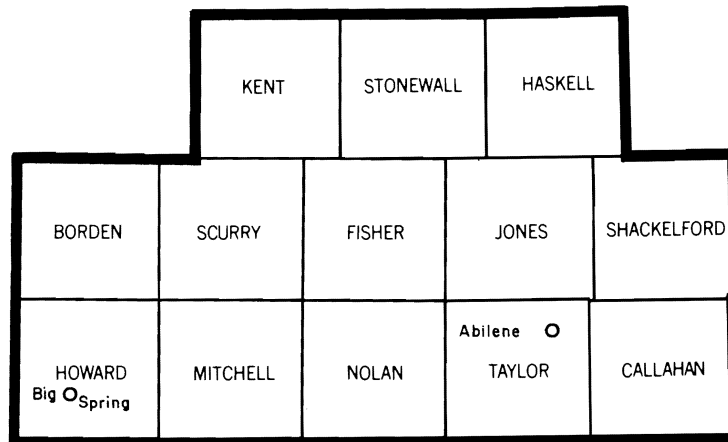
<u>NO. OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
13	423,416	472,131	\$145,599	\$840,752	25	45¢-students 60¢-adults 30¢-E & H

*1985 Texas Transit Statistics

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)							
Small Transit Coach (16 to 25 passengers)							
Regular Transit Coach (Over 25 passengers)	0	14	0	2	0	16	14
Other (Please specify)							
						TOTAL VEHICLES:	16
							14

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 VEHICLE TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Abilene	1	6	0	40,320	3,000	Unknown	\$1.50 Drop \$1.15/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	29*	62	8	40,021	9,027	148,063	64,256.14

*8 Providers did not respond to study questionnaire.

2C. OTHER PARATRANSIT SYSTEMS

AREA	NUMBER OF SYSTEMS	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	MONTHLY INCOME	MONTHLY EXPENSES
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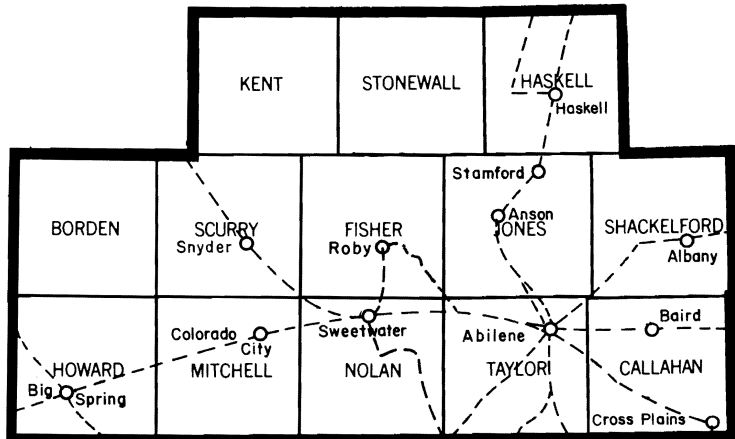
(DISTRICT 8 HAS NO PARATRANSIT SYSTEMS)

3. Intercity Bus And Passenger Rail Systems

Intercity Bus Carriers:

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

Rail: Amtrak Route - None



PUBLIC TRANSPORTATION IMPROVEMENT
 NEEDS IN DISTRICT 8 BY 1991

A total population of 238,914 for the year 1980 was enumerated for the thirteen counties which comprise District 8. This represents a 7% increase over the 1970 population figure of 223,911 for the same region. Current projections to the year 1990 show the area will have a population of about 265,000. (Source: Texas Department of Water Resources; Texas Population Projections: 1985 to 2005; TTI Research Report 268-3F.) The 1980 census indicates that approximately 46% of the District's population is concentrated in the Abilene-SMSA (Taylor County). This percent of concentration

is expected to significantly increase into the nineties. A surprising element of the 1980 census is that the number of counties in District 8 losing 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 sections of the City. The major public transportation improvements involves specifically the Abilene Transit System which is owned by the City of Abilene and operated by McDonald Transit Associates, Inc. of Fort Worth, Texas. After many years of declining ridership, the system is now showing significant increases. This is due in large to the purchase of 14 new transit buses and the construction of a new central transfer and maintenance facility. These improvements were made with assistance from UMTA Section 5 and Texas Public Transportation grants. In the next five years, the City plans to use Section 9 (formerly Section 5) monies for assistance in operating the transit system and to make capital improvements to the existing transit maintenance and operations facility and to purchase shop equipment.

Taxi service in the City of Abilene has been restructured to allow City licensing of individual taxi cab service providers. Currently, there is one taxi cab service provider: Yellow Cab with six vehicles. 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 twelve remaining counties in the district (Borden, Callahan, Fisher, Haskell, Howard, Jones, 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 by 1991. The UMTA Section 16b(2) Program is currently providing adequately for this need in the district's urban and urbanized areas. Eight vehicles have been purchased under the program in three of the district's four urban areas: Colorado City - 3; Sweetwater - 3; and Snyder - 2. The other urban area, Big Spring, should have at least one, 16b(2) vehicle in operation in 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 submitted an application. Additionally, since the Section 16b(2) program began in 1976, a total of 12 vehicles have been in operation in the Abilene Urbanized Area. Five of the vehicles have been retired. Because there are a number of social service vehicles throughout the district, coordination of service among the various agencies is needed to prevent any duplication of effort.

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. People for Progress, Inc. of Sweetwater has assumed operation of the Section 18 project formerly operated by Rolling Plains Campus of Texas State Technical Institute since June, 1981. The project may provide public transportation service in Fisher, Mitchell, Nolan and Taylor Counties. Another Section 18 project known as Double Mountain Transit System was approved February 17, 1984. The system is operated by Aspermont Small Business Development Center headquartered in Aspermont, Texas. The system has five vans and serve six rural counties: Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties. Ridership is expected to increase significantly for these two rural transit systems over the next five years. Future funding needs will be in the realm of administrative and operating assistance for both systems.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

The primary objective of the 1991 District 8 public and mass transportation plan is to identify realistic transportation needs to the Year 1991. Major goals were to include sufficient costs for assisting the administration and maintenance of established transportation projects as well as sufficient costs for new projects. Some effort was made to identify the transportation needs of the elderly and handicapped and to coordinate 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.

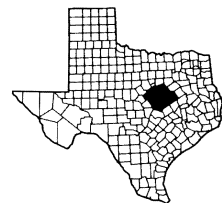
The list of public transportation improvement projects in Table II reflects the estimated needs in District 8. The total cost of all the recommended projects is estimated at \$6,297,000. If the present trend of financing public transportation projects continues, the approximate cost to each agency may be seen in Table III.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS - FY 1987-1991

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Abilene	Section 9 Assistance for Transit Facility Upgrade (Install Landscaping, upgrade shop lighting, replace heating and air conditioning equipment and make related improvements and purchase replacement equipment)	FY 87-FY 88	\$ 80,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 87-FY 88	\$1,766,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 89	\$ 936,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 90	\$ 974,000
City of Abilene	Section 9, Operating Assistance for Abilene Transit System	FY 91	\$1,012,000
City of Abilene	Section 9, Capital Assistance (Portable lifts and Fork lifts for transit shop)	FY 91	\$ 25,000
Human Services	Capital Assistance to Private Non-Profit Agencies for Equipment Acquisition: Taylor County: 4-15 Passenger Vans Howard County: One-15 Passenger Van Mitchell County: One-15 Passenger Van Other: Two-15 Passenger Vans	FY 87-91	\$ 184,000
People for Progress (Sweetwater, Texas)	Section 18 Administrative and Operating Assistance	FY 87-91	\$ 900,000
Aspermont Small Business Development Center (Aspermont, Texas)	Section 18 Administrative and Operating Assistance	FY 87-91	\$ 420,000
		TOTAL COST	\$6,297,000

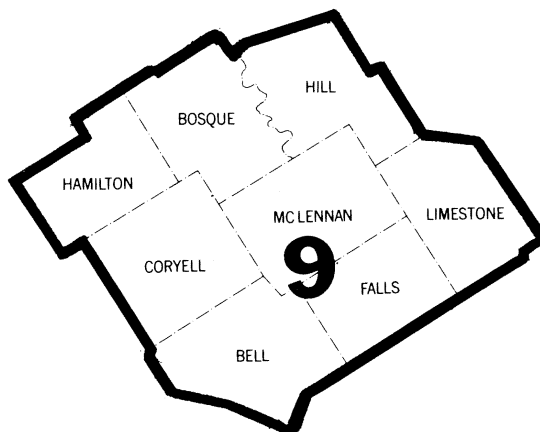
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$3,487,000	\$14,000	\$2,759,000	\$37,000	\$6,297,000



DISTRICT 9 1986 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 population of 470,300 about 16% of which is 60 years of age or older. The population density averages about 62 people per square mile. There are three urbanized areas within the District: Waco, Killeen/Harker Heights/Fort Hood and Temple/Belton, all having ongoing urban transportation studies (Waco Urban Transportation Study - WUTS), and Killeen-Temple Urban Transportation Study - KTUTS). Two Standard Metropolitan Statistical Areas account for 82% 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), Gatesville (Coryell 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 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 1984-1986

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

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

JURISDICTION (PROJECT NO.)	FINAL APPROVAL	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Waco	Pending	Capital Improvements 2 transit coaches service truck shop equipment microcomputer equipment	\$384,728	\$-0-	\$ 96,182	\$480,910
Regis/St Elizabeth (TX-16-0020)	12-19-84	Capital Improvements 1 lift equipped bus radio equipment	\$ 34,860	-0-	\$ 8,715	\$ 43,575
Central Counties Center for MH-MR Services, Temple (TX-16-0020)	10-03-84	Capital Improvements 4 vans 1 lift equipped van	\$ 67,872	-0-	\$ 16,968	\$ 84,840
Waco Inner City Ministry RPT-0003(009)	11-19-85	4 vans 1 lift equipped van	\$ 56,870	-0-	\$ 14,217	\$ 71,087
Bosque County Senior Services RPT-0004(009)	02-04-86	2 vans	\$ 19,655	-0-	\$ 4,914	\$ 24,569
Limestone County Senior Citizens Association TX-16-0001	Pending	1 lift equipped van	\$ 21,840	-0-	\$ 5,460	\$ 27,300
TOTALS			\$585,825	\$-0-	\$146,456	\$732,281

PUBLIC AND MASS TRANSPORTATION
DISTRICT 9 - 1986

1. Municipal Transit System

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

There is only one intra-city public transportation system operating within District Nine. 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 along eleven fixed routes covering 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. 50% of the transit fleet is equipped for handicapped accessibility. Operating statistics for the system during CY 1985 and the vehicle inventory are listed below.

OPERATING STATISTICS

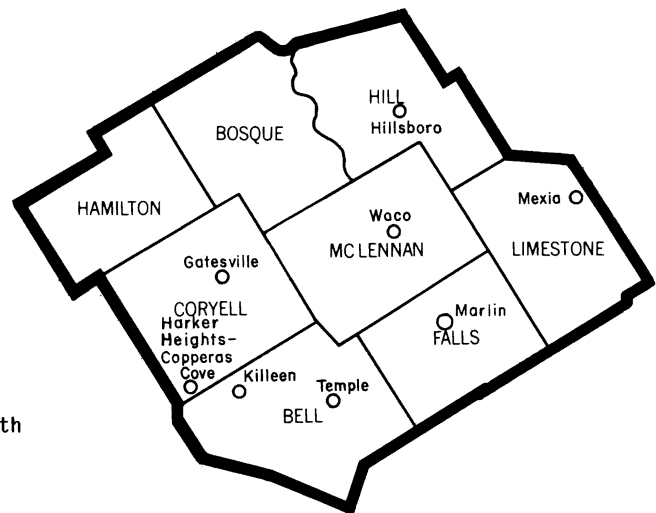
AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGER	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Waco	10	609,746	350,085	\$250,475	\$944,617	30	Regular-.60¢ Student-.30¢ E & H -.30¢ Transfers-free Under 6 Yrs-free

VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS OLD	5-9 YEARS OLD	10-14 YEARS OLD	15-19 YEARS OLD	20+ YEARS OLD	TOTAL	# EQUIPPED FOR HANDICAPPED
Small Transit Coach (16-25 Passengers)	2	-	-	-	-	2	2
Regular Transit Coach (Over 25 Passengers)	13	-	-	-	-	13	9
TOTAL VEHICLES						15	11

2. Paratransit Systems

Circles indicate cities with taxicab service



There are 11 taxicab systems operating in nine cities throughout the District as shown below. The largest demand for taxi service is in the Killeen area which is located adjacent to a large military base. Three of the 11 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:

- Fuel, maintenance and labor costs.
- Competition from human service (free) transportation systems and from subsidized public transportation system.

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
Killeen	2	100	2	240,000	78,000	463	\$1.25/drop + 80¢/mile
Temple	1	10	0	23,000	5,250	4,274	90¢ first 1/16 mile + \$1.60 per mile
Copperas Cove	1	10	0	37,500	5,200	1,947	\$1.25/drop + 80¢/mile
Waco	1	13	1	31,000	6,200	7,692	\$1.35/drop + \$1/mile
Harker Heights	1	6	0	6,500	1,200	1,224	\$1.25/drop + 80¢/mile
Gatesville	1	4	0	4,000	600	1,565	\$1 + \$1/mile
Mexia	1	4	0	2,500	300	6,500	\$2.50 to \$3.00 in city
Hillsboro	1	4	0	4,500	1,800	1,875	\$1.50 first 0.8 mile, \$1.75 over 0.8 mile in city
Marlin	2	8	0	1,600	850	1,188	\$1.50 any place in city
TOTAL	11	159	3	360,600	99,400		

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

The following table presents a summary of the operational data from 18 human services transportation systems operating within District 9. These systems continue to provide a vital service to the elderly and handicapped and some are expanding their operation in rural areas to serve the general public. Some of the comments received from these providers during the survey are:

- More and better coordination of human service transportation programs is needed.
- Fuel and repair costs are cited as concerns for the future.
- The rear doors of lift equipped vans should be made accessible by adding some type of hand operated ramp for use if lift is damaged or fails to operate properly.
- Would like to see the State Department of Highways and Public Transportation, UMTA and social services funding sources work more closely to allow for more standardized reporting practices and regulations in order to facilitate a more cost effective system.
- Transportation is the lifeline to community services for the elderly and handicapped. The transportation system helps to bridge the gap between offering and delivering services, particularly in the rural areas.

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 9	18	125	16	85,364	26,255	\$103,902	\$67,293

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

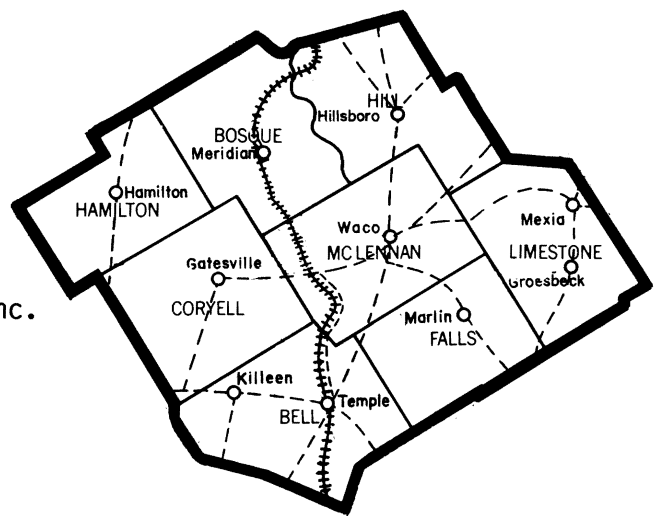
3. Intercity Bus and Rail Passenger Service

Intercity Bus Carriers:

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

Rail:

Amtrak Route: The Eagle



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 9 BY 1991

As stated earlier, the estimated 1980 population for the eight county region of District 9 was 470,300 which represents about a 23 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 578,000 by 1990. Eighty-two percent of the area's population is 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 transportation exists, though probably below the level necessary to sustain a profit-making operation during the time frame of this plan.

In regard to future transportation improvement needs in the two SMSA's, the Waco Transit System still continues 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 Section 5 and 9 operating and capital assistance grants will continue to be requested by the City of Waco to sustain that system at about its present level of operation.

The City of Temple had plans to initiate a limited bus system, starting with 4 small buses, and later purchasing additional buses if the system would prove some degree of acceptability. However, the city has decided to delay any further action at this time.

The Cities of Killeen and Copperas Cove are reluctant to get into the public transportation business. They have investigated the feasibility of a system, but are hesitant in committing local funding for its operation. Based on the fact that no local financial assistance would be made available, recommendation from a recent transit feasibility study was to expand the existing human service transportation providers to meet as much of the existing needs as possible. Continued pressure from the local sector for a public transportation service may influence the cities to sponsor a system in the future, perhaps late in the time frame of this plan.

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 30% of the population in these counties) with some gradual expansion of service to the general public, perhaps under the Section 18 program.

In some of the urban areas, the UMTA 16b(2) program has and continues to provide assistance to private non-profit organizations for capital improvements. 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 transportation programs and perhaps could, in many cases, expand their operation to include the public sector.

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, 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. There also appears to be a need for better coordination between federally subsidized public transit systems and private taxi operators to permit transportation of certain categories of subsidized passengers by taxi companies.

Some considerable planning and promotion work on carpooling has been done in the urbanized areas of this District. However, except for one employer operated project in Temple, the program has been largely unsuccessful and that is not expected to change in the next five years.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

The primary objective of this plan is to quantify the needs for public transportation improvements within the District. These needs have been identified through a survey of providers, information obtained 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 1991. The projects are not assigned any order or priority, nor is it possible to state with any degree of certainty that all projects will be implemented during that time frame. Some involve decisions and commitments by local governments and agencies which are in the formulative stage at this time.

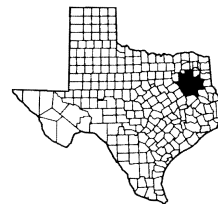
TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS - FY 1987-1991

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Waco	Capital Improvement Proj. (80-13-7%)	FY 87-91	\$ 460,000
	Operating Assistance (50-50%)	FY 87-91	\$2,300,000
Human Service & Rural Public Transportation	Capital Improvements (80-20%)	FY 87-91	
	-Bell County	14 Vehicles -	\$245,000
	-Bosque County	3 Vehicles -	52,000
	-Coryell County	2 Vehicles -	35,000
	-Falls County	4 Vehicles -	70,000
	-Hamilton County	2 Vehicles -	35,000
	-Hill County	4 Vehicles -	70,000
	-Limestone County	3 Vehicles -	52,000
	-McLennan County	11 Vehicles -	322,000
	TOTAL COST		\$3,641,000

The total cost of all the recommended public transportation improvement projects through 1991 for District 9 is estimated at about \$3.6 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 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 III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

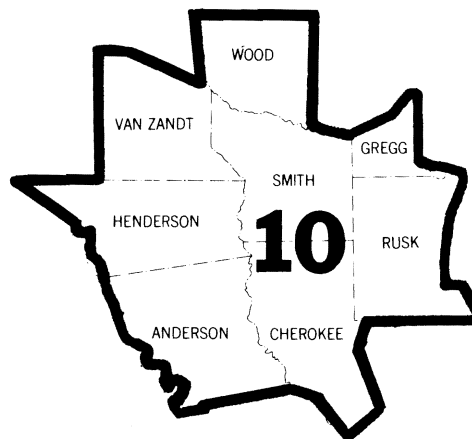
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,222,800	\$59,800	\$1,182,200	\$176,200	\$3,641,000



DISTRICT 10
1986 PUBLIC AND MASS TRANSPORTATION PLAN

District 10 of the State Department of Highways and Public Transportation consists of an eight county region in Northeast Texas. These eight counties contain a population of approximately 444,500 persons and comprise a land area of almost 6,800 square miles.

There are five cities in the District that exceed 10,000 persons; Athens, Henderson, Jacksonville, Kilgore, and Palestine. The City of Gladewater exceeds, 5,000 persons. Two cities exceed 50,000 persons; Longview and Tyler. All other cities in the district are under 5,000 persons and are thus considered rural.



Since six of the eight counties are sparsely populated, only minor changes in public transportation can be anticipated during the next five year period. Minor improvements to the smaller taxicab operations in the District can be expected as demand increases. Several federally funded transportation providers which serve the elderly and handicapped are expected to make formal program applications during the next few years. One rural public transportation provider which serves a three county area is expected to receive federal funding within the next year, also.

<u>COUNTY</u>	<u>AREA (SQ.MI)</u>	<u>1980 POP</u>	<u>1980 POP DENSITY*</u>	<u>2000 POP (EST)</u>	<u>2000 POP DENSITY (EST)*</u>
ANDERSON	1,067	38,381	35.9	54,496	51.1
CHEROKEE	1,048	38,127	36.3	50,322	48.0
GREGG	284	99,487	350.3	138,005	485.9
HENDERSON	936	42,606	45.5	71,491	76.4
RUSK	937	41,382	44.2	51,967	55.5
SMITH	922	128,366	139.2	187,595	203.5
VAN ZANDT	855	31,426	36.8	53,349	62.4
WOOD	723	24,697	34.2	36,379	50.3

* Persons Per Sq. Mile

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 transpor-

tation study elements for the urbanized areas and are an even more important part of the continuing phase of such studies.

Public transportation is currently limited; however, some multi-county programs are being investigated by the East Texas Council of Governments and District 10 Staff. The main consideration of the study effort is to coordinate any rural public transportation systems to the maximum extent feasible.

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

During the past 24-month period, there has been a great deal of activity from prospective 16b(2) applicants in District 10. In January, 1986, East Texas Treatment Center in Kilgore received one (1) wheelchair lift equipped van for their patient transportation service. The Center will begin the bidding process for a standard van to serve the non-handicapped patients in the program in the next few months. Also, Goodwill Industries of East Texas in Tyler will begin the bidding process for acquiring a new wheelchair lift equipped van for their vocational rehabilitation program.

Several human service oriented transportation providers have upgraded and replaced their vehicles over the past 24-month period. The majority of these providers have relied on Title III (Aging) funds and private donations to finance these capital acquisitions. An estimate of expenditures in the eight county District 10 area is \$220,000 representing about 12 new or refurbished vehicles.

PUBLIC AND MASS TRANSPORTATION IN DISTRICT 10 - 1986

1. Municipal Transit Systems

TYLER TRANSIT

City of Tyler
Public Services Department
P. O. Box 2039
Tyler, Texas 75710
(214) 531-1201

The Tyler Transit System is wholly owned and operated by the City of Tyler using only local funds. The fleet consists of two (2) 12 passenger vans and one (1) 27 passenger bus (Flexette). Regular intracity service is provided by the System on a double route, one running north, one running south. The northern route begins in the CBD and runs north connecting the lower income areas with the CBD and offering a transfer point with the southern route which runs to the regional mall and shopping centers in

south Tyler. The two routes operate on a one hour headway with service beginning at 6:15 a.m. and ending at 6:30 p.m., Monday through Friday. The System operates from 10:15 a.m. to 2:15 p.m. on Saturdays. Fares for use of the System are 75¢ for adults and 25¢ for children. There are no transfers or passes offered on the System. The City subsidy for operation of the System is approximately 55 percent of the operating cost.

City of Longview
 Elderly Subsidized Taxi Program
 Department of Planning & Development
 P. O. Box 1952
 Longview, Texas 75606

The City of Longview is currently operating an Elderly Subsidized Taxi Program for the population in the Longview area over 60 years of age. The program is being financed through Section III(b) of the Older Americans Act and the City of Longview. The program will allow persons over 60 years of age to be issued a coupon to be used when requesting service from the local taxicab companies. A maximum of eight (8) coupons per month per person may be used. The coupons are worth \$1.50 toward any taxi fare.

The City is operating the system on a pilot program basis and will evaluate the programs effectiveness in improving the mobility of the elderly in the Longview Area. The City has recently completed the application procedure for acquiring a 12-passenger, lift equipped van under the Urban Mass Transportation Administration (UMTA), Section 5 program. When acquired the van will be leased to one of the taxicab companies in the City and used by them to transport elderly and handicapped persons.

OPERATING STATISTICS
 (ANNUAL)
 MUNICIPAL TRANSIT SYSTEMS

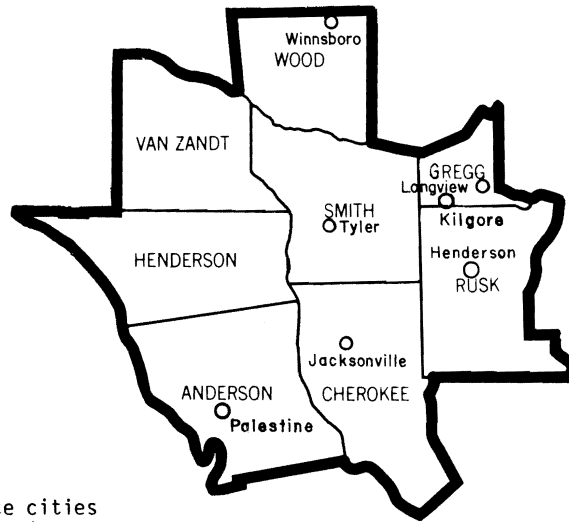
AREA	NUMBER OF BUSES	PASSENGERS	VEH. MILE OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
TYLER	1 Bus 2 Vans	27,400	75,000	\$20,500	\$49,000	2 (Drivers)	75¢ Adult 25¢ Children

LONGVIEW No data available on system at time of printing.

VEHICLE INVENTORY

VEHICLE TYPE	UNDER 5 YRS OLD	5-9 YRS	15-19 YRS	20+ YRS	TOTAL	EQUIPPED FOR HANDICAPPED
One 27-passenger Flexette Bus	X					No
Two 12-passenger Standard Vans		X (both)				No

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 FOR HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>FARE STRUCTURE</u>
Kilgore	1	1	0	3,750	825	\$2.00 inside City \$2.50 zone (outside City)
Longview	2	10	0	19,800	3,150	Both companies on City regulated meter systems
Palestine	1	2	0	5,400	450	\$1.25 first mile \$.60 additional miles
Tyler	1	10	0	10,000	6,050	\$1.00 per mile, 1.50/flag down, \$12.00 per hour-waiting time
Winnsboro	1	1	0	1,000	225	\$2.00 for inside city \$4.50 for outside zones

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR 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 PASSENGER TRIPS</u>	<u>MONTHLY EXPENSES</u>
District 10	13	34	16	29,000	6,700	80,000	\$19,000

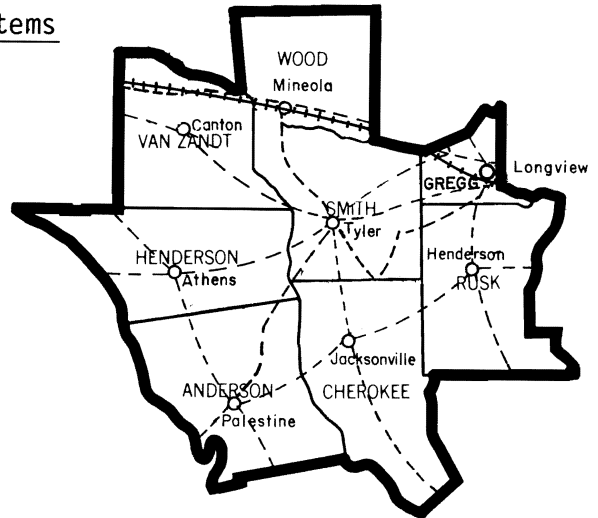
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Trailways
Central Texas Bus Lines
Kerrville Tours Inc.
Lone Star Bus Lines, Inc.

Rail Systems:

Amtrak Route - The Eagle



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 10 BY 1991

A total population of 550,000 is forecast for the eight county area of District 10 in 1990. Approximately 40 percent of this total (220,000) is expected to be concentrated in the urban area of Tyler and Longview (Smith and Gregg Counties). Due to the low population densities in the six surrounding counties the most significant public transportation improvements will most likely be experienced in the counties of Smith and Gregg. The more sparsely populated counties of Anderson, Cherokee, Henderson, Rusk, Van Zandt, and Wood will most likely experience only minor improvements to existing rural public transportation systems in the respective counties. The surveys of rural (human-service oriented) transportation systems conducted as part of this report did reveal a substantial decrease in the level of activity of all public transportation providers, especially in the rural counties. Quite possibly recent budget reductions in State and Federal money for elderly and handicapped assistance programs have been largely responsible for this sharp decline. With the elderly population in all areas of the state and county steadily increasing, the number of potential users of public transportation will steadily increase also, thereby widening the gap between the need for and the provision of specialized transportation systems.

The major challenge for agencies and organizations involved in the provision of public transportation systems (both in urban and rural areas) will be to provide a comprehensive and coordinated network of vehicles to serve adverse clientele needs and a large geographic area.

The public transportation survey effort also showed a sharp reduction in the level of activity experienced by local taxicab operations. It is important to note that the taxicab industry presently provides a substantial transportation service to a segment of the population that is essentially without the means to provide for their own transportation. This situation combined with a significant decrease in other important transportation

programs in areas served by taxicab systems indicates an enormous disparity between need for and delivery of transportation systems.

In spite of an uncertain budget picture, most public transportation providers surveyed in District 10 area indicated that they anticipate improving and upgrading their transportation systems over the next 5-year period. The rural public transportation providers' average vehicle age is such that there is an immediate need to replace at least some of their existing transportation fleet. There has been a substantial amount of interest in establishing transportation, especially for the elderly populations. Many social service agencies in the smaller urban areas (those areas under 20,000 population) have begun to investigate application procedures for acquiring vehicles for nutrition and patient care programs. TABLE II provides an estimate of the District-Wide public transportation needs. These figures were obtained from the transit system and human service/rural public transportation officials throughout the eight county District 10 Area.

During the next year the City of Tyler anticipates acquiring a new 30 passenger bus to replace the 27 passenger Flexette bus presently in service. The City also anticipates acquiring an additional 30 passenger bus to serve an additional bus route in the City within the next five year period. The latter improvement is estimated to increase the City's operating cost some 50-60 percent.

The City of Longview will continue to monitor participation in the subsidized taxi program, scheduled to begin this year. If participation in the program is adequate, the program will most likely be continued indefinitely.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS - FY 1987-1991

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Tyler	Acquire 1 new 30 pass. bus; Acquire an add'l 30 passenger bus;	FY 87	\$100,000
	Continue to operate existing Transit System	FY 90-91 FY 87-91	100,000 45,000 yr
City of Longview	Continue to subsidize elderly & handicapped transportation program	FY 87-91	15,000
Human Service and Rural Public Transp.	Capital Assistance to private non-profit agencies equipment acquisition		
Anderson County	1 vehicle	FY 88-91	18,000
Cherokee County	1 vehicle	FY 88-91	18,000
Gregg County	4 vehicles	FY 87-91	72,000
Henderson County	1 vehicle	FY 87-91	18,000
Rusk County	3 vehicles	FY 87-91	54,000
Smith County	9 vehicles	FY 87-91	162,000
Van Zandt County	1 vehicle	FY 87-91	18,000
Wood County	1 vehicle	FY 87-91	18,000
Total Human Service and Rural Public Transportation Estimated Cost		FY 87-91	\$378,000

The Total Cost of all recommended public transportation improvement projects through fiscal year 1991 for District 10 is estimated at approximately \$378,000. If the present method of financing public transportation projects continues, the approximate cost to each agency will be as follows:

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

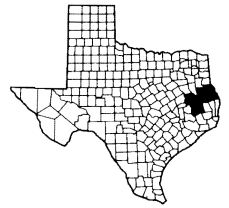
<u>FEDERAL</u>	<u>STATE*</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$302,400	-0-	\$7,000	\$68,600	\$378,000

*State is responsible for Administrative Costs associated with procurement of vehicles.

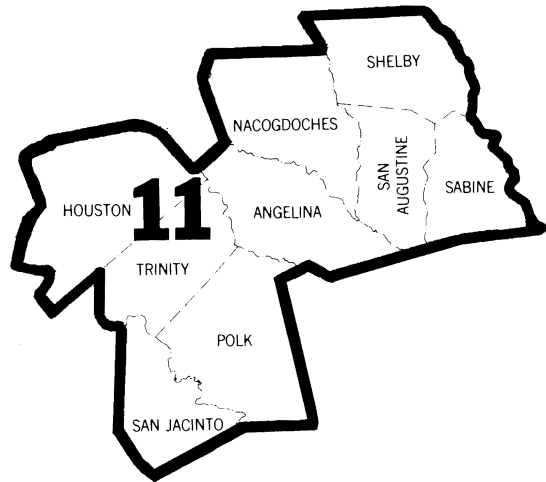
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DISTRICT 11
1986 PUBLIC AND MASS TRANSPORTATION PLAN



District Eleven is located deep in the pineywoods of East Texas, bordered by the State of Louisiana and Toledo Bend Reservoir. The nine counties that make up District Eleven are Angelina, Houston, Nacogdoches, Polk, Sabine, San Augustine, San Jacinto, Shelby and Trinity. The overall District population growth from the 1980 Census of 219,119 persons is projected to increase to 418,936 by year 2000. This increase is possibly conservative and can be credited in a large part to the mild climate and abundant recreational facilities in the area. The total land area within the district is 7,015 square miles, and the state highway system is comprised of 2,806 miles.



There are six cities within District 11 which are considered urban areas (more than 5,000 population). These are Lufkin, Nacogdoches, Crockett, Center, Diboll and Livingston. 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. The two largest cities are Lufkin and Nacogdoches with an approximate population of 30,000 each. The two cities are located 20 miles apart and have developed into a regional trade and educational area. Stephen F. Austin State University with an enrollment approaching 14,000 is located in Nacogdoches and Angelina Junior College is located in Lufkin.

<u>County</u>	<u>1980 Population</u>	<u>Estimated 1986 Population</u>	<u>*2000 Population</u>	<u>Square Miles</u>
Angelina	64,172	67,600	122,524	738
Houston	22,299	23,700	38,392	1,237
Nacogdoches	46,786	48,700	69,951	902
Polk	24,407	26,200	75,717	1,100
Sabine	8,702	9,000	13,270	456
San Augustine	8,785	9,000	11,263	473
San Jacinto	11,434	11,900	37,975	624
Shelby	23,084	23,700	33,553	778
Trinity	9,450	10,400	16,291	707

*Projections made by Texas Department of Health: Bureau of State Planning and Resource Development

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1984-1986

Approximately \$51,316 in Public Transportation Improvements have been implemented in District Eleven during the past two years. An additional project has been approved for \$22,195 for the purchase of a 15-passenger vehicle which has been ordered but delivery has not been made. The following identifies each project and its source of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES FY 1984-1986

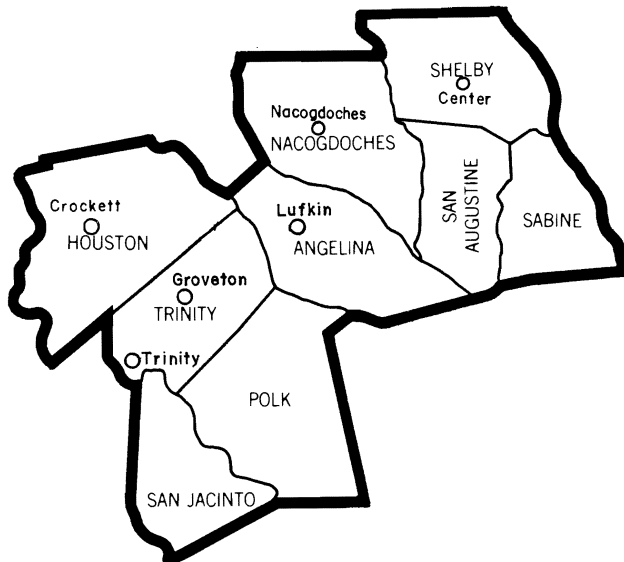
JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-16-0011 East Sabine Senior Services Inc.	August 1985	1985 13-Passenger Ford E350 Super Van w/wc ramp	\$16,919.20	-0-	\$4,229.80	\$21,149.00
TX-16-0022 Community Action Nacogdoches, Inc.	March 1986	1986 12-Passenger Ford E250 Van	11,731.19	-0-	2,932.79	14,663.98
TX-16-0022 Senior Citizens of San Jacinto County	April 1986	1986 12-Passenger Chevrolet Maxi-Van	12,403.06	-0-	3,100.76	15,503.82
TX-16-0022 Friends of Nacogdoches County, MH-MR	(Not yet delivered)	1986 15-Passenger Dodge Super Metro Van w/wc ramp	17,756.00	-0-	4,439.00	22,195.00
TOTAL			\$58,809.45	\$-0-	\$14,702.35	\$73,511.80

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 11 - 1986

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 FOR HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Lufkin	1	5	0	N/A	N/A	N/A	\$1.25 per mile
Nacogdoches	2	3	0	N/A	N/A	N/A	\$1.00 per mile
Center	1	1	0	N/A	N/A	N/A	N/A
Groveton	1	1	0	N/A	N/A	N/A	N/A
Trinity	1	1	0	N/A	N/A	N/A	N/A

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQTR IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGER TRIPS	MONTHLY EXPENSES
District 11	20	66	12	76,735	6,531	20,200	\$26,854

2C. OTHER PARATRANSIT SYSTEMS

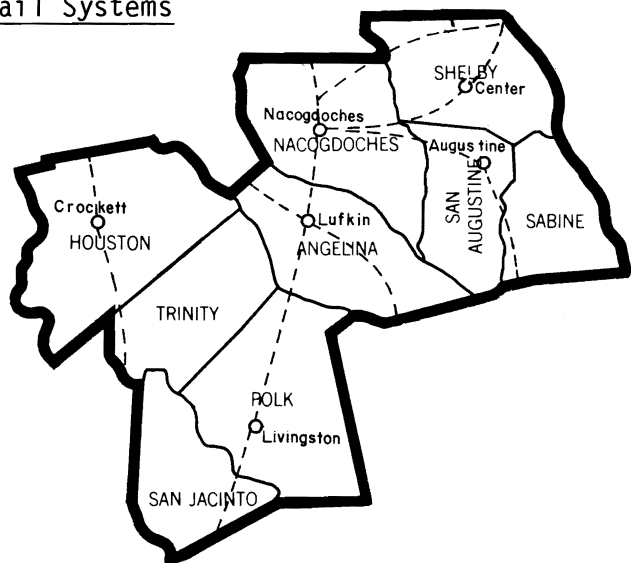
"Mr. Go" is a shuttle service which operates daily from the District 11 area to Houston Intercontinental Airport and returns. Three trips per day are made Monday through Friday and two trips on Saturday and Sunday. Stops are made in Nacogdoches, Lufkin, Diboll, Corrigan and Livingston. Cost one-way is \$30.00 from Nacogdoches, \$25.00 from Lufkin with a reducing fare for the other cities as the distance from the airport declines. Two vehicles are in service and packages/parcels are transported as well as passengers.

3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Continental Trailways
Kerrville Bus Company

Rail: No Service



4. Park and Ride

One Park and Ride facility exists at this time in District Eleven and is located adjacent to US 96, approximately 1 mile south of SH 87 intersection, Shelby County, Center, Texas.

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 11 BY 1991

Although not as high as previously projected, the population growth in District Eleven has increased at a steady rate. The economy has slowed the trek of people moving into the area, but it also has created a greater need for public transportation for the elderly, persons with low income, and the handicapped. Persons seeking transportation to medical facilities seems to be the greatest need. While virtually every type of medical treatment is available in the Lufkin/Nacogdoches area, hundreds of people are unable to take advantage of these services.

Concept of Care in Jasper, funded by the Texas Department of Human Services, provides bus service for the needy in Angelina County three days a week to medical facilities; and once a week, provides transportation to Houston and Galveston for medical services. A Lufkin ophthalmologist, Dr. Thomas Duncan, saw a need for providing transportation to patients who otherwise could not get to his office. His office has purchased a van and now provides this transportation for those who need the eye care provided by his office.

At present there are approximately 70 state-funded agencies which provide transportation to the poor, elderly and handicapped; however, there seems to be a lack of coordination of these services. A pressing need is a central referral office to put potential riders in touch with the various agencies.

Taxi service in District Eleven is very limited. Only five cities in the district have taxi service with the counties of Polk, Sabine, San Augustine and San Jacinto having no service. Some type of county-wide transportation systems in a demand-response system would be desirable.

No public transit system exists within the district; however, the City of Lufkin recently began plans to establish a fixed route bus system within the city with long-range plans of expanding to the cities of Nacogdoches and Diboll. If this plan is successful, a great need will be addressed.

Some area industries which employ low income personnel furnish transportation to and from work by use of company operated vans. Persons included in these services do not have access to private automobiles for transportation and no public transportation services are available to them. More of this type transportation is needed.

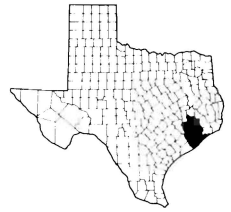
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1991

Feasibility studies of the urban areas, including Lufkin, Nacogdoches, Diboll, and San Augustine, indicated that demand-response and fixed route systems using mini-buses would be warranted. These needs will increase if the economy continues to decline as the population continues to increase along with the expected proportion of elderly who can not provide their own mobility. Funding should be provided for the start up and operation of a bus system in the areas warranted.

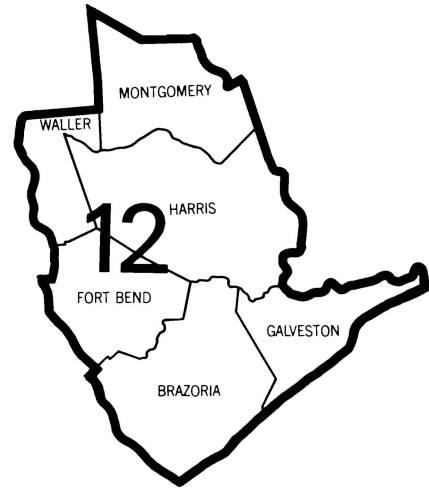
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DISTRICT 12
1986 PUBLIC AND MASS TRANSPORTATION PLAN



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 1,348 and 491, respectively. The average density for District 12 is 512 persons per square mile.



There are 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. The 1984 Census Bureau population estimates now place the City of Houston as the fourth largest in the nation.

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 of Harris County. METRO was created by Harris County voters in 1978 as a regional public transportation authority with taxing powers; and shortly thereafter, it assumed full operational responsibility for the former HouTran system using a 1% general sales tax as a major resource for operation.

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. Two city owned vans are equipped to provide elderly and handicapped demand responsive service with paid drivers obtained through the Galveston County Community Action Council.

In FY 84 and FY 85, METRO continued to improve in its performance objectives in terms of on-time performance, accident rate, and mileage between

road calls. As a result, the passenger trips increased 14% from FY 83 to FY 84; and 19% from FY 84 and FY 85. The increase in bus patronage may be slowed in the short term forecast due to the instability of the oil price and the effects of that on population and employment. The long term forecast still calls for an annual growth rate of 2% starting in 1992 and beyond.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986

District 12 has been working very closely with METRO in its capital improvement programs in many ways ranging from processing the State funded projects to directly participating in the construction of transitways. Table I identifies major active projects approved in and after 1982, their completion status as of April 1, 1986, and their funding sources. Projects listed in the 1984 report are not repeated here although the funds for these were still processed in the past two years.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
MTA Harris County (TX-03-0078-01)	12-1-83	Construction: N.W. Bus Maint. Facility Phase II	\$ 6,177,732	\$1,147,729 (Completed)	\$ 618,009	\$ 7,943,470
MTA Harris County (TX-05-0110)	11-28-83	Construction: N.W. Bus Maint. Facility Phase II	\$ 3,610,824	\$ 586,759 (Completed)	\$ 315,947	\$ 4,513,530
MTA Harris County (TX-90-X015)	10-11-85	1984 Program of Project, Purchase of 10 Mini Buses, Construction of N. Fwy. AVL, Construc- tion of Katy Fwy. AVL, Phase III	\$21,832,695	\$1,318,100 (Ongoing)	\$4,140,075	\$27,290,870
METRO, Harris County Subtotal			\$31,621,251	\$3,052,588	\$5,074,031	\$39,747,870

Of the 3 active projects in METRO, Harris County amounting to \$40 million, the State's participation constituted only \$3.1 million or 7.7%. The 69th Session of the Texas Legislature did not transfer any new funds into the Public Transportation Fund for FY 1986 and 1987 Statewide.

However, with the State's strong desire of relieving the busy traffic on freeways in major cities, the joint effort of developing transitways with METRO will continue. The projects perhaps will be funded from the State Highway Fund rather than the Public Transportation Account.

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 12 - 1986

1. Regional (Municipal) Transit Systems

Metropolitan Transit Authority of Harris County
500 Jefferson
P. O. Box 61429
Houston, Texas 77208-1429
(713) 739-4000

METRO was created by popular election of 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 appointed by Harris County and suburban communities. It encompasses 1,281 square miles, serving approximately 2.5 million people.

This system continued to pursue its long range goals: that of becoming a good transit agency. The quality, effectiveness, and efficiency of service can best be shown by certain performance indicators. For FY 85, the on time performance rose to 96.2%, vehicle accidents per 100,000 miles of service dropped to 2.5, total miles between on-the-road breakdowns was 6,150 miles, total passenger trips was 68,510,000, and direct operating cost per revenue mile was \$3.44 in 1985 dollars.

In capital investment: two Park and Ride lots with a total of 2,455 parking spaces were added in 1985, the Hiram Clarke and the Northwest bus operating facilities were completed and opened for operation in 1984 and 1985, 190 bus shelters were installed in the past two years with a total of 303 shelters regionwide, an additional 122 new buses joined in the expansion of bus service in FY 85 including the first articulated buses.

Probably the most significant METRO/SDHPT joint improvement was the opening of the first phase of the Katy Transitway in October 1984 and the first phase of the North Transitway in November 1984, replacing the contraflow lane. As of June 1986, the committed 42.1 miles of transitways on Katy, North, and Gulf Freeways are progressing well, and the design of the Northwest and the Southwest Transitways, (25.0 miles) are underway. METRO's operating statistics for 1984, 1985, and 1986 are as follows:

OPERATING STATISTICS (METRO Fiscal Year)								
AREA	FISCAL YEAR	# OF BUSES	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
METRO	1984 Actual	767	57,535,445	34,683,878	\$26,620,000	\$114,255,000	2567	Regular
Harris	1985 Est.	892	68,546,053	40,078,472	\$31,551,000	\$130,986,000	2896	60% base
County	1986 Budget	1027	74,856,000	42,275,000	\$35,468,000	\$149,713,000	3155	Effective 3-1-86

NOTES: (1) FY 1984 started October 1, 1983, ended September 30, 1984
(2) Source of operating data from METRO Program and Budget FY 1986

OPERATING STATISTICS*
(Calendar Year 1985)

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</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>
METRO Harris Co.	731	77,801,419	33,285,290	\$67,545,889	\$138,501,812	2,802	60¢ Base Fare

* These statistics used in compilation of statewide totals.

VEHICLE INVENTORY
(METRO Houston/Harris County)

<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)	-	-	-	-	-	-	-
Small Transit Coach (16 to 25 passengers)	-	-	-	-	-	-	-
Regular Transit Coach (Over 25 passengers)	724	200	298*	28*	39*	1289	0
Other (Please specify)	-	-	-	-	-	-	-
TOTAL VEHICLES						1289	0

Note: *These buses have been rehabilitated and useful life has been extended

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 of McDonald Transit, Fort Worth, Texas. Island Transit provides regular fixed route service for the city, offering reduced fare rates to children up to 12 years old, students, and the elderly and handicapped.

The City of Galveston is currently planning to add a 4.5 mile light rail (Trolley) system that will link the central business district (The Strand) to the hotel/recreation (Seawall Blvd.) area. The City's bus system will interface with the trolley system at several strategic points when completed in late 1987.

The City of Galveston has also geared its transit planning program to the improvement of existing service and increased ridership. Service adjustments and the marketing of promotional strategies is now under study.

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

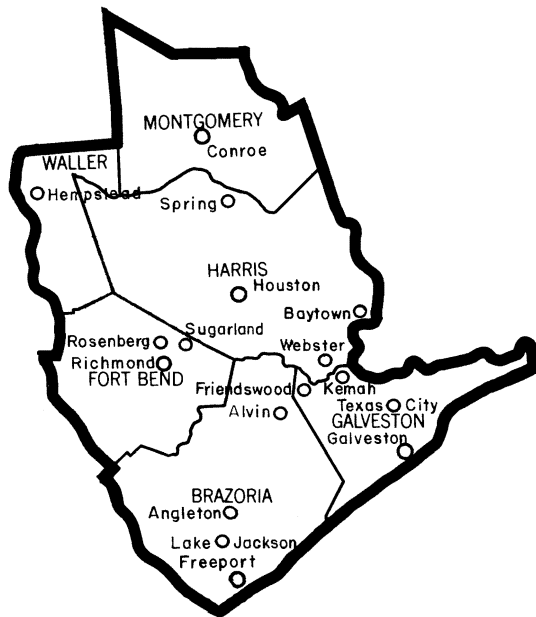
OPERATING STATISTICS
(Galveston)

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Galveston	8	665,073	379,136	\$296,123	\$919,646	30	Children-Free Students-25¢ Adults-50¢ E & H - 25¢

VEHICLE INVENTORY
(Galveston)

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 passengers)	2					2	2
Small Transit Coach (16 to 25 passengers)							
Regular Transit Coach (Over 25 passengers)		15				15	0
TOTAL VEHICLES						17	2

2. Paratransit Systems



Circles indicate cities with taxicab service.

2A. TAXICAB/LIMOUSINE 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 Taxi	29	1647	30	9,120,000	540,000	N/A	\$1.40 1/5 Mile \$0.19 add'l. 1/5 Mile
Houston Limo	62	190	0	900,000	90,000	N/A	Varies
Sugarland Taxi	1	1	0	600	20	N/A	N/A
Kemah Taxi	1	4	0	22,000	1,300	N/A	\$1.25 Pickup; \$1.00 Per Mi.
Freeport Taxi	1	3	0	9,000	932	N/A	\$1.10 Per 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>
Houston	10	172	16	128,000	23,500	350,000	\$120,000
Remainder of District 12	24	106	12	52,787	15,565	161,245	\$ 34,727

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF SYSTEMS</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>
Airport Serv.	2	22	0	220,000	62,000	----	----
Employee Van Pool Program	70	1300	0	1,680,000	296,000	----	----
Commuter Serv.	1	119	0	143,000	1,300	----	\$429,000

DISTRICT 12
EXISTING RIDESHARING SITES

Site Location	Estimated Capacity	Vehicle Count	Useage	Date of Inspection
<u>BRAZORIA COUNTY</u>				
FM 521 at FM 524 (SWEENEY)	46 cars	33	72%	06/09/86
FM 2004 at SH 288 (CLUTE)	20 cars	5	25%	06/09/86
FM 2004 at FM 523 (ANGLETON)	40 cars	17	43%	06/09/86
FM 2004 at FM 521 (CLUTE)	41 cars	21	51%	06/09/86
T. J. Dunbar, Jr. Memorial Park (LAKE JACKSON)	55 cars	12	22%	06/09/86
FM 521 at SH 36 (BRAZORIA)	58 cars	21	36%	06/09/86
FM 521, Approx. 5/10 Mi. East of San Bernard River (BRAZORIA)	10 cars	3	30%	06/09/86
SH 35 near SH 6 (ALVIN)	32 cars	16	50%	06/09/86
SH 288 at SH 6 (MANVEL)	30 cars	16	53%	12/05/85
SUBTOTAL	<u>332 cars</u>	<u>144</u>	<u>43%</u>	
<u>FORT BEND COUNTY</u>				
US 59(S) at FM 762	76 cars	31	41%	06/09/86
(RICHMOND) North	75 cars	44	59%	06/09/86
(RICHMOND) South				
<u>GALVESTON COUNTY</u>				
SH 6 at FM 2004 (HITCHCOCK)	40 cars	21	53%	06/09/86
FM 1765 at IH 45 (S) (TEXAS CITY)	50 cars	9	18%	06/09/86
SUBTOTAL	<u>90 cars</u>	<u>30</u>	<u>33%</u>	
<u>HARRIS COUNTY</u>				
IH 10 at Fry Road (HOUSTON)	87 cars	87	100%	06/09/86
IH 10 at Mason Road (KATY)	--	0	0	06/09/86
IH 45(S) at Beltway 8 (HOUSTON)	65 cars	29	45%	06/09/86
FM 149 (1/4 Mi. North of Spring-Cypress Rd) (HOUSTON)	--	--	--	06/16/86
FM 149 (1 Mi. North of FM 2920) (TOMBALL)	21 cars	3	14%	06/16/86
IH 10(E) at Crosby-Lynchburg Road (BAYTOWN)	45 cars	32	71%	06/16/86
IH 10(W) at Barker-Cypress Rd. (KATY)	--	--	--	06/09/86
SUBTOTAL	<u>218 cars</u>	<u>151</u>	<u>69%</u>	

DISTRICT 12
EXISTING RIDESHARING SITES

Site Location	Estimated Capacity	Vehicle Count	Useage	Date of Inspection
<u>MONTGOMERY COUNTY</u>				
IH 45(N) at FM 1488 (CONROE)	58 cars	22	38%	06/16/86
IH 45(N) at Gladstell Street (CONROE)	100 cars	67	67%	06/16/86
US 59(N) 3 Mi. South of FM 1485 at Community Dr. (NEW CANEY)	100 cars	22	22%	06/16/86
FM 2090 at US 59(N) (SPLENDORA)	5 cars	3	60%	06/16/86
US 59(N) 0.7 Mi. South of Buck Rd. (PATTON VILLAGE)	9 cars	8	89%	06/16/86
SUBTOTAL	<u>272 cars</u>	<u>122</u>	<u>45%</u>	

WALLER COUNTY

NONE

DISTRICT 12
POTENTIAL RIDESHARING SITES

Site Location	Estimated Maximum Capacity
<u>FORT BEND COUNTY</u>	
IH 10 at Pin Oak Rd. (KATY)	1000 cars
<u>HARRIS COUNTY</u>	
US 290 at Huffmeister Road (HOUSTON)	644 cars
Beltway 8 (N) at Lee Road (HOUSTON)	353 cars
IH 10 (E) at Beltway 8 (HOUSTON)	84 cars
SH 6 at Alief-Clodine Road (HOUSTON)	200 cars
IH 10 (W) at Peek Road (KATY)	843 cars
IH 45 (N) at Spring Road (SPRING)	401 cars
FM 2920 at Bauer Road (HOCKLEY)	52 cars
FM 1960 at West Lake Houston Parkway (HOUSTON)	211 cars
SUBTOTAL	<u>2788 cars</u>

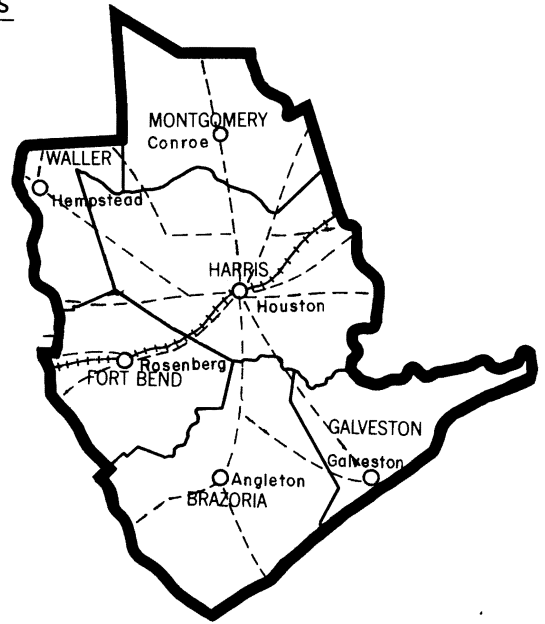
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

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

Rail Systems:

Amtrak Routes-Sunset Limited



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 12 BY 1991

After the tremendous growth that the Houston Metropolitan Area had experienced in the 1970-80 era, the rate of growth has slowed in the early and mid-1980's due largely to the decline in energy demand, crude oil price and energy oriented industries in manufacturing, mining, wholesaling and transportation. Industries dependent on the growth in energy exploration such as construction, utilities, communications, real estate, finance and insurance, have also shown their weakness in the past two or three years.

The short term economic forecast does not seem to be too promising due to the instability of oil price and the effects on population, employment, personal income, retail sales, etc. Several well qualified economists indicated that in light of the continuing drop in oil prices, the short term recession will continue through the end of 1986 with a flat recovery perhaps in 1987. By 1990, full recovery will be well underway with the diversification efforts beginning to have results.

In October 1984,, METRO adopted a Regional Transit Plan, to be implemented in phases. Phase I of the plan includes bus transitways on five radial freeways -- Gulf, Southwest, Katy, Northwest and North together with associated Park & Ride lots, transit centers, bus operating facilities and fleet additions.

Phase II of the Regional Transit Plan will provide the connection between local and regional routes and connect the independent busways that are being developed in Phase I, and has been titled the "System Connector." METRO has started the process of Alternatives Analysis and Environmental Impact Statement (AA/EIS) on the System Connector to assist in selecting

the capital improvements that will best serve the transit system connector function.

Several alternatives have been presented which included Ramp Busway, Station Busway, and Light Rail Alternatives. The selection of the locally preferred alternative will not be made until late 1987. It is certain that no matter which alternative is selected, the SDHPT will continue to help METRO and the public to cooperatively formulate the future comprehensive transit plan and jointly resolve the traffic congestion problems especially for the work trips and during the peak hours.

In the Galveston area, in addition to continuing to improve the bus system, the construction of a light rail trolley system will connect the Galveston Central Business District (The Strand) to the hotel/recreation (Seawall) area, the land use of both areas will be greatly enhanced when the system is in operation.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS 1987-1991

To develop and implement the long-term transit plan requires a large capital commitment. Theoretically, when the State's highway and/or Public Transportation tax base has been broadened the State's financial contribution to Houston's and Galveston's transit plan should also be increased. Unfortunately, the recent instability of the oil price has brought a new difficulty for the State's financial picture. However, improvement of the public transportation system will help the workers to get to their work site more conveniently and economically. Thus investments in public transportation should be continued, if not intensified.

Based upon this assumption, 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 the District. All the projects are specific and firm.

TABLE II

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS FY 1987-1991

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
METRO Harris Co.	Operating Facilities	FY 87	\$ 9,676,000	Federal & Local
METRO Harris Co.	Park & Ride Lots	FY 87	49,000	Federal
METRO Harris Co.	Joint Projects	FY 87	27,862,000	Local
METRO Harris Co.	Transit Center and Shelters	FY 87	7,145,000	Local

TABLE II CONTINUED
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS FY 1987-1991

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
METRO Harris Co.	Transitway Development	FY 87	74,593,000	Federal, State, & Local
METRO Harris Co.	Transit Streets	FY 87	2,441,000	Local
METRO Harris Co.	Land	FY 87	16,683,000	Local
METRO Harris Co.	Alternative Analysis	FY 87	3,500,000	Federal & Local
METRO Harris Co.	Support Facilities and Equipment	FY 87	13,000,000	Local
METRO Harris Co.	Management Expense	FY 87	5,980,000	Local
METRO Harris Co.	Human Service	FY 87	300,000	Federal & Local
	SUBTOTAL METRO	FY 87	\$161,229,000	
City of Galveston	Service Vehicle	FY 87	\$ 8,000	Federal, State, & Local
City of Galveston	Bus Operating Assistance	FY 87	342,000	Federal, State, & Local
City of Galveston	Bus Operating Facilities	FY 87	85,000	Federal, State, & Local
City of Galveston	Supplemental Trolley Project Items	FY 87	1,241,000	Federal, State, & Private
City of Galveston	Trolley Project Capital	FY 87	10,700,000	Federal, State, Local & Private
	SUBTOTAL CITY OF GALVESTON		\$ 12,376,000	
	SUBTOTAL DISTRICT 12	FY 87	\$173,605,000	
METRO Harris Co.	Operating Facilities	FY 88	12,673,000	Federal & Local
METRO Harris Co.	Park & Ride Lots	FY 88	680,000	Federal & Local
METRO Harris Co.	Joint Projects	FY 88	27,357,000	Local
METRO Harris Co.	Transit Centers & Shelters	FY 88	1,603,000	Local

TABLE II
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS FY 1987-1991

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
METRO Harris Co.	Transitway Development	FY 88	64,990,000	Federal, State, & Local
METRO Harris Co.	Transit Streets	FY 88	4,292,000	Local
METRO Harris Co.	Land	FY 88	19,859,000	Local
METRO Harris Co.	Human Service	FY 88	300,000	Federal & Private
	<u>SUBTOTAL METRO</u>	FY 88	\$131,754,000	
City of Galveston	Bus Operating Assistance	FY 88	350,000	Federal & Local
City of Galveston	Maintenance Facilities	FY 88	30,000	Federal, State, & Local
City of Galveston	Purchase 3 Regular Coaches	FY 88	420,000	Federal, State, & Local
City of Galveston	Trolley Operating Assistance	FY 88	300,000	Local & Private
	<u>SUBTOTAL OF GALVESTON</u>		\$ 1,100,000	
	<u>SUBTOTAL DISTRICT 12</u>	FY 88	\$132,854,000	
METRO Harris Co.	Operating Facilities	FY 89	\$ 3,282,000	Federal & Local
METRO Harris Co.	Park & Ride Lots	FY 89	2,965,000	Federal & Local
METRO Harris Co.	Joint Projects	FY 89	22,413,000	Local
METRO Harris Co.	Transit Centers & Shelters	FY 89	713,000	Local
METRO Harris Co.	Transitway Development	FY 89	41,182,000	Federal, State, & Local
METRO Harris Co.	Transit Streets	FY 89	32,288,000	Local
METRO Harris Co.	Land	FY 89	2,116,000	Local
METRO Harris Co.	Human Service	FY 89	300,000	Federal & Local
	<u>SUBTOTAL METRO</u>	FY 89	\$105,259,000	

TABLE II
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS FY 1987-1991

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
City of Galveston	Bus Operating Assistance	FY 89	350,000	Federal & Local
City of Galveston	Purchase 2 Regular Coaches	FY 89	280,000	Federal, State, & Local
City of Galveston	Service Vehicle	FY 89	10,000	Federal, State, & Local
City of Galveston	Trolley Operating Assistance	FY 89	300,000	Local & Private
	SUBTOTAL CITY OF GALVESTON		\$ 940,000	
	<u>SUBTOTAL DISTRICT 12</u>	<u>FY 89</u>	<u>\$106,199,000</u>	
METRO Harris Co.	Park & Ride Lots	FY 90	1,075,000	Federal & Local
METRO Harris Co.	Joint Projects	FY 90	24,192,000	Local
METRO Harris Co.	Transit Centers & Shelters	FY 90	1,580,000	Local
METRO Harris Co.	Transitway Development	FY 90	25,055,000	Federal, State, & Local
METRO Harris Co.	Transit Streets	FY 90	2,221,000	Local
METRO Harris Co.	Human Services	FY 90	300,000	Federal & Private
	SUBTOTAL METRO	FY 90	\$ 54,423,000	
City of Galveston	Bus Operating Assistance	FY 90	350,000	Federal & Local
City of Galveston	Purchase 2 Regular Coaches	FY 90	280,000	Federal & Local
City of Galveston	Service Vehicle	FY 90	30,000	Federal, State, & Local
City of Galveston	Trolley Operating Assistance	FY 90	300,000	Local & Private
	SUBTOTAL CITY OF GALVESTON		\$ 960,000	
	<u>SUBTOTAL DISTRICT 12</u>	<u>FY 90</u>	<u>\$ 55,383,000</u>	
METRO Harris Co.	Joint Projects	FY 91	\$ 25,531,000	Local
METRO Harris Co.	Transitway Development	FY 91	985,000	Federal, State, & Local

TABLE II

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS FY 1987-1991

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
METRO Harris Co.	Human Service	FY 91	300,000	Federal & Private
	SUBTOTAL METRO	FY 91	\$ 26,816,000	
City of Galveston	Bus Operating Assistance	FY 91	350,000	Local & Private
City of Galveston	Purchase 2 Regular Coaches	FY 91	280,000	Federal, State, & Local
City of Galveston	Service Vehicles	FY 91	48,000	Federal, State, & Local
City of Galveston	Trolley Operating Assistance	FY 91	300,000	Local & Private
City of Galveston	Equipment for Handicapped	FY 91	30,000	Federal & Private
	SUBTOTAL CITY OF GALVESTON		\$ 1,008,000	
	<u>SUBTOTAL DISTRICT 12</u>	<u>FY 91</u>	<u>\$ 27,824,000</u>	
	TOTAL		\$495,865,000	

The projected cost estimates reflect the most feasible funding level of the State's share under the Public Transportation Fund. Table III lists the State share of 1987-1991 at \$24.5 million which is comparable with the funding level in the previous years. It should be noted that the public transportation and highway traffic are inseparable. Improvement in public transportation will definitely ease the traffic on highways. Therefore, proper investments in public transportation in this area can never be ignored.

TABLE III

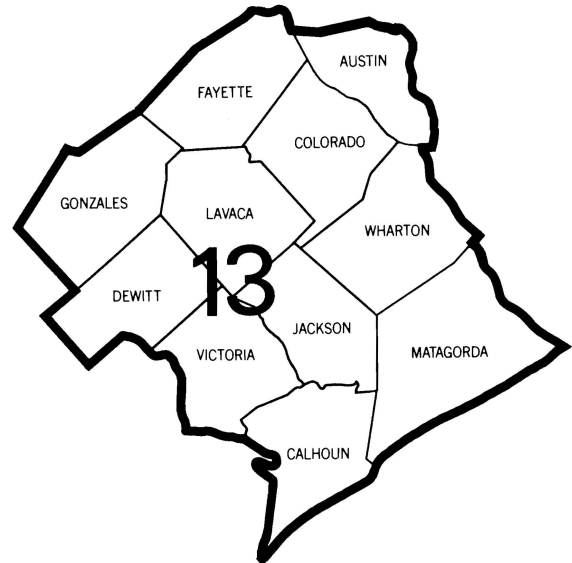
ESTIMATED PROJECT COST TO ALL AGENCIES FY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>JURISDICTION</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
SUBTOTAL					
METRO Harris Co.	\$123,165,000	\$ 22,913,000	\$333,103,000	300,000	\$479,481,000
City of Galveston	11,624,000	1,581,000	1,849,000	\$1,330,000	16,384,000
TOTAL					
District 12	\$134,789,000	\$ 24,494,000	\$334,952,000	\$1,630,000	\$495,865,000

DISTRICT 13 1986 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, 10,462 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 3,370 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 1984 - 1986

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) and Section 18 Programs.

Actual costs incurred within this period to date have been due to purchases and delivery of the following vehicles:

Section 16b(2)

Warm Springs Rehabilitation Hospital, Gonzales, Texas - 2 Vans w/lifts
Gulf Bend Center, Victoria, Texas - 4 Vans - 10-16 passenger
Fayette County MH-MR, Schulenburg, Texas - 1 Van - 10-16 passenger

Section 18

Colorado Valley Transit, Columbus, Texas - 1 Van w/lift

A Section 18 Grant has just recently been approved for the Golden Crescent Regional Planning Commission proposing to set up a rural public transportation system to serve the seven counties represented by the Golden Crescent Regional Planning Commission, which includes Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria Counties.

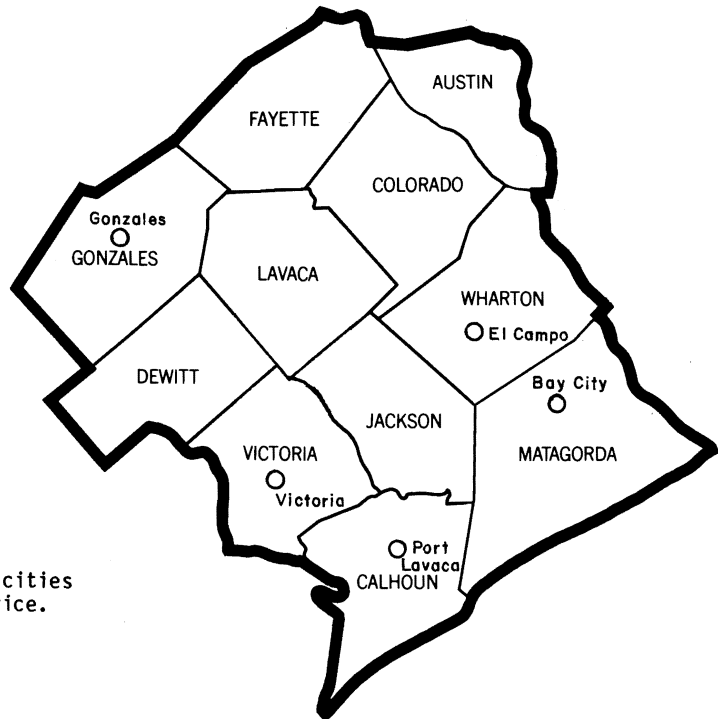
They propose to purchase seven 12-19 passenger vans and seven station wagons to expand and improve their existing system of fifteen vehicles that are now being used to serve the elderly and handicapped. The system would be a combination fixed route service and demand response service. Their need is based on serving basically the elderly and handicapped and providing service to the general public on a space available basis.

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 13 - 1986

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 PER TAXICAB	FARE STRUCTURE
Victoria	1	8	0	29,456	2,960	6,300	\$1.70 + .90/mile
Port Lavaca	1	1	0	500	100	11,900	Min. Fare \$1.00 \$0.10 more for each 0.1 mile
Gonzales	2	2	0	3,100	500	3,600	\$2.50/Trip \$1.00/Mile outside city
Bay City	2	2	0	1,700	350	8,900	Set rate by City Ordinance \$1.00/Mile outside city
Total	6	13	0	29,756	3,910		

2B. HUMAN SERVICES TRANSPORTATION SYSTEM

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 13	19	64	9	*64,484	*28,070	**64,557	***\$21,910

* Partial data; one agency did not reply.
 ** Partial data; two agencies did not reply.
 *** Partial data; four agencies did not reply.

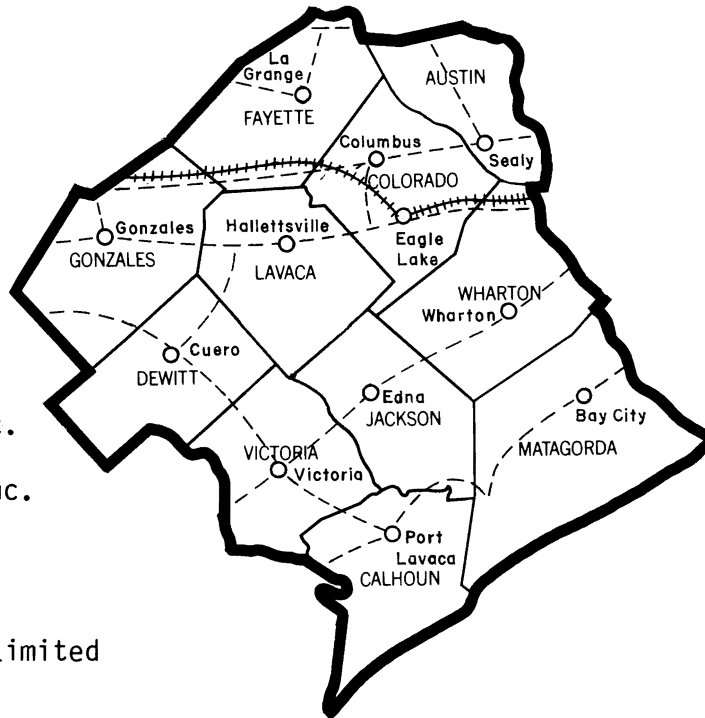
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
 Trailways
 Kerrville Bus Co., Inc.
 Kerrville Tours Inc.
 Valley Transit Co., Inc.
 Alamo Tours Ltd.

Rail Systems:

Amtrak Routes-Sunset Limited



PARK AND RIDE PARKING AREAS

<u>LOCATION</u>	<u>COUNTY</u>	<u>CITY</u>	<u>ESTIMATED % USAGE</u>
Loop 175 & US 87	Victoria	Victoria, Texas	50%
US 87 at Nursery	Victoria	Nursery, Texas	25%
US 77 & SH 111	Lavaca	Yoakum, Texas	50%
TH 10 & FM 1458	Austin	Sealy, Texas	50%

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 13 BY 1991

District 13's 1980 population for the eleven county area was 289,974, representing a 15.4% 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 1987 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 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% of the District 13 population (about 55,000) will fall into the category of elderly and/or handicapped by 1989. 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 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 three buses equipped for the handicapped operating under this program within District 13, in conjunction with eleven 10-16 passenger vans. Of the eleven vans, three are equipped for the handicapped.

Replacement vehicles for those organizations participating in this 16b(2) program are anticipated on about a five year schedule; therefore, it is estimated that nine vans will be needed during this same time frame of this plan (seven for replacement and two for expansion) along with one replacement bus. In addition, there is one van set up for replacement under the Section 18 Grant Program.

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.

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. Four Park and Ride Facilities have been established and are in operation in District 13. 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 - 1991

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 coordinating 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.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS FY 1987-91

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>	<u>IMPLEMENTATION DATE</u>
Human Services	Capital Assistance to Private Non-Profit Agencies for Equipment Acquisition*:		FY 87-91
	Gonzales County: 1 large bus (replacement)	\$ 47,500	
	Victoria County: 3 Vans (replacement)	47,250	
	Gonzales County: 2 Mini-buses w/lift (replacement)	54,600	
	Lavaca County: 1 Mini-bus w/lift (replacement)	24,500	
	Location Unknown: 2 Vans (expansions)	31,500	
	Fayette County: 1 Van (replacement)	15,750	
Golden Crescent Regional Planning Commission	Transit System (Section 18) 7 Station Wagons and 7 Vans with lifts & radios	211,000	FY 87-91
Colorado Valley Transit, Inc.	1 Mini-bus w/lift (replacement)	<u>27,300</u>	
	TOTAL COSTS	\$459,400	

* Section 16b(2) Program
Note: Vehicle prices are based on 1986 estimate.

The total cost of all the recommended public transportation improvement projects through 1991 for District 13 is estimated at about \$459,400. 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 III

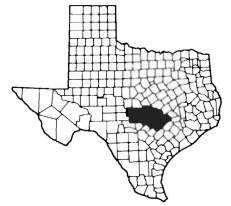
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$367,520	\$91,880	\$459,400

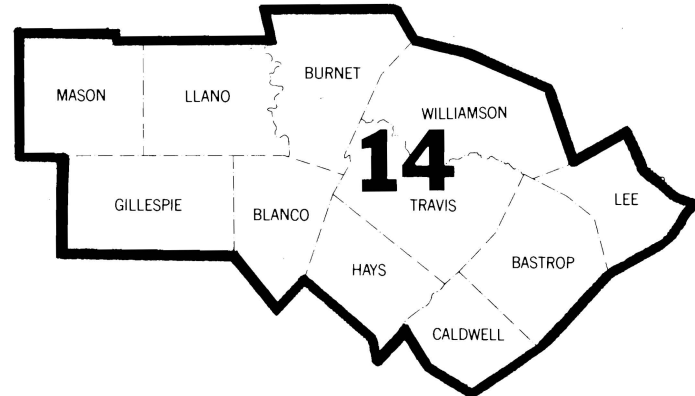
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DISTRICT 14
1986 PUBLIC AND MASS TRANSPORTATION PLAN



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 645,832 according to the 1980 U.S. Census and comprise a land area of 9,483 square miles. The population per square mile varies from four to sixty-nine in the ten counties surrounding Travis County, which average 507 people per square mile. It is estimated that the Austin area population has increased at more than 5% per year since 1980.



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, with an estimated population of 476,000 and is the only urbanized area (more than 50,000 population) in the District. The population of urban areas varies from approximately 1,000 to 2,600 persons per square mile.

The metropolitan City of Austin, the State's capitol city, has more than one-half of the total population of this District and is the hub of the Standard Metropolitan Statistical Area (SMSA) which includes Travis, Hays and Williamson Counties. Austin has an average population density of less than 3,000 persons per square mile, situated in Travis County, and over 84 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 various 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 Thursday.

The Capital Metropolitan Transportation Authority (Capital Metro) was created as a result of Austin and surrounding community voter approval January 19, 1985 and manages transit services with an Executive Director coordinating activities. Capital Metro contracts with American Transit Corporation for transit operations. Rapid growth in the Austin area and

related peak hour congestion requires transit service expansion that is efficient and attractive to users.

A private profit-making company provides shuttle bus service to the University of Texas at Austin and Southwest Texas State University in San Marcos. A precollected student service pays for the shuttle rides and this company runs commuter routes between Austin and San Marcos.

Taxicab companies perform a vital transportation function in the Austin area and serve most of our small urban areas with demand responsive public transportation.

The Capital Area Rural Transportation System (CARTS) and social service organizations are providing a large majority of the public transportation in the non-urbanized areas of this District. CARTS also contracts with Capital Metro to coordinate feeder route service with express bus transit.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1984-1986

Capital Metro had approximately \$16.2 million in Public Transportation Improvements Projects active to purchase and/or install capital improvements during the past two years that are eligible for state assistance. Of that total, \$2.1 million is eligible for State Public Transportation Funds. Table I identifies each project and its sources of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-1986

PROJECT NUMBER	APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-03-0055	1-9-80	Maintenance Facility Exp. 3 Mid-size Buses 3/4 Ton Truck Passenger Facilities Support Equipment	\$1,000,000	162,500	87,500	1,250,000
TX-03-0060	3-4-81	5 Full-size Buses 3 Mid-size buses Passenger Facilities Support Equipment Support Vehicles	1,014,293	164,822	88,751	1,267,866
TX-03-0061	3-4-81	4 Full-size Buses w/lifts Support Equipment	490,056	79,634	42,880	612,570
TX-03-0066	10-5-81	Land Acquisition and Terminal Construction 3 Full-size buses w/lifts 3 Vehicles - Mobility Impaired, Computer, Pass. Fac., Support Equip., & Support Vehicles	1,490,911	242,273	130,455	1,863,639

TABLE I CONTINUED

PROJECT NUMBER	APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-05-0052	7-9-80	Land Acquisition and Design for Terminal Site Development & Landscaping 2 Supervisory Sedans Oil Separator	1,161,363	188,722	101,619	1,451,704
TX-05-0064	3-4-81	Construct Terminal & Parking Spaces	577,008	93,764	50,488	721,260
TX-05-0078	12-3-81	4 Full-size Buses, 5 Vans Passenger Facilities Support Equipment	622,818	107,708	57,997	828,523
TX-90-0003	9-1-85	9 Full-size transit coaches 2 Special transit vehicles	1,237,000	201,012	108,238	1,546,250
TX-05-0107	9-1-85	6 Trolleys & 8 Minibuses 3 Support Veh., 30 Shelters, Passenger Facilities & Support Equipment	1,205,300	195,861	105,464	1,506,625
TX-90-X030	11-5-85	Land Acquisition P&R Lots NW & SW Austin, 1 Trolley Bus, 2 Spec. Transit Vehs.	1,423,199	231,270	124,530	1,778,999
TX-05-0118	11-5-85	Design-Engineering P&R Lots NW & SW, Transit Facility Expansion, and Support Equip.	576,801	93,730	50,470	721,001
TX-90-X041	11-5-85	17 Trolley Buses Pave a P&R Lot (Coliseum)	2,110,824	343,009	184,697	2,638,530
TOTAL			12,949,573	2,104,305	1,133,089	16,186,967

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 14 - 1986

1. Municipal Transit Systems

Capital Metro
P. O. Box 1943
Austin, Texas 78767
(512) 474-1200

Management of the transit system is directed by the Capital Metropolitan Transportation Authority (Capital Metro) Board of Directors with an Executive Director coordinating activities. Capital Metro contracts with American Transit Corporation for transit operations.

Bus transit service in the Austin area is operated over fifty-one (51) fixed routes and six (6) Park and Ride Lots enhance express bus routes. Capital Metro offers two 'Dillo routes downtown called 'Dillo East & West and provides parking near the City Coliseum.

A contract with Capital Area Rural Transportation System (CARTS) provides feeder route service to express bus Park and Ride Lots.

Special Transit Services is Capital Metro's door-to-door transportation for individuals who are unable to use the system's fixed-route buses because of a disability. Reservations must be made a minimum of three hours before the trip. They also contract with taxicab companies to supplement these services.

Capital Metro is implementing direct transfers to express buses at transfer centers which will allow riders to select from several routes.

Ridesharing applications for carpool/vanpool matches are being processed by Metro's computer-assisted regional rideshare matching service. A pilot project conducted this year called RIDE-FINDERS resulted in the formation of approximately 120 carpool/vanpool matches.

OPERATING STATISTICS

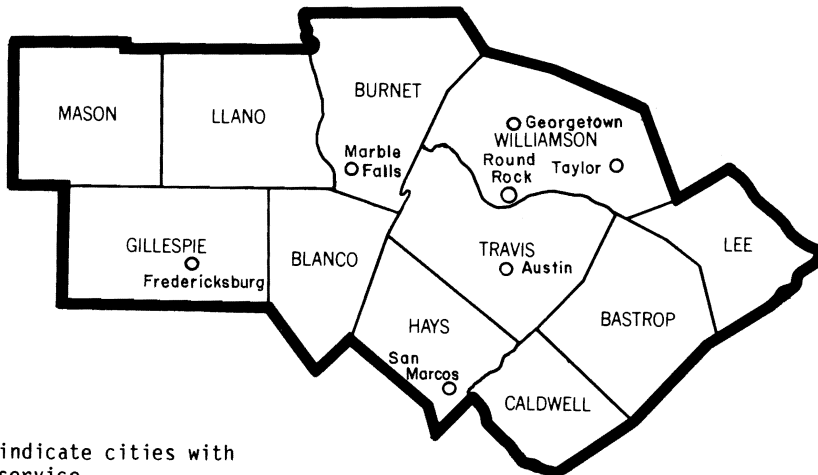
AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Austin	97	5,778,005	4,010,310	\$2,376,568	\$11,092,623	348	Under 6 yrs.-Free Students - 25¢ Adults - 50¢ E & H - 25¢ P & R - \$1.00

VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	NUMBER EQUIPPED FOR HANDICAPPED
Vans (up to 15 Passengers)	15	5				20	15
Small Transit Coach (16-25 Passengers)	4					4	4
Regular Transit Coach (Over 25 Passengers)	152	8	63		10	233	152
Other: Rubber Tire Trolleys	26*					26	17
						TOTAL VEHICLES	283
							188

*Nine (9) trolleys are in production and expected to go into service January 1987.

2. Paratransit Systems



2A. TAXICAB SYSTEMS

AREA*	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MO. VEH. MILES	MONTHLY ONE-WAY PASS. TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Austin	6	415	4	1,223,306	168,590	1,147	\$1.00 1st 1/5 Mile 0.20 each add'1 Mile
San Marcos	1	2	0	2,400	1,200	11,710	\$1.50 Base 0.10 1/10 Mile 0.50 extra for over 2 persons
Taylor	1	1	0	150	75	10,619	\$2.50 in City
Georgetown	1	1	0	3,000	1,000	9,468	\$3.00 1st 5 Miles 0.75 each add'1 Mile
TOTALS	9	419	4	1,228,856	170,865		

*Only two one-taxicab companies failed to return the survey form.
Taxicab Companies in small urban areas claim insurance premiums may terminate their operations.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MO. VEH. MILES	MONTHLY ONE-WAY PASS. TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 14	16	113	30	103,537	22,765*	101,937**	71,724

Human Service Agencies subcontracting with the Capital Area Rural Transportation System are not included.

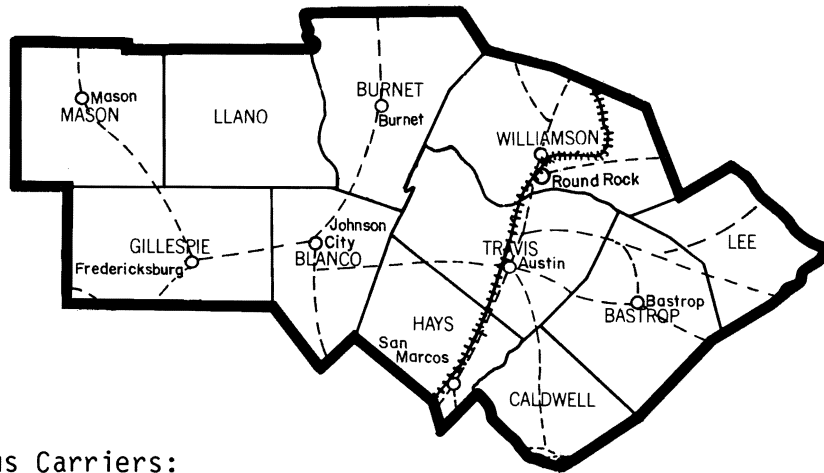
*The number reported on the survey forms appear to be underestimated.
**Passengers are eligible for transportation services from more than one agency and eligible passengers for some agencies are unknown.

2C. OTHER PARATRANSIT SYSTEMS

AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MO. VEH. MILES	MONTHLY ONE-WAY PASS. TRIPS
Austin and San Marcos	1	108	0	325,000	440,000
LBJ National Historic Site	1	6	6	5,000	12,000
TOTAL	2	114	6	330,000	452,000

A private contractor provides shuttle bus service to the University of Texas at Austin and Southwest Texas State University in San Marcos. This contractor also runs student commuter service from Austin to the University in San Marcos.

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

4. Park and Ride Facilities

<u>Location</u>	<u>County</u>	<u>Near City/Town</u>	<u>Est. % Usage</u>
US 183 & CR 275 at Leander Church of Christ	Williamson	Leander	25
0.3 mile W US 183 on RM 1431 at VFW 10427	Williamson	Cedar Park	75
US 183 at West Park Street	Williamson	Cedar Park	95
RM 1431 at Lohmans Crossing Road	Travis	Lago Vista	20
RM 1431 at City Hall in Plaza Shopping Ctr.	Travis	Jonestown	20
US 183 at Anderson Mill Rd. in Woodlands Shopping Center	Williamson	NW Austin	75
US 183 at Spicewood Springs Road Spicewood Shopping Center	Williamson	NW Austin	75
US 183 at Balcones Woods Road Balcones Woods Shopping Center	Travis	NW Austin	60
Jollyville Road at Mesa Drive Grace Covenant Church	Travis	NW Austin	25
Far West Blvd. at Hart Lane Northwest Hills United Methodist Church	Travis	NW Austin	50
Rutland Dr. at Ledgewood Dr. North Austin Christian Church	Travis	N Austin	25
North Lamar Blvd. at Rundberg Lane White's Auto	Travis	N Austin	75
FM 1825 at Pflugerville ISD Office	Travis	Pflugerville	60
Airport Blvd. at Pampa Drive	Travis	Austin	30
IH 35 at North Bluff Drive K-Mart Shopping Center	Travis	S Austin	25
7101 SH 71 near US 290 at Winn's	Travis	Oak Hill	50
Main Street at City Park	Bastrop	Elgin	75
IH 35 at 41st in Hancock Shopping Center	Travis	Austin	60
IH 35 at Mariposa Drive	Travis	Austin	60
IH 35 at William Cannon	Travis	S Austin	75
Southwest Texas College at Derrick Hall	Hays	San Marcos	95

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 14 BY 1991

The Texas Water Development Board population projections (Rev. February, 1986) for the eleven county region of District 14 indicate that the population of this area will be 944,253 by 1990. This is a 46.2 percent increase from the 1980 U.S. Census Bureau count of 645,832. The Standard Metropolitan Statistical Area (SMSA), Travis, Hays and Williamson Counties, will have a population of 789,457 which is 84 percent of the District total. Austin, as the capitol city and seat of state government and higher education, has a rapidly expanding science-oriented industry.

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.

To accommodate this rapid growth in both population and industry, Capital Metro proposes to increase the bus fleet transferred from the City of Austin from 88 to 400, expand the downtown 'Dillo service, construct more than 14 Park-N-Ride facilities to implement express routes and timed-transfers with feeder routes, promote express transit service by purchasing 189 miles of Railroad Right-of-Way and study major corridors, and continue to expand service standards which increased approximately 100% in 1986.

For these proposed transit improvements to be effective in quality and quantity, arterial streets and highway systems in the Austin area will require reconstruction or extensions to increase capacities.

Ridership on the transit system increased almost 50% between February 1985 and March 1986 with the estimated annual ridership being more than 10 million. Future projections are difficult as service standards are being expanded continuously.

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 being studied by Capital Metro will be needed.

There should be an increase in demand for taxicab service in the urbanized area commensurate with growth projections. Capital Metro 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 unless high insurance premiums terminates these small operations.

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. The Capital Area Rural Transportation System has acquired Section 18 monies to coordinate human service transportation in nine counties with public transportation in the non-urbanized areas. Multi-handicapped special clients are concen-

trated in the Austin urbanized area. Their need should be a consideration in future transportation planning.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

The Capital Metro Service Plan establishes goals and objectives designed to accomplish their primary mission, which is to plan, provide, and promote transit services in the Authority's designated area which are efficient and attractive to current as well as future users. Listed below are the eight goals selected:

1. To provide mass transportation services that meet the mobility needs of the region.
2. To develop, operate, and maintain a mass transportation system utilizing - in a prudent manner - the financial resources available.
3. To plan and provide mass transportation services that are comfortable, safe, reliable, and operate at reasonable speeds and frequency.
4. To adequately inform the public on transportation services available in the region.
5. To increase the use of mass transportation services - both in terms of absolute numbers and as a percent of the region's total daily person-trips.
6. To provide mass transportation services on an equitable basis to all current and future users.
7. To encourage and participate in multimodal transportation planning and program development within the region.
8. To utilize transportation services and capital investments to achieve regional land-use, environmental, energy-efficient, and economic development goals.

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 II
RECOMMENDED TRANSPORTATION
IMPROVEMENTS PROJECTS - FY 1987-91

JURISDICTION OF AGENCY	PROJECT DESCRIPTION	IMPLEMENTATION DATE	ESTIMATED COST
Capital Metropolitan Transportation Authority (Capital Metro)	100 Full-Size Transit Coaches	FY 87	\$15,000,000
	10 Special Transit Vehicles		650,000
	9 Rubber Tire Trolleys		1,300,000
	Support Vehicles		150,000
	Passenger Facilities		260,000
	Support Equipment		650,000
	Maintenance Facilities		42,546,000
	Acquisition of Railroad ROW		30,400,000
	Park-N-Ride Facilities		3,240,000
	'Dillo Parking Structure		7,600,000
	Alternatives Analysis/Environmental Studies of Express Transit Corridors		2,400,000
	Downtown Circulation Improvements		1,570,000
	100 Full-Size Transit Coaches	FY 88	15,500,000
	15 Special Transit Vehicles		500,000
	Support Vehicles		150,000
Passenger Facilities		260,000	
Support Equipment		650,000	
Acquisition of Railroad ROW		7,200,000	
Park-N-Ride Facilities		5,458,000	
Preliminary Engineering of Express Transit Corridors		5,700,000	
Downtown Circulation Improvements		6,282,000	
80 Full-Size Transit Coaches	FY 89	12,800,000	
15 Special Transit Vehicles		500,000	
Support Vehicles		150,000	
Passenger Facilities		260,000	
Support Equipment		520,000	
Park-N-Ride Facilities		5,457,000	
Support Vehicles	FY 90	150,000	
Passenger Facilities		200,000	
Park-N-Ride Facilities		5,457,000	
Support Vehicles	FY 91	150,000	
Passenger Facilities		200,000	
Park-N-Ride Facilities		5,457,000	
	CAPITAL METRO (SUB-TOTAL)		\$178,767,000
Capital Area Rural Transportation System (CARTS)	Capital and operating assistance in the non-urbanized area (Section 18 Program)	FY 87-91	\$ 11,000,000
Private Non-profit Agencies	Capital Equipment for the elderly and mobility impaired	FY 87-91	\$ 950,000
	TOTAL COST		\$190,717,000

TABLE III

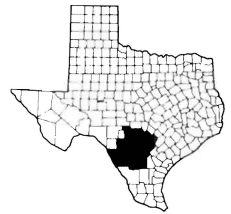
ESTIMATED PROJECT COSTS TO ALL AGENCIES BY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$150,273,600	\$23,239,710	\$17,013,690*	\$190,000*	\$190,717,000

*Unrestricted Federal Funds may be used under certain circumstances.

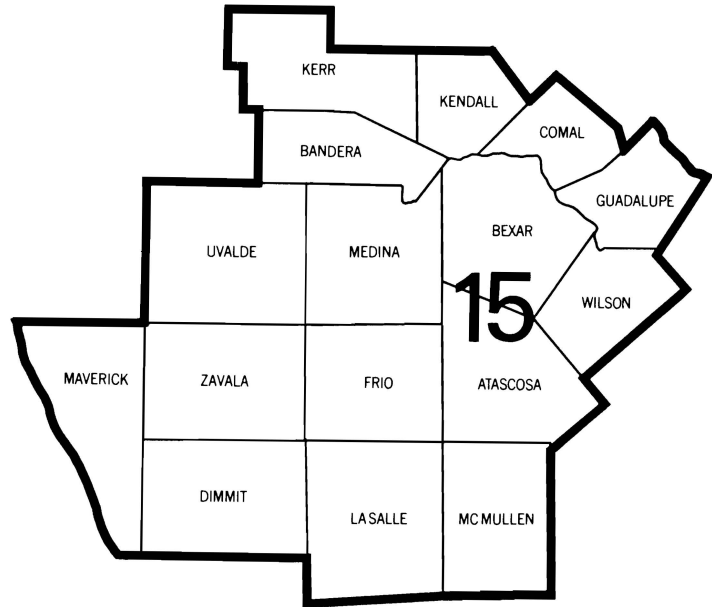
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DISTRICT 15 1986 PUBLIC AND MASS TRANSPORTATION PLAN

District 15 of the State Department of Highways and Public Transportation consists of a sixteen county region in South Central Texas. According to the 1984 Census estimates these counties contain a population of approximately 1,418,219 and cover a land area of 17,708 square miles. The population density of non-urban areas varies from 0.8 persons per square mile in McMullen County to 74.6 persons per square mile in Guadalupe County. Bexar County has a density of approximately 877 persons per square mile.



San Antonio is the only urbanized area in the District with a population exceeding 50,000. The 1984 Census estimate indicates a population of 842,779 for San Antonio, creating a density of approximately 2,800 persons per square mile. Based on the 1984 Census estimate, eighteen additional cities in the District had populations exceeding 5,000. Eleven of these cities fall outside of Bexar County and include 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, Kirby, Converse, Alamo Heights, and Windcrest lie totally within Bexar County. All other areas in the District can be considered predominantly rural.

Within the District there are 4,521 miles of roadway that comprise the State highway system. Numerous public transportation carriers serve inter-city and interstate transportation needs. VIA Metropolitan Transit provides bus service to most of Bexar County. Taxicab companies operate in the San Antonio-Bexar County area and serve three other cities within District 15. Additionally, Amtrak rail and five inter-city bus lines schedule service between San Antonio and communities outside the urbanized area. The San Antonio International Airport provides additional intra-state, interstate and international public transportation connections for the 4.3 million passengers who enplaned and deplaned in San Antonio in 1985.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986

Since August 31, 1984, approximately \$24.9 million in UMTA Section 5 and 9 funds has been authorized for public transportation expenditures in District 15, with federal, state and local participation in the funding. In addition, the Urban Mass Transportation Administration awarded \$405,948 to the area's Section 18 Program for the provision of rural transportation in the District. In the Section 16b(2) Program, (80% UMTA, 20% Local), \$213,099 was allocated for transportation of the elderly and handicapped.

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

JURISDICTION (PROJECT NO.)	STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-05-0088*	09-03-85	Purchase 13, 35' buses, 14 lift equipped vans, spare bus components, 8 patrol cars; engineering, design & construction of electronic repair shop, tire shop, bus & employee auto storage area & roadway improvements.	\$3,851,568	\$ 625,880	\$337,012	\$ 4,814,460
TX-05-0108**	09-03-85	Maintenance building renovation, building expansion, administration building remodeling & renovation of the finance building. Purchase and installation of bus stop signs, shelters & benches for service improvements.	1,661,448	269,985	145,376	2,076,810
TX-90-X013	09-03-85	Acquisition, design & construction of Bandera/ Loop 410 Park & Ride facility & preliminary engineering & design of Airport/US 281 Park & Ride facility; Purchase 25, 25' buses.	5,567,368	904,697	487,144	6,959,210
TX-90-X037	12-20-86	Purchase 6 vans, 15-25' buses, computer hard/software & 11 maintenance vehicles; acquisition & final design of park & ride facility in vicinity of Airport/ US 281; Design of administration annex, completion of service station construction; rehabilitation of original bus yard.	\$8,911,765	\$1,448,162	\$779,779	\$11,139,707

* TX-05-0088, originally approved by the State in April, 1984, was amended in September, 1985, by the addition of \$1,496,656 (\$194,565 State funds) for Road Improvements to facilitate transit operations.

** TX-05-0108, originally approved by the State in November, 1983, was amended in September, 1985, by deletion of Road Improvements but total net decrease from original grant amounted to \$185,828, (State decrease was \$24,158).

TABLE I CONTINUED

JURISDICTION (PROJECT NO.)	STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
<u>UMTA SECT. 16b(2)</u>						
So. Side Neighbor- hood Asst. Corp.	2-11-85	1-20 Passenger bus	\$ 25,765	\$ 0	\$ 6,441	\$ 32,206
Presa Community Service Center	9-27-84	1-15 Passenger van	11,962	0	2,990	14,953
Mission Road Development Agency	9-13-84	3-15 Passenger vans	35,376	0	8,844	44,220
Chandler Memorial Home	7-19-85	1-15 Passenger van w/lift	16,688	0	4,172	20,860
Community Council of South Central Texas, Inc.	10-1-85	1-15 Passenger van	13,070	0	3,263	16,333
Pleasanton Sr. Citizens Assoc.	9-23-85	1-15 Passenger van	10,951	0	2,738	13,689
Alpha Tau Omega	7-2-86	2, 10-16 Passenger vehicles/lifts	43,200	0	10,800	54,000
Community Council of South Central Texas, Inc.	7-2-86	1-12 Passenger van	13,466	0	3,367	16,833
<u>UMTA SECTION 18</u>						
Community Council of Southwest Texas RPT-0004	10-29-86	Admin./Operating, Purchase 3 vans	180,432	0	104,384	284,816
City of Eagle Pass RPT-0005	12-17-85	Purchase 2 Type II vehicles/lift	41,600	0	10,400	52,000
Community Council of Southwest Texas RPT-0006	6-13-86	Admin./Operating, Purchase 3 vans	183,916	0	103,921	287,837
TOTALS			\$20,568,575	\$3,248,724	\$2,010,636	\$25,827,939

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 15 - 1986

1. Municipal Transit Systems

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

1,200 square miles which contains a population of approximately 1,113,700 persons.

Owning 416 regular transit coaches, 25 small transit coaches and 20 streetcars, VIA operates 85 regular, crosstown, and express routes. VIA offers service from 5:00 a.m. to 12:00 midnight, seven days a week. The System 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. An average of 9,700 school passengers are carried daily by this service. 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. To supplement the van service, VIA contracts with a local taxi company to provide transportation for semi-ambulatory clients. In 1985, VIAtrans passenger trips totaled 62,000. In addition, 32,250 taxi trips were made. Also, the "VIA Limousine" service offers express service from International Airport to downtown San Antonio daily, from 6:00 a.m. to Midnight.

OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
San Antonio	442	36,002,997	15,882,792	\$17,504,418*	37,709,789	988	10¢-75¢

*Operating revenues only. In addition, approximately \$31,014,613 was collected from a 1/2% sales tax specifically for transit purposes.

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 passengers)	14	6	0	0	0	20	20
Small Transit Coaches (16 to 25 passengers)	15	10	0	0	0	25	0
Regular Transit Coaches (over 25 passengers)	87	244	2	41	42	416	0
Other: Streetcars	20	0	0	0	0	20	0
VIA METROPOLITAN TRANSIT, TOTAL VEHICLES						481	20

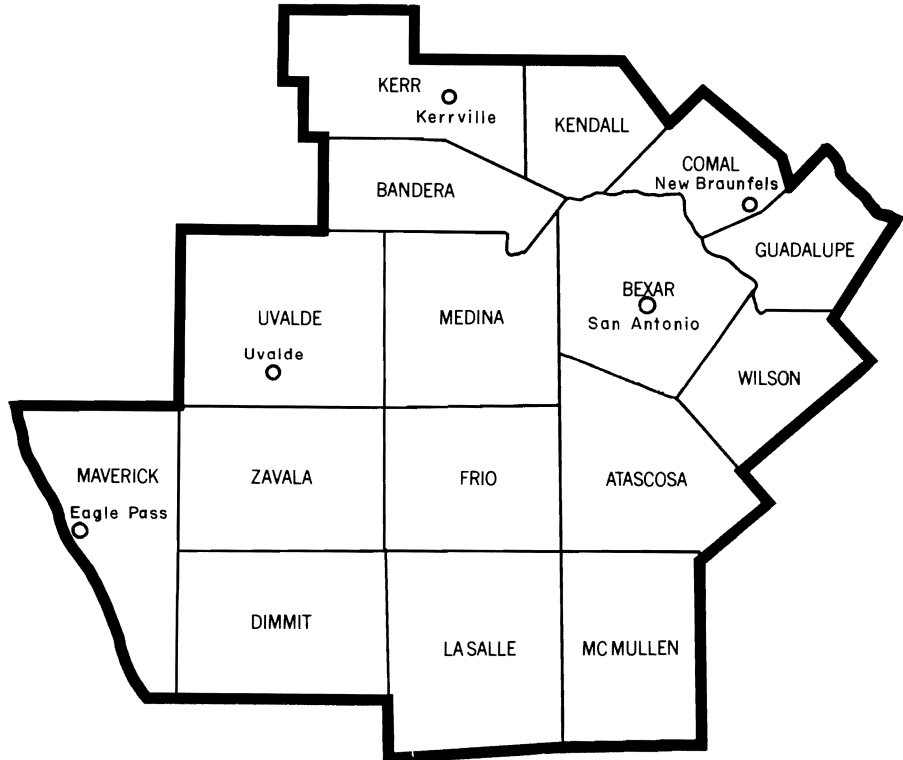
City of Eagle Pass
P. O. Box 4019
Eagle Pass, Texas 78853

A recent recipient of an UMTA Section 18 grant, the City of Eagle Pass will soon be operating two small buses with lifts. The service will be demand responsive. Emphasis will be placed on service to the Elderly/Handicapped. A thousand person trips per month, per vehicle, are anticipated.

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

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.

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	12	324	0	824,290	145,726	2,425	Base + .80/Mile
Eagle Pass	2	4	0	1,000	800	5,300	1.50 in City
TOTAL	14*	328	0	825,290	145,526		

* Although not responding to our questionnaire, taxi operations also exist in New Braunfels and Uvalde.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES ¹	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	MONTHLY EXPENSES ²
District 15	50	266	40	282,348	76,722	137,605

¹ Figures 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 LaSalle Counties data.

² Figures do not include cost per month for thirteen agencies.

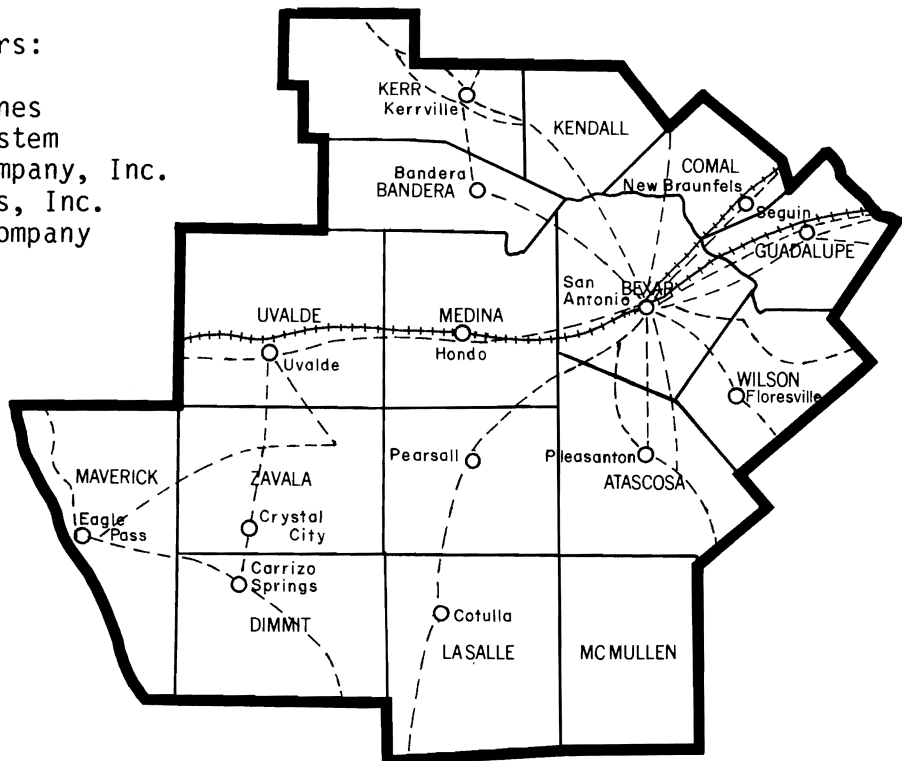
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways Bus System
- Kerrville Bus Company, Inc.
- Painter Bus Lines, Inc.
- Valley Transit Company

Rail Systems:

- Amtrak Route:
- The Eagle
- Sunset Limited



4. Park and Ride/Pool Facilities

4A. PARK AND RIDE FACILITIES

<u>LOCATION</u>	<u>NUMBER OF SPACES</u>	<u>AVERAGE USAGE</u>
Wonderland Mall	322	81%
Windsor Park Mall	170	95%
Kelly-Lackland	159	58%
McCreeles Mall	75	35%
South Park Mall	70	17%
IH 410/IH 35	300	7%
Ingram Park Mall	150	33%
IH 10/Loop 1604*	447	---
IH 410/Bandera Rd.**	300	---

* Temporarily closed due to construction.

** Presently under construction.

4B. PARK AND POOL FACILITIES

<u>LOCATION</u>	<u>NUMBER OF SPACES</u>	<u>AVERAGE USAGE</u>
Atascosa - SH 16 @ FM 476	22	64%
Atascosa - IH 35 @ FM 2790	20	40%
Bandera - PR 37 @ FM 1283	12	33%
Bexar - Loop 1604 @ SH 16	20	15%
Bexar - IH 35 @ Old Austin Rd.	82	31%
Bexar - IH 10 @ Loop 1604 *	88	---
Bexar - IH 10 @ Boerne Stage Rd.	20	30%
Bexar - US 281 So. of Bexar/Comal CL	18	11%
Bexar - Loop 1604 @ FM 78	29	24%
Bexar - Loop 1604 @ FM 471	24	33%
Comal - IH 35 @ FM 482	48	33%
Comal - SH 46 @ US 81	50	30%
Guadalupe - FM 3009 @ IH 35	18	127%
Guadalupe - SH 123 @ US 90	31	68%
Guadalupe - IH 10 @ SH 46	88	26%
Kendall - SH 27 @ FM 473	19	53%
Kendall - IH 10 @ SH 46	22	27%
Kendall - IH 10 @ Cascade Caverns Rd.	16	50%
Kendall - US 87 @ School St.	20	40%
Medina - IH 35 @ SH 173	20	20%
Medina - US 90 in Castroville	17	88%
Medina - US 90 in Hondo	25	16%
Wilson - US 181 @ SH 97	66	88%

* Under construction

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 15 BY 1991

A 1991 population of 1,613,367 is projected for the sixteen county area which composes District 15. San Antonio/Bexar County, will contain nearly seventy-six percent, or 1,222,196 people, of the District's total population by 1991.

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 ratio of housing, for the foreseeable future, is expected to remain about the same. Current population density of 3,000 persons per square mile is anticipated to continue for 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.

Regular route bus ridership on the VIA Metropolitan Transit System decreased by 1.2 percent from 30,768,130 in 1984 to 30,410,851 in 1985. During the same period of time, line revenue miles increased .63 percent from 14,861,505 to 14,954,925. VIA operated 8 major park and ride facilities throughout the service area. A new lot is under construction at Bandera/Loop 410 and land is being acquired for a lot at Airport/US 281.

Ridesharing programs and their support activities need to continue to be promoted in the City of San Antonio and throughout District 15. San Antonio Transportation Management Program (TMP), in its twelfth year of operation, directs its efforts toward conserving fuel by promoting carpooling, vanpooling, and buspooling through educational programs. In addition to these activities, the TMP continues to 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 twenty-three "Park and Pool" lots containing a combined total of 775 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 additional park and pool lots or expand existing lots as necessary. 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 reveal 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 1991. The projected 245,140 elderly and handicapped will place heavy demands on public transit and paratransit providers. Continued coordination and expansion of specialized transportation services in District 15 are necessary.

Based upon the responses received from the taxicab operators, a need to enhance the taxicabs' role as a human services 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 fifty-nine Section 16b(2) vehicles are in operation throughout District 15. In the future, additional vehicles will be required to keep abreast of increasing needs.

In addition to the Section 16b(2) vehicles, thirteen, 10-16 passenger vans are operated in rural areas by Community Council of Southwest Texas, headquartered in Uvalde. These vehicles were acquired through an UMTA Section 18 grant in 1983.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

District 15 Public and Mass Transportation Plan consists of three major components. The primary objective is the expansion and development of VIA Metropolitan Transit. Second is the continued development of ridesharing activities throughout the District. Third is the continued support of specialized transportation services for the elderly and handicapped in the District.

The public transportation improvements projects listed in the following tables reflect the estimated needs for VIA Metropolitan Transit. VIA's short range projections indicate expenditures of \$45,596,000 for capital improvement projects through FY 1989. Assuming the availability of State Public Transportation funds, the breakdown by funding source would be \$36,476,800 federal funds, \$5,927,480 state funds, and \$3,191,720 local (VIA) funds.

TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS - FY 1987-91

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
VIA Metropolitan Transit	Construction of signs, shelters and benches	FY 1987	\$ 34,000
	Roadway improvement projects	"	179,000
	Replacement of 8 patrol cars	"	108,000
	Replacement of 10 lift-equipped vans	"	308,000
	Purchase 10 additional 25-foot buses	"	1,251,000
	Design, acquisition and construction of Ingram Transit Terminal	"	4,299,000

TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS - FY 1987-91

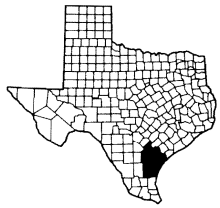
<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
VIA Metropolitan Transit	Development of Park & Ride Facilities in the vicinity of SH 151 & at SH 1604 and Nacogdoches	"	15,488,000
	Purchase 44 full size buses	"	7,268,000
	Construction of signs, shelters and benches	FY 1988	108,000
	Purchase 3 additional paratransit vehicles	"	91,000
	Replace 10 lift equipped vans	"	333,000
	Roadway improvements projects	"	187,000
	Kel-Lac Park & Ride rehabilitation	"	193,000
	Transitway system ROW acquisition	"	6,000,000
	Replace 6 paratransit vehicles and purchase 3 additional paratransit vehicles	"	290,000
	Replacement of 10 lift-equipped vans	FY 1989	347,000
	Replacement of 6 paratransit vehicles	"	205,000
	Roadway improvements projects	"	194,000
	Construction of signs, shelters and benches	"	205,000
	Purchase service vehicles	"	69,000
	Downtown transit improvements Remaining development and construction	"	6,908,000
	Land acquisition for satellite facility	"	1,531,000

TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

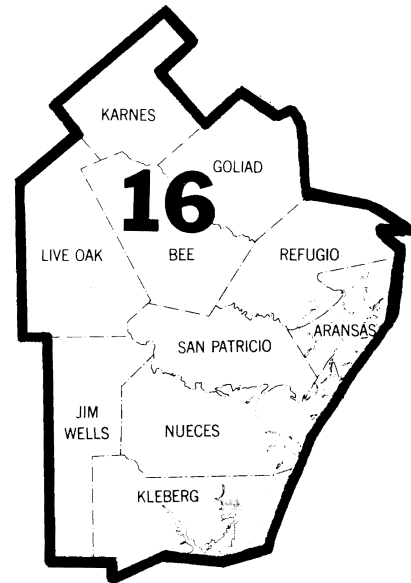
<u>FEDERAL</u>	<u>STATE*</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$36,476,800	\$5,927,480	\$3,191,720	\$ -0-	\$45,596,000

* Assuming availability of State Public Transportation funds.

DISTRICT 16
1986 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 2,600 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 Intracoastal Waterway 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 are devoted to farming and ranching. Tourism is a major contributor to the local economy in the coastal counties. Corpus Christi and Portland make up the only urbanized area in the District. Nine other cities in the District have populations above 5,000. The population density of the District is approximately 69 people per square mile.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986

During the period of 1984-1986 there has been \$6,051,219.00 of federal funds committed to public transportation in District 16. This commitment of funds consists of \$4,444,729.00 to the City of Corpus Christi, for operating assistance and \$1,606,490.00 to various agencies providing rural public transportation under the Section 18 program.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-1986

JURISDICTION (PROJ.NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	Cost			
			FEDERAL	STATE	LOCAL	TOTAL
Bee CAA (Section 18) Amendment #1 RPT-0005(016)	4-10-85	Purchase 1 Van	\$ 5,600	-	\$ 1,400	\$ 7,000
Bee CAA (Section 18) RPT-0011(016)	11-13-85	Purchase 5 Vans, administration & operation	263,788	-	169,776	433,564
City of Bishop (Section 18) RPT-0009(016)	8-15-85	Purchase 5 Vans, administration & operation	206,324	-	136,419	342,743
Kleberg County (Section 18) RPT-0006(016)	6-20-85	Purchase 3 Vans, administration & operation	124,052	-	79,288	203,340
Kleberg County (Section 18) RPT-0010(016)	1-23-86	Purchase vehicles administration & operation	153,471	-	70,934	224,405
REAL, Inc. (Section 18) RPT-0008(016)	1-20-86	Purchase 5 Vans, administration & operation	274,770	-	139,807	414,577
San Patricio Co. Comm. on Youth Ed. RPT-0007(016)	11-29-84	Purchase 2 Vans, administration & operation	292,250	-	179,738	471,988
San Patricio Co. Comm. on Youth Ed. RPT-0012(016)	2-6-86	Purchase 2 Vans, administration & operation	286,235	-	177,514	463,749
		SUB-TOTAL	\$1,606,490	-	\$954,876	\$2,561,366

UMTA GRANTS

JURISDICTION (PROJ.NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Corpus Christi Transit System TX-05-0014	11-9-84	Purchase 7 Buses, misc. equipment, & 16 shelters	\$ 511,688	\$ 83,149	\$ 44,773	\$ 639,610
Corpus Christi Transit System TX-05-0073	9-1-85	Purchase 13 Buses, 2 vans & mgmt. sys. rehab./retrofit 13 buses	1,989,840	323,349	174,111	2,487,300
Corpus Christi Transit System TX-90-0038	12-4-85	Maintenance Facility	674,000	109,525	58,975	842,500
Corpus Christi Transit System TX-90-X039	12-4-85	9 Replacement veh. replacement facil. shelters/benches	439,215	71,372	38,431	549,018
Corpus Christi Transit System TX-05-0122	12-4-85	Construction of maintenance facility	829,986	134,873	72,624	1,037,483
		SUB-TOTAL	4,444,729	722,268	388,914	5,555,911
		GRAND TOTAL	\$ 6,051,219	\$722,268	\$1,343,790	\$8,117,277

TABLE I CONTINUED

PROGRESS REPORT ON APPROVED PROJECTS

<u>JURISDICTION (PROJECT NO.)</u>	<u>AUTHORIZED</u>	<u>EXPENDED</u>	<u>% COMPLETE</u>
Bee CAA RPT-0005(016) Amend.#1	\$ 7,000	\$ 7,000	100%
RPT-0011(016)	433,564	116,796	26.9%
City of Bishop RPT-0009(016)	342,743	94,784	27.7%
Kleberg County RPT-0006(016)	203,340	101,946	50.1%
RPT-0010(016)	224,405	76,047	33.9%
REAL, Inc. PRT-0008(016)	414,577	266,051	64.2%
San Patricio Co. Comm. on Youth Education and Job Opportunities RPT-0007(016)	471,988	420,675	89.1%
RPT-0012(016)	463,749	26,803	5.8%
Corpus Christi Transit System TX-05-0014	639,610	634,186.80	100%
TX-05-0073	2,487,300	2,254,797.28	100%
TX-90-0038*	842,500	0.00	0%
TX-90-X039*	549,018	21,100.00	3.8%
TX-05-0122*	1,037,483	0.00	0%

*These projects have been transferred to Regional Transit Authority of Corpus Christi.

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 16 - 1986

1. Municipal Transit Systems

Regional Transit Authority of Corpus Christi
P. O. Box 2931
Corpus Christi, Texas 78403
(512) 883-2287

The Regional Transit Authority operates the only public transportation system in the District. The system provides fixed route, demand responsive, contract, park and ride, and charter services in Nueces and San Patricio Counties.

Fixed route service is provided Monday through Friday from 5:07 a.m. to 9:35 p.m. and on Saturday from 6:15 a.m. to 9:15 p.m. Fares are 25¢ for students, elderly and handicapped; 50¢ for adults; 35¢ for demand response (elderly and handicapped on a 24-hour reserved basis); \$1.00 for commuter park and ride.

There are 14 fixed routes in the Corpus Christi metro area. Four park and ride locations are serviced in Nueces and San Patricio Counties.

Special commuter subscription or contract service is provided to two office buildings in the Corpus Christi Central Business District.

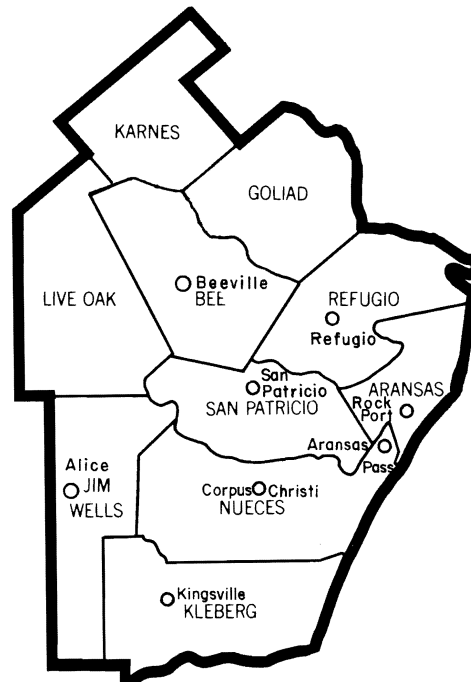
OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Corpus Christi	27	1,565,615	1,236,739	\$876,499	\$3,943,521	93	25¢-50¢

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 passengers)	2	6	0	0	0	8	2
Small Transit Coach (16 to 25 passengers)	3	0	0	0	0	3	0
Regular Transit Coach (over 25 passengers)	10	10	0	10	36	66	1
Service & Support	5	5	1	0	0	11	0
TOTAL VEHICLES						88	3

2. Paratransit Systems



Circles indicate cities with taxicab service.

2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES AUTHORIZED	NUMBER OF VEHICLES IN OPERATION	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY ONE-WAY PASSENGER TRIPS	AVERAGE MONTHLY MILES	FARE STRUCTURE
Aransas Pass	1	9	5	0	8,200	20,000	\$.90 + \$1.00 /Mile
Corpus Christi*	5	70	56	0	22,400	96,200	\$1.25 + \$.20 /1/5 mile
Kingsville*	1	-	-	-	-	-	
Refugio	1	1	1	0	50	1,500	\$1.00 - 2.00
Rockport*	2	1	1	0	N/A	2,911	\$1.00

*Partial Data

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 16	19	104	14	33,242	85,781	97,631*	\$87,554*

*Partial Data

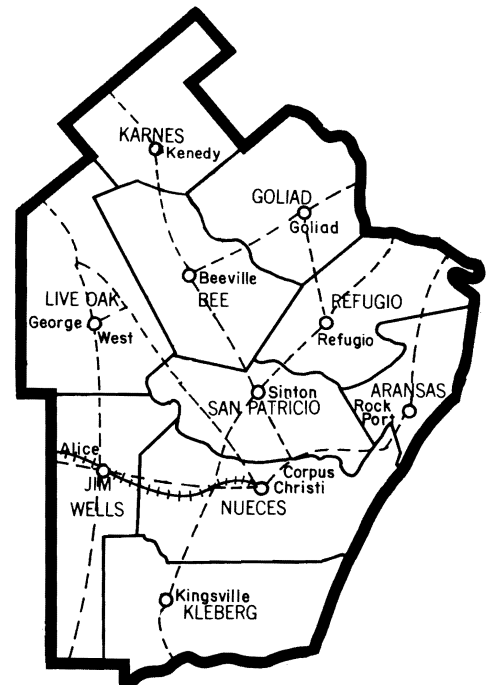
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Valley Transit Co., Inc.

Rail Systems:

Tex-Mex Express



4. Park and Ride Facilities

<u>LOCATION</u>	<u>COUNTY</u>	<u>CLOSEST CITY OR TOWN</u>	<u>% USEAGE</u>
US 281 & SH 141 Rural	Jim Wells	Alice, 13 miles	Less than 25%
US 77 & FM 624 Corpus Christi	Nueces	Corpus Christi	*
SH 358 & SH 286 Corpus Christi	Nueces	Corpus Christi	*
4th Street & Ave A Robstown	Nueces	Corpus Christi, 16 miles	*
Gregory	San Patricio	Portland, 5 miles	*

*These facilities are operated by RTA in privately owned parking lots.

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 16 BY 1991

The estimated 1991 population for the 10 county district is 602,598. This represents a 27 percent increase over the 1980 population. Approximately 52 percent of the 1991 population will be in the Corpus Christi area. At present, 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 proposed construction of a Navy Homeport in 1990 in San Patricio County will bring some 5000 additional naval personnel into the area. Families of Navy personnel and support services will swell the total Homeport population to approximately 12,400. This growth, combined with an already healthy growth of tourism around Corpus Christi Bay has prompted the Regional Transit Authority to look at faster water commuter service around and across the Bay.

The Authority recently received \$62,000 in seed money to explore this idea from the Urban Mass Transportation Administration.

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. Modifications 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 a coordinated effort to bring about a system that will provide some level of service to these rural areas. This need is being somewhat satisfied by local (countywide) service providers.

The local providers have integrated social service transportation contracts into the public system. In this consolidation, those clients eligible for federal assistance receive priority for transportation services. Different trip purposes receive different priority in the providers demand-responsive system.

Human service agencies now operating in the District have approximately 104 vehicles available. However, only 14 of these are equipped to handle wheelchairs. Of the 104 vehicles, one third will need to be replaced within the next five years.

The Rural Transit Authority is carrying out its program of total fleet replacement. During the next five years the RTA anticipates continuing its previous commitments, which are:

1. Purchasing new vehicles
2. Rehabilitating old vehicles
3. Constructing new maintenance facility
4. Purchasing new radios
5. Expanding route system

Taxicab service has declined in the District during the last two years. Several companies have gone out of business. In the Corpus Christi area demand will increase due to population increases. Homeport and tourism will also contribute to the need for additional growth. Higher fares caused by increases in insurance and fuel costs will continue to be a factor in the demand for taxicabs. This is of particular concern in the smaller towns and rural areas.

The State Department of Highways and Public Transportation has contracted for construction of two new twenty vehicle ferries. The existing ferry landings and maintenance facilities are being upgraded to provide more efficient service. Construction of four new ferry landings will begin in late 1986.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

The most prevalent issue facing public transportation is providing adequate transportation in the rural area. Coordination of existing services and providing additional vehicles are also major issues. Adequate funding of operational needs is a continuous issue.

The transportation improvements listed in the following table were selected from information provided by the City of Corpus Christi and various transportation providers.

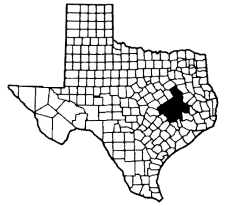
TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS FY 1987-91

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Rural Transportation Authority	Equipment acquisition	FY 87	\$ 2,965,000
	Equipment acquisition	FY 88	4,790,000
	Equipment acquisition	FY 89	1,700,000
	Equipment acquisition	FY 90	750,000
	Equipment acquisition	FY 91	750,000
	Maintenance facility	FY 87	2,000,000
	Support equipment	FY 87	2,836,000
	Support equipment	FY 88	1,317,500
	Support equipment	FY 89	269,100
	Support equipment	FY 90	147,100
	Support equipment	FY 91	266,500
	Various Agencies	Section 18	FY 87-91
Human Services	Capital Assistance to Private Non-profit Agencies Equipment Acquisition	FY 87-91	100,000
TOTAL			\$26,624,079

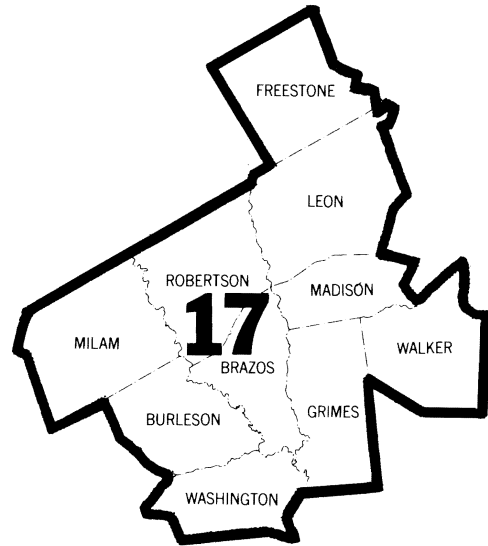
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES BY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$19,784,485	\$2,312,856	\$1,245,384	\$3,281,354	\$26,624,079

DISTRICT 17
1986 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>DENSITY/ SQ. MILE</u>
Brazos*	586	124,400	212
Bryan-College Station		**111,300	
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	286,538	37

Source: Area - Texas Almanac; Population - 1980 Census

* Population estimate from 1985 Urban Transportation Study Office
** City totals included in County figures

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES
1984-1986

There has been significant progress in the transportation development activities within the Bryan-College Station area during the past year with continuing activity expected.

In October of 1985, the District and Brazos Transit System hosted the APTA Western Conference for Small Urban and Rural Transportation. This conference allowed the SDHPT to demonstrate to other state transportation departments and UMTA the leadership role it has assumed in the area of public transit.

A new paratransit service has been inaugurated following joint development activities of the MPO, BVCAA, the Cities of Bryan and College Station, as well as private individuals and organizations. The new service, Med-Trans, provides transportation to elderly and handicapped persons to and from medical appointments and facilities. This program has been readily accepted by the community and the three vehicles allocated to the system are fully booked each day and a waiting list is maintained.

There has been significant planning activities toward the development of park and ride lots designed to reduce congestion as well as serving Brazos Transit's Section 18 program and the Texas A&M Shuttle Services. The park and ride lots are to be utilized as central bus terminal points for the Brazos Transit Subscription work program. Currently, this program provides daily transit services to 120 commuters who work in surrounding small urban and rural communities. With the establishment of new park and ride lots, BTS will open new commuter routes in 1986 to service the Texas Municipal Power Authority. This will double the current commuter assistance program, eliminating 240 automobiles from Farm to Market and State Highways each day.

Brazos Transit maintained subscription work programs this year in the Bryan-College Station area. Additionally, through an innovative interstate vehicle transfer project, BTS will be receiving 15 47-passenger buses from the Santa Monica Transit Authority. These buses were obtained through the cooperative work of SDHPT, UMTA and BTS. These vehicles, valued at \$2,100,000 have been obtained at no cost to the state government. The vehicles will be utilized to expand the BTS subscription work program.

Transportation's disappointment of the year was the discontinuance of the city's subsidy of the fixed route system in Brenham. The current service is demand-responsive on work trips and also provides transportation for Blinn College.

BRAZOS VALLEY TRANSIT FLEET

<u>SECTION 16B(2) NUMBER</u>	<u>SEATING CAPACITY</u>	<u>TYPE</u>	<u>YEAR</u>	<u>MILEAGE</u>
3	10 Passenger	Van	1976	Exceed 100,000 miles
5	12 Passenger	Van	1980	Exceed 100,000 miles
3	14 Passenger	Van	1981	Exceed 100,000 miles
7*	18 Passenger	Thomas Bus	1981	Exceed 100,000 miles
3	3 Passenger	Med. Transfer	1985	3,000 miles
10	15 Passenger	Van	1984	30,000 miles

BRAZOS VALLEY TRANSIT FLEET CONTINUED

<u>SECTION 18 NUMBER</u>	<u>SEATING CAPACITY</u>	<u>TYPE</u>	<u>YEAR</u>	<u>MILEAGE</u>
4	12 Passenger	Van	1982	85,000 +
10	30 Passenger	Thomas Bus	1984	40,000 +
1	18 Passenger	Trolley	1985	Under Litigation

Freestone County Senior Services

<u>SECTION 18 NUMBER</u>	<u>SEATING CAPACITY</u>	<u>TYPE</u>	<u>YEAR</u>	<u>MILEAGE</u>
4	10 Passenger	Vans	1981	60,000

* 5 of 7 have been rehabilitated with new engines.

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 17 - 1986

1. Municipal Transit Systems

Huntsville Public Transit

The Brazos Transit System operates a fixed route, general public transit system in Huntsville, Texas. The system began in March, 1984 and services the City of Huntsville. The system utilizes two (2) 20-passenger buses and one (1) 18-passenger Vintage Style Trolley. The system operates from 5:00 a.m. to 7:00 p.m., Monday through Friday. The fare for the system is 50¢ for the general public, 25¢ for the elderly and handicapped and children under six years old are no charge.

When the system began in 1984, it carried an average of 500 passengers a month. The average passenger count has steadily increased as the residents of Huntsville have become familiar with the system. In the first quarter of FY 1987, the system carried an average of 4,000 passengers per month. By year end of FY 1987, it is projected that the system will have an average monthly ridership of 5,500 passenger or 66,000 passengers annually.

Currently, the Huntsville fleet is three (3) years old and will require replacement in FY 1988. It is projected that at that time the system will grow from three (3) routes to six (6). Additionally, in the last quarter of FY 1987, three (3) additional commuter routes will be established to service the Texas Department of Corrections. These routes will be served by three (3) 47-passenger Grumman 870 buses operating from park and ride lots.

2. Paratransit Systems

(see table)

Dial-a-ride transit, Brazos Transit System.

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
Bryan-College Station	2	10	0	50,000	6,500	18,000	\$1.00
Brenham	1	1	0	N/A	12	N/A	N/A
Cameron	1	3	0	4,000	2,300	5,721	\$1.50
Caldwell	1	1	0	10	10	150	\$2.00
Hearne	1	3	0	2,000	1,000	2,000	\$3.50
Huntsville	1	1	0	1,500	150	1,500	\$1.20

NOTE: All of the above taxi operations, 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 Brenham.

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 23		8	1				
District 17	6	62	10	45,836	24,113	50,000	\$109,289

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.

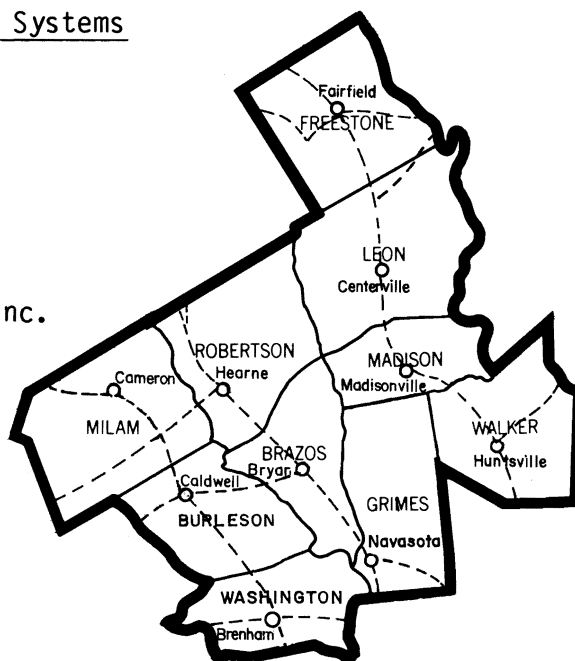
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

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

Rail Systems:

No Service



PARK AND RIDE

<u>COUNTY</u>	<u>LOCATION</u>	<u>CITY</u>	<u>USAGE</u>
Burleson Co.	Junction of FM 908 & SH 21	Caldwell	75%
Burleson Co.	Junction of FM 2000 & SH 21	Caldwell	75%
Burleson Co.	Junction of FM 1362 & SH 21	Cooks Point	80%
Milam Co.	Adjacent US 190	Gause	75%
Brazos Co.	Olsen Field	College Station	100%

In the Bryan-College Station Area - Park and Ride has become a major problem in conjunction with the Section 18 Program. Use of available parking at shopping centers has been proven to be an unstable source of parking.

Special Transportation

Texas A&M University has an in-house bus operation serving faculty staff and students. It operates both an outer campus fixed route system (9 routes) as well as an on campus shuttle system.

The outer system served 7,500 passengers per day at a cost of \$44.50 per semester. The shuttle system services a park and ride lot at Olsen Field where the parking fee is \$15.00 per year. One thousand parking permits were sold last term. Average ridership of shuttle system is 3,500 trips per day.

University Bus Fleet: 29 46-Passenger at 1/2 remaining life
 9 26-Passenger at 3/4 remaining life

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
 PLAN AND PROJECTS - 1991

Within District 17, the most obvious need for public transportation is in the urbanized area with it's widely distributed work sites. The present transportation needs are provided by the A&M University bus operations and by subscription work trips provided by Brazos Valley Transit in conjunction with it's Paratransit System. The expanding Section 18 program from the urbanized area to rural work sites is creating the need for park and ride lots adjacent to the city. The City of College Station has agreed to act as the applicant for Federal Funds to initiate construction of these lots in the urbanized area to be serviced by both Texas A&M Bus System as well as Brazos Transit. At the present time, with the majority of trips serviced by these two systems, a true public system does not appear feasible. This leaves a latent demand for service that can not be satisfied: Such as student to shopping, elderly to church, and work trips that can not be serviced by subscription service.

The only solution to the street system around the campus which is at capacity is the increase in the use of Transit.

A continuing effort will be made to coordinate the two existing systems into a single Public Transportation System.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS - FY 1987-1991

<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 87	\$1,500,000
	Brazos Transit System (Section 18)	FY 88	1,500,000
	Brazos Transit System (Section 18)	FY 89	1,500,000
	Brazos Transit System (Section 18)	FY 90	1,500,000
	Brazos Transit System (Section 18)	FY 91	1,500,000
Bryan-College Station	Public Transit System for Urbanized Area (Park and Ride Lots)	FY 87	1,000,000
TOTAL			\$8,500,000

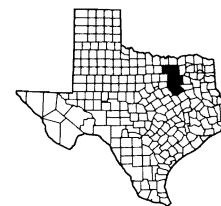
TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$5,100,000	\$130,000	\$1,635,000	\$1,635,000	\$8,500,000

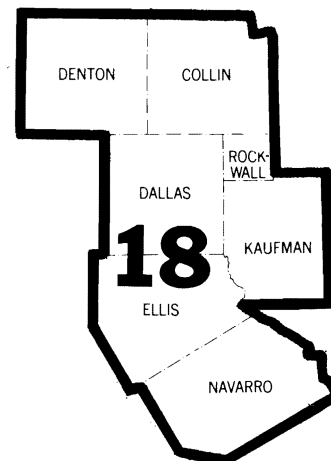
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DISTRICT 18
1986 PUBLIC AND MASS TRANSPORTATION PLAN



District 18 of the State Department of Highways and Public Transportation consists of a seven county region located in the north central portion of Texas. The District has an overall land area of 5,578 square miles. Dallas County, the most populous county in the district, has a population of 1,752,050, and a density of 2,040 per square mile. The remaining six counties; Collin, Denton, Ellis, Kaufman, Navarro and Rockwall, have a total population of 619,800, and densities varying from 38 to 251 persons per square mile.



The Dallas urban area, which is composed of almost all of Dallas County and includes portions of Collin, Denton, Rockwall and Tarrant Counties, is the only urbanized area (more than 50,000 population) in the District. There are 10 other District cities with populations over 5,000, seven 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 1984-1986

A total of eight Public Transportation Improvement projects have been approved for federal and state funding during the past two years. These projects have a total cost of \$40,883,895 with \$6,298,870 being funded through the State's Public Transportation Fund. Table I identifies each project and the sources of funding.

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-86

JURISDICTION (PROJ. NO)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Dallas Area Rapid Transit (TX-18-0081)	10/85	Construct maintenance facility, engineering & design, site development, construction, purchase of equipment & tools, site acquisition, contingency	\$ 9,242,182	\$2,002,473	\$1,078,255	\$12,322,910
DART (TX-05-0044)	6/84	14 fuel storage tanks, paving bus storage lots, electronic fare collection, 100 bus shelters, 400 bus stop signs, radio communication, contingency	3,239,112	526,357	283,432	4,048,901

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-86

JURISDICTION (PROJ. NO)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
DART (TX-05-0104)	6/86	Purchase voice/ digital bus radio system, 560 bus radios, radios for supervisory & maintenance personnel	\$ 2,731,583	\$ 443,882	\$ 239,013	\$ 3,414,478
DART (TX-03-0098) (TX-05-0009)	6/86	Purchase 44 buses	3,756,958	793,406	458,913	5,009,277
DART (TX-90-0001)	6/86	Management info. system, signal pre- emption system, bus-lane improvements, 24-40 replacement buses	560,000	91,000	49,000	700,000
Dallas (TX-50-0008)	6/86	Purchase a portion of Southern Pacific Railroad right-of-way for proposed future transitway		728,660	1,946,266	2,674,926
Dallas (TX-RR-0001)	1/85	Construction of a new canopy and boarding platform at the Dallas Union Terminal including seating, lighting, storage units & signage	278,540	120,700	64,993	464,233
Dallas (TX-05-0060)	9/84	Purchase 85 40-ft. buses, space bus components, purchase 6 autos, purchase garage & shop equipment	9,799,336	1,592,392	857,442	12,249,170
		TOTAL	\$29,607,711	\$6,298,870	\$4,977,314	\$40,883,895

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 18 - 19861. Municipal Transit Systems

Dallas Area Rapid Transit
601 Pacific
Dallas, Texas 75202
(214) 827-3400

Dallas Transit System
101 N. Peak Street
Dallas, Texas 75206
(214) 979-1111

The Dallas Area Rapid Transit (DART) and Dallas Transit System (DTS) currently provide and operate the City's public transportation system. DART was formed to help improve the operations of the city's transit system and to plan for the development of a city-wide mass transit rail system. DART and DTS are currently separate entities, but DART is slowly taking over all of DTS operations.

The transit 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 140 routes and placing regularly provided transit service within a four-block radius of 80% of the city population. The system provides service to 24 park-n-ride facilities, 10 of which are transit centers for DART. In addition to the regular scheduled service, DART provides charter service, and special service for the elderly and handicapped. Operating statistics and vehicle inventory for DART are given in the following tables.

OPERATING STATISTICS

AREA	NUMBER OF BUSES USED	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	ANNUAL OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Dallas - (including Park Cities & Cockrell Hill)	548	47,484,700	20,515,266	\$22,998,704	\$69,714,504	1,670	Zone: .50 .75 1.00 Elderly: .15 Handicapped: .25 Children/Students: .25 Transfers: .00

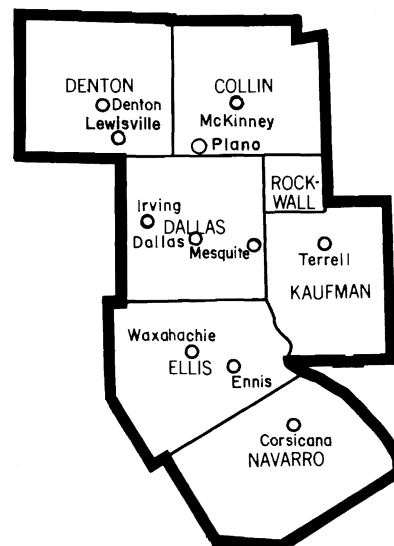
Source: Dallas Area Rapid Transit Monthly Transit Statistical Reports, January, 1985 - December, 1985, and 1986, SDHPT Survey, March, 1986.

VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YEARS OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	# EQUIPPED FOR HANDICAPPED
Van (15 Passenger)	230					230	230
Small transit coach (16 to 25 passenger)							
Regular transit coach (25 passenger)	498	204	100	11		813	85
Other Exp. Coach	98					98	
						1,141	315

Source: 1986 SDHPT Survey March, 1986.

2. Paratransit Systems



Circles indicate cities with taxicab service.

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

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>
Dallas	4	1350	0	2,501,031	210,096	1830	\$1.30 drop +.10 per 1/8 Mile
Irving	1	80	0	50,000	10,000	N/A	\$1.30 drop +.10 per 1/8 Mile
Plano	3	N/A	N/A	N/A	N/A	N/A	\$1.30 drop \$1.00/Mile
Lewisville	1	7	0	15,000	1,500	N/A	\$1.30 drop \$1.00/Mile
Denton	2	7	0	N/A	N/A	N/A	N/A
Corsicana	1	1	0	N/A	N/A	N/A	N/A
McKinney	1	4	0	N/A	N/A	N/A	Zone
Ennis	8	8	0	N/A	N/A	N/A	Zone
Waxahachie	1	1	0	N/A	N/A	N/A	Zone
Terrell	2	4	0	N/A	N/A	N/A	Zone
Totals	24	1462	0				

Source: 1986 SDHPT Survey, March, 1986

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 PASS. TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGER</u>	<u>MONTHLY EXPENSE</u>
District 18	40	216	88	154,080	26,859	90,625	93,220

Source: 1986 SDHPT Survey, March, 1986

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	35	303*	21*	58,845*	374,808*

Source: SDHPT Survey, March, 1986

* Partial Data - Based on submissions by 20 providers

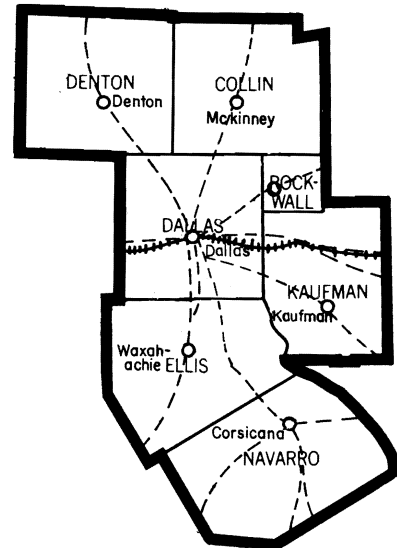
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
Trailways Bus System
Transportation Enterprises, Inc.
Texas Bus Line
Central Texas Bus Lines, Inc.
Arrow Trailways of Texas
Lone Star Coaches

Rail Systems:

Amtrak Route - The Eagle



PUBLIC TRANSPORTATION NEEDS IN DISTRICT 18 BY 1991

A total population of 2,886,020 is forecasted for the seven county region in District 18 by the year 1991. Dallas County is expected to reach a population of 1,942,000 persons by 1991, comprising approximately 70% of the District population.

The District 18 area is currently experiencing substantial new growth in residential, commercial and industrial developments. North Dallas County, Collin County, and Denton County are experiencing rapid urbanization. New developments are moving away from the congestion of the Dallas Central Business District and into new industrial areas located on the north and west sides of the county.

The DTS/DART must make system improvements while maintaining its present service, in order to provide transportation service to meet the demands of future development. Planned service improvements include: expanding transit routes, construction of suburban park-n-ride facilities, purchasing replacement equipment, and specially equipping vans for the transportation of the elderly and handicapped. In addition, planned development of a city-wide rail system is planned for implementation within the next ten-year study period.

Paratransit systems will experience increased demand on services and require vehicle purchases to continue the level of service presently provided. Human service systems are expected to experience a 3 percent per year growth in clientele. By 1991, over 330,000 persons into the district will be classified as elderly and/or handicapped. At least 80-100 new vehicles will be required over the next five years to replace old equipment and expand new service.

Future demand for taxi service is anticipated to correspond directly to population growth in the area. Dallas, Denton, Collin, and Rockwall

Counties are expected to increase taxi demand while in other counties the demand will remain at present levels.

Other paratransit systems should experience an increase in demand exceeding the growth rate. The success of employer-provided van and car pools for employee use is contributing to rapid expansion of this type of service and the trend is expected to continue for several years.

RECOMMENDED PUBLIC TRANSPORTATION
IMPROVEMENT PLAN AND PROJECTS - 1991

The public transportation projects listed in Table II, Recommended Transportation Improvement Projects FY 1987-1991, are designed to meet public transportation needs of District 18. These projects were listed in the 1986 Transportation Improvement Program published by the North Texas Council of Governments. The implementation date of each of the projects is noted.

TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS
FY 1987-1991

<u>JURISDICTION AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Dallas/ DTS	Bus Replacement	FY 87-90	\$32,205,000
	Automobiles	FY 87-90	987,000
	Trucks	FY 87-89	316,000
	Vans	FY 87	38,000
	Forklift	FY 87	35,000
	Tools & Equipment	FY 87-90	400,000
	Major Parts Replacement	FY 87-90	800,000
	Bus Shelters, Benches & Signs	FY 87-90	2,300,000
	Replacements HandiRide Vans	FY 87, 89	7,800,000
	Rideshare Vans	FY 87-90	2,000,000
	HOV/Preferential Treatment Lanes	FY 88, 90	22,000,000
*Private Taxi Companies	Equipment Purchase	FY 87-91	6,201,000
*Human Service Organization	Equipment Purchase	FY 87-91	555,000
*Other Paratransit	Equipment Purchase	FY 87-91	600,000
TOTAL			\$76,237,000

Source: 1986 Transportation Improvement Program, NCTCOG, June, 1985
* Based on SDHPT Projects

The total cost of recommended transportation improvement projects through 1991 is estimated at \$76,237,000 of the total, \$68.881 million is anticipated to be provided through governmental funding.

If the past method of funding public transportation projects continues, the majority of the funding will be provided by UMTA Section 9 and 3 grants. Other funding sources include: FHWA, State Public Transportation Fund and local governmental bodies.

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$49,882,900	\$10,612,300	\$8,385,800	\$7,356,000	\$76,237,000

Improved access and mobility will result from the implementation of the projects. However, the projects are not 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.

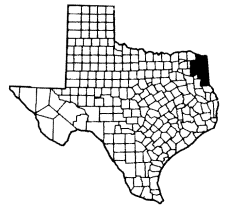
No significant social or environmental changes are expected to occur as a result of projects included in the Recommended Public Transportation Improvement Plan. Transportation is expected to continue along current modes until the development of the city-wide passenger rail system scheduled for operation in the year 1995.

Energy savings currently resulting from the transportation system will increase as the system becomes more efficient through improved service and improved equipment.

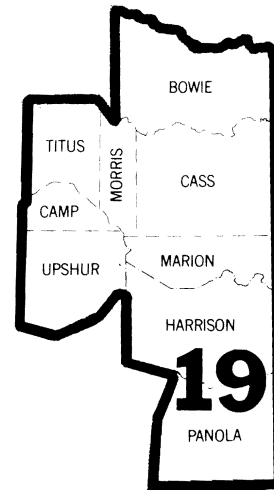
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DISTRICT 19
1986 PUBLIC AND MASS TRANSPORTATION PLAN



District 19 of the State Department of Highways and Public Transportation consists of a nine county region in 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. Population of the urbanized area, including Texarkana, Arkansas, is 72,560 according to the 1980 census data.

There are five cities in District 19 which are considered urban areas of 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 has been conducted by the University of Texas for the Texarkana Human Development Center (THDC) and was funded as a joint Federal Highway Administration Section 18 project between the states of Arkansas and Texas. The purpose of this plan was 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). An update study was prepared by Sandra Rosenbloom, C. Michael Walton, and Eugene R. Peters of the University of Texas in October 1983. It was presented to and accepted by the Policy Advisory Committee on January 26, 1984.

PUBLIC INVOLVEMENT

On April 12, 1985, the Texarkana Human Development Center ceased to operate the rural public and elderly/handicapped transportation systems.

After THDC closed, transportation for clients of the agencies who were contracting with THDC was critical. These agencies had clients needing transportation to doctors, shopping, pharmacies, etc. and no vehicles to provide this service.

At the request of the State Department of Highways and Public Transportation the Ark-Tex Council of Governments called for a meeting of all transportation providers in the area to discuss the problem with the closing of THDC. There were also funding source providers in attendance. Representatives of District 19 presented the alternatives available through the UMTA Section 16b(2) program and offered the assistance of the Department in solving the existing transportation problem. At this meeting a viable disbursement of the Section 16b(2) vehicles which THDC had in its fleet was discussed.

THDC had let a contract with an Arkansas dealership for five 15-passenger vehicles. The group was told that UMTA had agreed to transfer these five vehicles to an approved applicant. The only Texas approved Section 16b(2) applicant in the Study Area was Senior Citizens Services of Texarkana, Inc. They had been approved for one 15-passenger bus.

The Department staff worked with Senior Citizens on the additional vehicles and they in turn coordinated with Texarkana Special Education Center, Inc. and Texarkana Sheltered Workshop, Inc. to utilize these six approved vehicles. Senior Citizens accepted the six vehicles and contracted two vehicles with Texarkana Sheltered Workshop, Inc. and one vehicle with Texarkana Special Education Center, Inc. Senior Citizens retained three of the vehicles.

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

During the past year UMTA funds have been spent to purchase six 15-passenger vehicles for Senior Citizens Services of Texarkana, Inc. Two of these vehicles have been leased to Texarkana Sheltered Workshop, Inc. and one is leased to Texarkana Special Education Center.

Texarkana Special Education Center has made application for two vehicles under the Section 16b(2) Grant Program. Texarkana Sheltered Workshop, Inc. made an application, received approval, and decided not to purchase any vehicles at the present time. They may be interested at a later date.

PUBLIC AND MASS TRANSPORTATION IN DISTRICT 19 - 1986

1. Municipal Transit Systems

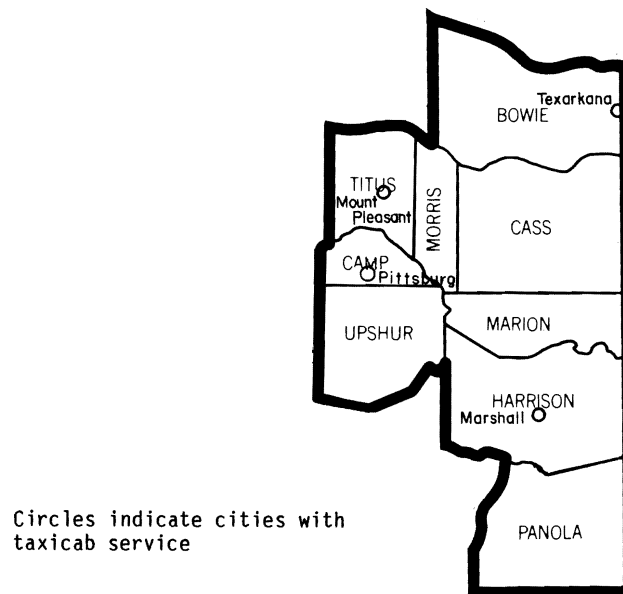
At the present time there are no municipal transit systems operating in District 19. It is further anticipated that there will be none within the

next five year period with the possible exception of Texarkana. The University of Texas study previously mentioned analyzes the demographic and socioeconomic variables most commonly associated with transit usage and then identifies census tracts with disproportionate shares of people having these characteristics. The study presents a number of detailed and comprehensive analyses of the key demographic variables of Texarkana's population, of employment trends and patterns, and of major trip attractors and generators.

The study then uses all of the preceding analyses and data to develop actual routes and service plans for Texarkana and analyzes the financial feasibility of each specific transit route and service.

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

2. Paratransit Systems



There are three types of paratransit systems in District 19 -- public taxis, human service agencies (private-nonprofit), 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.

(a) Taxicab System

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.

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
Mt. Pleasant	1	1	0	1,800	600	N/A	\$2.00 First Mile; \$1.65 Add'l Mile
Marshall	4	8	0	N/A	N/A	N/A	N/A
Texarkana	1	12	0	N/A	N/A	N/A	\$.85 First Mile; \$.20 Add'l 1/5 Mi.
TOTALS	6	21	0	1,800	600	N/A	

N/A = Information not available.

No reliable data for total trips, monthly mileage, etc. was obtained from the taxi systems in Marshall. However, it is known that four companies operate a total of eight taxicabs.

The taxi system in Texarkana went out of business last year and has just recently been reopened by new management. They do not have any information on monthly vehicle miles and monthly one-way passenger trips.

(b) Human Service Transportation Systems

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

HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 19	11	85	6	86,884	22,911	162,369	\$45,100*

* All systems did not report monthly expenses.

Since the last report in 1984, the number of human service agencies providing transportation in District 19 has decreased from twelve to eleven, or a decrease of one agency. The number of vehicles showed an increase from seventy to eighty-five. Monthly miles and passenger trips increased but the expenses decreased.

(c) Miscellaneous Providers

We now have only two miscellaneous transportation providers who are operating as private/profit agencies. They both provide service to surrounding industries for a fee. There are probably more than two, however, locating and identifying them as providers is difficult.

One company is going to out of business because there is not enough rider interest to justify the service. This will take the two school buses out of the miscellaneous providers shown above.

The van was carrying riders to Lone Star Steel mill which has stopped operations for an indefinite period of time.

MISCELLANEOUS PROVIDERS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>AVG. NO. MILES SYSTEM OPERATED PER MONTH</u>
District 19	2	1 Van 2 School Buses	0	853	3,769

PROJECTED EXPANSIONS
1987-1991

Currently Texarkana Special Education Center has submitted an application for one 15-passenger vehicle and one 17-24 passenger vehicle and is awaiting funding. Senior Citizens Services of Texarkana, Inc. of Texarkana, Inc. has recently purchased six 15-passenger vans. Two of these have been subleased to Texarkana Sheltered Workshop, Inc. and one is subleased to Texarkana Special Education Center.

Northeast Texas Community College near Mt. Pleasant has been completed and should result in an opportunity for someone to provide public transportation.

Marshall Area Association of Retarded Citizens has submitted an application for three 15-passenger vans under the Section 16b(2) Grant Program.

All vehicles being applied for at the present time are replacement vehicles.

We do not expect expansions in District 19 in the next five years.

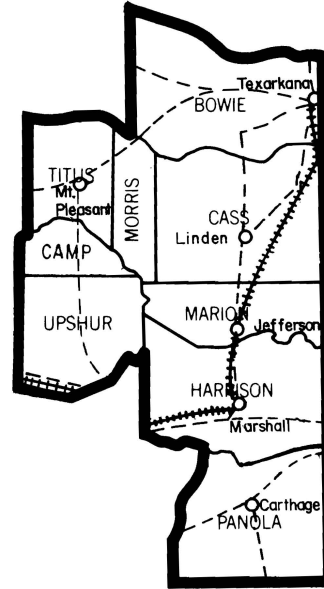
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Jefferson Line
Lone Star Bus Lines Inc.
Kerrville Bus Lines, Inc.
Texas Bus Lines

Rail Systems:

Amtrak Route - The Eagle



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 19 BY 1991

A total population of 317,100 is forecast for the nine county region of District 19 by 1991. Of this total 79,275, 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 five years.

At the present time, 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 revisions 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 forecasted 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.

RECOMMENDED PUBLIC TRANSPORTATION
IMPROVEMENT PLAN AND PROJECTS - 1991

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 in the preceding pages of this report.

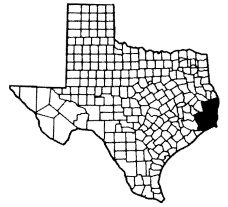
A public transportation plan for the Texarkana urbanized area was implemented by Texarkana Human Development Center. This service was short-lived because of financial difficulties and on April 12, 1985, THDC closed their doors for service.

At the present time there is no Section 18 provider operating in District 19 nor is there any indication of any group or organization beginning another Rural Public Transportation system in District 19.

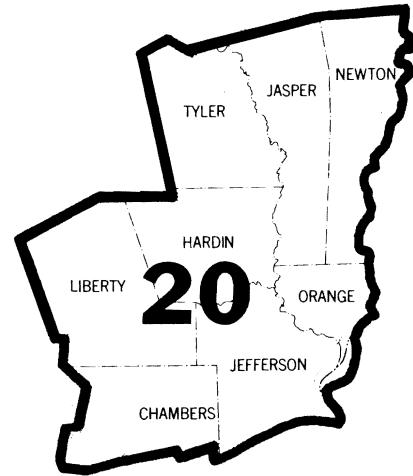
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DISTRICT 20
1986 PUBLIC AND MASS TRANSPORTATION PLAN



District 20 of the State Department of Highways and Public Transportation encompasses eight counties in southeast Texas. The headquarters office is in Beaumont. According to the 1980 Census, these counties have a total population of 501,381 and a land area of 6,778 square miles. This data, by county, is presented below.



<u>COUNTY</u>	<u>SQUARE MILES</u>	<u>1980 POPULATION</u>	<u>PERSON PER SQUARE MILE</u>
Chambers	616	18,538	30
Hardin	897	40,721	45
Jasper	907	30,781	34
Jefferson	951	250,938	264
Liberty	1,180	47,088	40
Newton	949	13,254	14
Orange	359	83,838	234
Tyler	919	16,223	18
TOTAL	6,778	501,381	74

Cities with populations of 5,000, but less than 50,000 are considered urban areas. There are eight urban areas within District 20, as follows:

<u>URBAN AREA</u>	<u>COUNTY</u>	<u>1980 POPULATION</u>	<u>SQUARE MILES</u>	<u>PEOPLE PER SQUARE MILE</u>
Bridge City	Orange	7,667	12.4	618
Cleveland	Liberty	5,977	4.1	1,458
Dayton	Liberty	6,201	7.6	816
Jasper	Jasper	6,959	6.4	1,087
Liberty	Liberty	7,945	28.1	283
Orange	Orange	23,628	33.5	705
Silsbee	Hardin	7,684	7.2	107
Vidor	Orange	12,117	10.7	1,132

There are two urbanized areas (population of 50,000 or more) within District 20. Forty-six percent of the District's population is within the Beaumont and Port Arthur urbanized areas. However, they account for only 2.6% of the land area.

District 20 has approximately 8,008 miles of highways, city streets and county roads within its boundaries. Public Transportation activities are dominated by the Beaumont Municipal Transit and Port Arthur Transit Systems. The special transportation needs of the elderly, handicapped and indigent citizens in both the rural and urban areas are served by numerous paratransit operators. The Jefferson County Airport provides a base for several scheduled commuter airlines and there are several municipal airport facilities throughout the District. Greyhound Bus Lines, Continental Trailways and Amtrak Rail Systems continue to serve intercity needs.

The decline in oil prices has had a detrimental effect on the economy in District 20. Unemployment has skyrocketed and statistics show a decrease in population as citizens are leaving the area to seek jobs elsewhere. However, there is a strong community effort to revitalize the area through economic diversification. It is felt that within time, the economy of this area will improve.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES 1984-1986

During the past two years, public transportation improvements continued. The projects under the jurisdiction of the cities of Beaumont and Port Arthur are in various stages of completion. Four of the six elderly and handicapped transportation projects have been completed. Table I describes each project and the sources of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-1986

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Beaumont (TX-05-0113)	11-14-85	Purchase and install 20 Passenger Shelters, 125 Benches, 60 Litter Receptacles, 65 Litter Barrels, 15 Sign Display Stands	\$125,256.00	\$20,354.00	\$10,960.00	\$156,570.00
City of Port Arthur* (TX-05-0117)	09-17-85	Transfer Terminal; Computer System and Software, Bus Shelters	265,040.00	43,069.00	23,191.00	331,300.00
City of Port Arthur** (TX-05-0092-02)	09-17-85	Purchase 5 25-30 Foot Diesel Buses; Office Equipment; 5 Mobile Radios; Shop & Garage Equip- ment; Spare Bus Components; Renovation of Bus Garage; Installation of 2 New Bus Lifts; Cleanup of Gasoline Infiltration at Bus Garage	60,000.00	9,750.00	5,250.00	75,000.00

TABLE I (CONTINUED)

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-1986

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Beaumont Assn. for Senior Citizens (TX-16-0021)	12-31-84	Purchase 2 Nine Pas- senger Station Wagons; 2 Mobile Radios	20,092.65	-	5,023.16	25,115.81
Beaumont Assn. for Senior Citizens (TX-16-0019)	07/86	Purchase One 10-16 Passenger Vehicle and One 17-24 Passenger Vehicle (without wheel- chair lifts)	50,400.00	-	12,600.00	63,000.00
Beaumont Junior Forum (TX-16-0022)	07-29-85	Purchase One 10-16 Passenger Vehicle (without wheelchair lift)	13,508.89	-	3,377.22	16,886.11
Fairway Houses, Inc. (TX-16-0022)	07-29-85	Purchase One 10-16 Passenger Vehicle (without wheelchair lift)	13,811.14	-	3,452.79	17,263.93
Land Manor (TX-16-0020)	09-13-84	Purchase One 9 Pas- senger Station Wagon; One 10-16 Passenger Vehicle (without wheel- chair lift); 2 Mobile Radios and 1 Base Station	26,707.10	-	6,676.77	33,383.87
Tyler County Aging Services, Inc. (TX-16-0021)	12-31-84	Purchase 1 Mobile Radio and 1 Base Station	1,997.60	-	499.40	2,497.00
TOTAL			\$576,813.36	\$73,173.00	\$71,030.34	\$721,016.72

*Original grant, TX-90-0007, was amended with Section 5 Funds. The monies reported are those approved under TX-05-0117 only.

**This grant was amended in 1985 because of costs incurred when a gasoline leak was discovered during the installation of a bus lift. The costs reported are those approved for the second amendment only.

Beaumont Municipal Transit conducted an on-board survey in December 1984 and analyzed populations by neighborhood as part of a comprehensive evaluation of their public transportation systems. The findings of these efforts did not indicate a need for major service expansion, but did result in the refinement of existing routes. In January 1986, the route and schedule changes were implemented and the hours of service were reduced by 14 percent.

Port Arthur Transit has experienced some minor setbacks during the implementation of two of their capital improvement projects. While installing a new bus lift in their bus service center, a gasoline leak was discovered. Also, during site preparation of the transfer terminal, a large amount of concrete was discovered below the surface and had to be removed before the terminal slab could be poured. These problems have been remedied and the work on these projects is continuing. The City of Port Arthur will be hiring a consultant to study the feasibility

of implementing ferry service between the downtown area across the Intercoastal Canal to Pleasure Island.

The major issue of concern facing municipal transit systems continues to be the decline in federal and state funds for operating and capital assistance. The elderly and handicapped transportation providers have identified the escalating cost of insurance and a need for operating assistance as their primary concerns.

Taxicab companies' business has decreased as a result of the economic slump. The City Council in Port Arthur has formed a committee to consider revisions to the taxi ordinance. Currently, fares are based on the number of street blocks driven and include the blocks from where the cab is dispatched, usually downtown. Proposed revisions include installing meters, posting mileage rates in the cabs and using a zone system for setting fares.

PUBLIC AND MASS TRANSPORTATION
DISTRICT 20 - 1986

1. Municipal Transit Systems

Beaumont Municipal Transit
550 Milam Street
Beaumont, Texas 77701-4405
(409) 838-0616

The Beaumont Municipal Transit System (BMT) is managed by City Coach of Florida and owned by the City of Beaumont. The system provides fixed route service in the City of Beaumont on weekdays from 6:00 a.m. to 6:30 p.m. and on Saturdays from 7:30 a.m. to 6:30 p.m. Charter service is also available.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</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	16	1,380,762	676,816	\$436,562	\$1,538,271	42	Free-\$1.00

*Children up to 6 years old, with adult - Free
 Students - 20¢
 Adults - 50¢
 Elderly & Handicapped - 15¢
 Special Transit Services - \$1.00
 Monthly Passes: Adult - \$18.00
 Elderly & Handicapped & Students - \$7.00
 Special Transit Services - \$30.00
 Transfers: Adult - 10¢
 Elderly & Handicapped - Free
 No zone charges

BEAUMONT MUNICIPAL TRANSIT 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 Pass.)	3	-	-	-	-	3	3
Regular Transit Coach	-	-	25	-	-	<u>25</u>	<u>-</u>
						TOTAL VEHICLES	28
							3

In addition to their regular fixed route and charter services, BMT offers a demand responsive service for the handicapped. The Special Transit Service (STS) provides "door through door" service for transit limited or restricted persons not able to utilize fixed route services. Advance reservations are scheduled, if trips occur at least three times per week, and pick-up times remain constant. Others are required to call in a request at least 24 hours prior to the time of the desired trip.

Port Arthur Transit System
P. O. Box 1089
Port Arthur, Texas 77641-1089
(409) 983-3321

The Port Arthur Transit System (PAT) is owned by the City of Port Arthur and managed by the American Transit Corporation. PAT provides Port Arthur's citizens with fixed route and charter transportation services. Hours of operation for fixed route services are 6:15 a.m. to 6:15 p.m. on weekdays and 8:15 a.m. to 6:15 p.m. on Saturdays.

PAT has a contract with the Senior Citizens Center of Port Arthur, Inc. to provide special transit services to the elderly and handicapped. Door-to-door service is provided to all residents who because of physical disabilities or age (65 years or older) are unable to use the regular fixed route services. This is a personalized service which requires the cooperation of all participants to operate efficiently. Service is provided six days a week from 7:50 a.m. - 5:30 p.m., Monday thru Friday, and 8:30 a.m. - 5:30 p.m. on Saturdays.

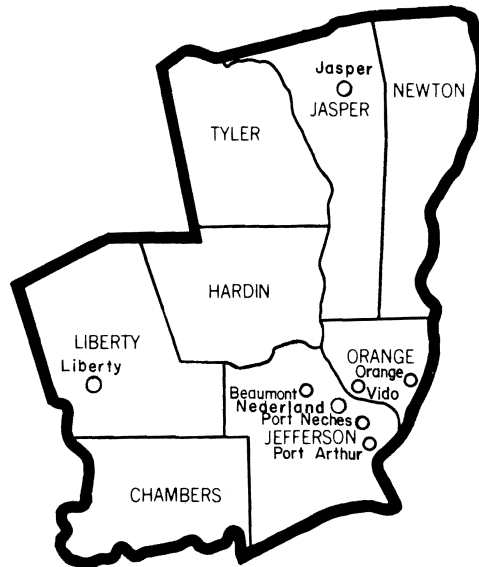
<u>AREA</u>	<u>OPERATING STATISTICS</u>						
	<u>NUMBER OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE*</u>
Port Arthur	6	342,664	294,703	\$134,693	\$757,245	22	.25¢-.50¢

*Children up to 12 year old - 25¢
Adults & Students - 50¢
Elderly & Handicapped - 25¢
No additional charge for transfers.
Zone Charges: Additional 25¢ is charged for passengers transferring between zones.

PORT ARTHUR TRANSIT SYSTEM 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 Pass.)	-	1	-	-	-	1	0
Small Transit Coach (16 to 25 Pass.)	5	5	-	-	-	10	0
						TOTAL VEHICLES	11
							0

2. Paratransit Systems



Circles indicate cities with taxicab service

2A. TAXICAB SYSTEMS

Seventeen taxicab companies operate within District 20. As in past years, response to our survey has been poor. The data received from the five responding companies is presented below.

TAXICAB SYSTEMS							
CITY	NUMBER OF VEHICLES COMPANIES RESPONDING	NUMBER OF VEHICLES AUTHORIZED TO OPERATE	ACTUAL NUMBER OF VEHICLES OPERATING	NUMBER OF VEHICLES EQUIPPED FOR HANDICAPPED	AVG. NUMBER OF MONTHLY ONE-WAY PERSON TRIPS	AVERAGE NUMBER OF MILES PER MONTH	FARE STRUCTURE
Beaumont	2	24	11	0	7,300	40,000	80¢ First 1/8 Mile 10¢ Each Add'l Mile \$9.00/Hr.Wait
Port Arthur	3	19	16	0	7,171	36,525	\$1.00+/First 10 Blocks 25¢/Each Additional 5 Blocks

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

The various human services transportation systems operating in our eight county area continue to provide specialized service to meet the needs of the elderly and handicapped who cannot utilize fixed route services in the cities and those without a municipal transit system in rural areas. The figures included in the following table reflect partial totals, as some agencies did not supply complete information and others did not respond to the transportation survey.

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 20	18	114	13	115,200	18,800	80,000	\$1,200/Veh.

2C. OTHER PARATRANSIT SYSTEMS

Several of the refineries in the area have vehicles, vans and station wagons that are used to transport employees from parking areas to job sites and from job site to job site. Also, vans are used for employees who carpool from home to work and vice versa. There is also a park and ride lot for refinery employees in mid-County. No statistics are available because these transportation providers did not respond to our survey.

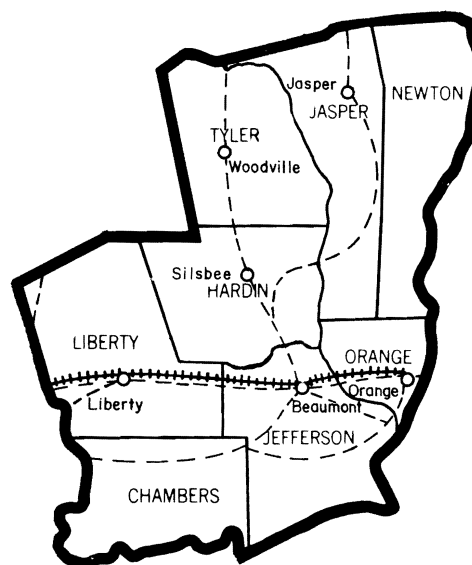
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Central Texas Bus Lines, Inc.

Rail Systems:

Amtrak Route - Sunset Limited



4. Park and Ride Facilities

<u>LOCATION</u>	<u>COUNTY</u>	<u>CLOSEST CITY/TOWN</u>	<u>ESTIMATED PERCENT USAGE</u>
SH 87 at FM 105	Orange	Orange	60%
Loop 358 at West Park Ave.	Orange	Pinehurst	30%
SH 62 West of IH 10	Orange	Pinehurst	80%
SH 87, 2 Miles North of the Rainbow Bridge	Orange	Bridge City	10%
SH 62 at SH 12	Orange	Mauriceville	100%
US 69 at Cooks Lake Road	Hardin	Lumberton	Temporarily closed due to Construction
US 69 at US 96	Hardin	Lumberton	Temporarily closed due to Construction
US 96 at FM 105	Jasper	Evadale	40%
US 96 at FM 363	Jasper	Kirbyville	50%
US 87 at FM 363	Jasper	Bleakwood	60%
US 190 at SH 87	Newton	Newton	65%
FM 92 at FM 1943	Tyler	Fred	100%
US 69, 2 miles South of Woodville	Tyler	Woodville	5%
SH 146 at US 90	Liberty	Dayton	100%

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 20 BY 1991

The 1980 population for the eight counties comprising District 20 was 501,381. This represents an increase of 14% over the 1970 population of 439,906. It is estimated that by the year 2000, this District will have a total population of 673,232. Over seventy-five percent of this region's population is expected to remain concentrated within the SMSA, Jefferson-Orange-Hardin Counties.

Future land use development in this area is expected to be less oriented towards the oil industry. A 675 acre industrial park is being developed in Beaumont. The selected site is accessible to Interstate 10, paralleled by a main rail line of the Atchison, Topeka and Santa Fe Railroad, can access sea transport via the Port of Beaumont and air transportation through the Jefferson County and Beaumont Municipal Airports. An added advantage is that a foreign trade zone is presently located on the site. The park will be developed to a variety of land uses including: industrial, distributors requiring warehouses with office space, light manufacturing, related commercial facilities, and small to medium-size research and development activities.

A major effort is underway to revitalize downtown Beaumont. The art museum will relocate downtown when their new facility is completed. Several of the historically significant commercial buildings are being restored and family oriented events have been held to attract people to downtown.

In the City of Port Arthur, the development of a major retirement center designed to provide a total system of elderly care in a "country club atmosphere" has been initiated. The 40 acre tract includes a 15 acre lake and will allow residents to choose from a variety of sizes in living quarters as elaborate as desired. Each apartment will have medical and security/emergency signal systems and the center's office will maintain medical records on all residents. Medical exam rooms for their doctors' use, beauty and barber shops, a convenience store, plus transportation for residents will be included in the community.

Development of Pleasure Island will continue to be one of Port Arthur's top priorities. The island presently has a park, restaurant, sailboat marina, beach club and dry dock. There continues to be a major effort to attract developers who will build hotels, golf courses, tennis courts, boutiques, beaches, residences, RV Parks, water slides, arcades, etc. It is felt that Pleasure Island will become a tourist and recreational mecca.

The majority of the public transportation projects that will be implemented in District 20, within the next five years, will be concentrated in the Beaumont and Port Arthur urbanized areas. These municipal transit systems' improvement needs will involve replacing their buses, rehabilitating/replacing their administrative and maintenance facilities and equipment, plus constructing central transfer terminals. There is also a need to develop and implement marketing activities which will provide more information on the public transportation services available, promote a greater use of public transportation and promote the benefits of public transit to the community. The cities also need continued federal operating and capital assistance and state legislation providing cities with populations between 50,000 and 230,000 with a local sales tax option to generate funds for public transportation.

Demand for the specialized transportation services provided by human services agencies is expected to increase slightly over the next five years. The needs of these transportation providers will include replacing and expanding existing services with capital funding assistance through the UMTA Section 16b(2) Grant Program. Because there are a number of social services agencies operating vehicles within District 20, coordination is needed to prevent duplication of services. The escalating cost of insurance has had a detrimental effect on these transportation providers. There is a need for state legislation which will roll-back insurance premiums.

Local officials, county officials and the general public in the rural areas have been advised of the availability of UMTA Section 18 Grant funds for operating and capital assistance. There has been some interest, but no agency or individual has been willing to implement a rural transportation system. The transportation needs of citizens in rural areas will continue to be met by vehicles operated through the social service agencies.

Demand for taxi service and intercity bus and rail systems is not expected to change within the next five years and no specific needs have been identified for these transportation providers.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1991

The primary objectives in formulating the District 20 Public Transportation Plan are to ensure the municipal transit systems and human service agencies continue to provide dependable and convenient service to meet the needs of their clients. The public transportation improvement projects listed in Table II reflect an estimate of the needs during the next five years. These estimates are based on data obtained from the public transportation providers.

TABLE II
RECOMMENDED TRANSPORTATION
IMPROVEMENT PROJECTS FY 1987-1991

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Beaumont	Nine Regular Transit Coaches	FY 87	\$1,700,000
	Two Support Vehicles, Administrative/Maintenance, Building Repairs, Shop and Office Equipment	FY 88 FY 88	30,000 100,000
	Nine Regular Transit Coaches and Three Vans with wheelchair lifts	FY 88	2,170,000
	Bus Shelters	FY 89	100,000
	One Support Vehicle	FY 90	18,000
	Operating Assistance	FY 87-89	6,000,000
	TOTAL CITY OF BEAUMONT		\$10,118,000
City of Port Arthur	One Van and Five Small Transit Coaches with radios and fareboxes	FY 88	606,000
	Air Condition Drivers' Room, Replace Bus Wash Pump, Purchase Tommy Lift for Truck	FY 88	6,000
	Service Vehicle with Radio	FY 88	13,000
	Office and Radio Equipment, Repair Roof and Skylights, Purchase Lubricator, Fuel Pump, Vacuum Pump, Welder, Steam Cleaner	FY 90	200,000
	Service Vehicle with Radio Three Bus Shelters	FY 90	44,000
	Operating Assistance	FY 87-91	4,000,000
	TOTAL CITY OF PORT ARTHUR		\$4,869,000
Human Services	Capital Assistance to Private Non-Profit Agencies - UMTA Section 16b(2) Grant Program		500,000
	TOTAL SECTION 16B(2)		500,000
TOTAL FY 87-91 PUBLIC TRANSPORTATION PROJECTS			\$15,487,000

Ten million dollars of the recommended improvement projects through 1991 will be for operating assistance. The remaining \$5,487,000 represents capital expenditures necessary to maintain the current levels of public transportation. Table III depicts sources of these funds, by agency. In developing these tables it was assumed that funding will be available through the State Public Transportation Fund and federal capital and operating assistance will remain at current levels.

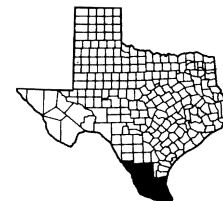
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>JURISDICTION</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE</u>	<u>TOTAL</u>
City of Beaumont	\$6,294,400	\$1,315,340	\$2,508,260	\$ -	\$10,118,000
City of Port Arthur	2,695,200	112,970	2,060,830	-	4,869,000
Section 16b(2)	<u>400,000</u>	<u>-</u>	<u>-</u>	<u>100,000</u>	<u>500,000</u>
TOTAL	\$9,389,600	\$1,428,310	\$4,569,090	\$100,000	\$15,487,000

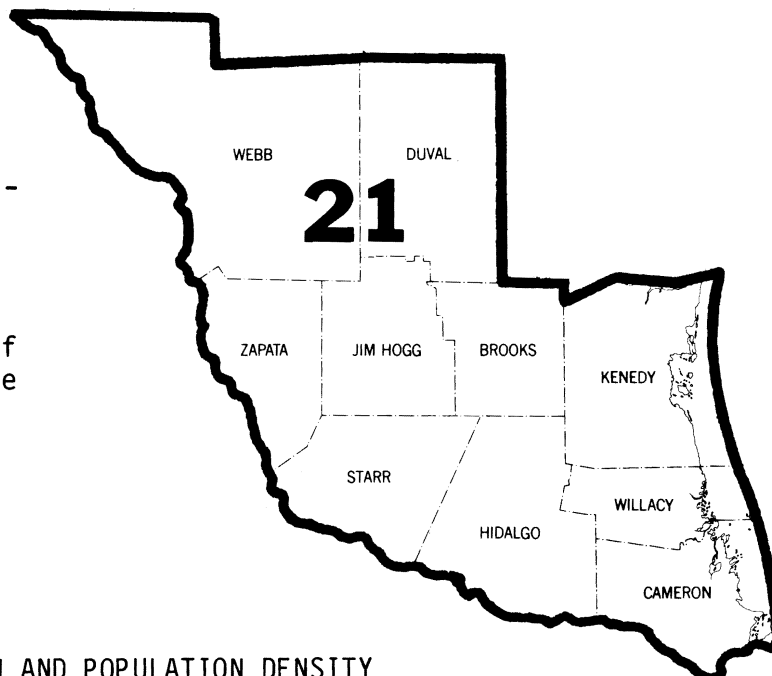
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DISTRICT 21 1986 PUBLIC AND MASS TRANSPORTATION PLAN

District 21 encompasses the south ten counties of Texas with one-half of these bordering the International Boundary with Mexico. The area is predominately a sparsely settled ranching and agricultural expanse. The counties of Cameron and Hidalgo in the Lower Rio Grande Valley and the City of Laredo in Webb County are the exceptions. These comprise the four urbanized areas within the district, named Laredo, McAllen-Pharr-Edinburg, Harlingen-San Benito, and Brownsville.



COUNTIES BY POPULATION AND POPULATION DENSITY

	Population 1984	Area Sq. Mi.	Population/Sq. Mi.
Brooks	9,100	904	9.3
Cameron	241,100	896	234.0
Kenedy	500	1394	0.4
Duval	13,300	1814	6.9
Hidalgo	337,100	1543	183.6
Jim Hogg	5,400	1143	4.5
Starr	32,500	1211	22.5
Webb	118,200	3306	30.0
Willacy	18,600	591	29.6
Zapata	8,000	957	6.9
Total	783,800	13,759	48.7

1984 Estimate by U.S. Bureau of Census

Public transportation is provided in five categories. Intercity and interstate routes are provided in the Lower Rio Grande Valley by Valley Transit Company and Trailways Bus System and in the Laredo area by Greyhound Bus Lines and Trailways Bus System. Intracity bus routes are provided in Brownsville by the Brownsville Urban System and in Laredo by the Laredo Municipal Transit System.

Limited Rural Transportation Programs are provided by the Lower Rio Grande Valley Development Council and the Community Action Council of South Texas through the UMTA Section 18 Program.

Paratransit Systems - Taxi cab companies are available within most of the incorporated urban areas of the district.

Social Service Transportation is also available within most of the urban and urbanized areas.

TABLE I
SUMMARY OF PUBLIC TRANSPORTATION IMPROVEMENTS
1984-1986

JURISDICTION PROJECT NO.	STATE APPROVAL DATE	PROJECT DESCRIPTION	COST			TOTAL	COMP'L
			FEDERAL	STATE	LOCAL		
BROWNSVILLE TX-05-0034	6-21-78	Purchase 2 Private Bus Companies & New M/O Facil, etc.	\$1,218,997	\$191,305	\$113,444	\$1,523,746	100%
TX-05-0062	8-12-80	Purchase 10 Buses, Accessories, 1 Wrecker, Land, Shelters, Benches, Signs & Cont.	1,040,123	169,020	91,011	1,300,154	100%
	---	Renovate Market Square, Support Equip., Passenger Waiting Area	1,725,424	---	431,356	2,156,780	90%
LAREDO TX-03-0021	9-25-80	Purchase Assets of L.T.Co. & 4 New Coaches & Acces.	605,056	98,322	52,942	756,320	100%
TX-03-0037	7-24-78	10-31 Passenger Coaches & New M/O Facilities, etc.	1,711,590	278,133	149,764	2,139,487	100%
TX-05-0080	2-26-82	12-35 Passenger New Coaches, Auto. Vac. Cl., etc.	1,807,168	293,665	158,127	2,258,960	100%
TX-05-0014	1-23-84	Renovate Jarvis Plaza for Downtown Transfer Terminal	462,210	69,261	37,294	568,765	0%
SECTION 18 LRGVDC RPT-0003(021)	2-27-84	Non Urbanized Public Transp. Hidalgo, Cameron, & Willacy	403,893	---	189,542	593,435	100%
LRGVDC RPT-0004(021)	11-30-84	Non Urbanized Public Transp. Project Hidalgo, Cameron, Willacy	574,317	---	306,603	880,920	25%
CACofST RPT-0005(021)	11-7-85	Non Urbanized Public Transp. Project Starr, Duval, Zapata & Jim Hogg	\$ 449,668	\$ ---	\$270,908	\$ 720,576	25%

PUBLIC AND MASS TRANSPORTATION
IN DISTRICT 21 - 1986

PUBLIC/PROFIT PROVIDERS

Two major public/profit providers serve the Brownsville, Harlingen-San Benito, McAllen-Pharr-Edinburg urbanized areas and the Lower Rio Grande Valley. Valley Transit Company, Inc. with main office in Harlingen, services the entire Lower Rio Grande Valley and some cities and points north to San Antonio and Houston. Trailways Bus System, with main office in McAllen also services the Lower Rio Grande Valley, each county in the District, plus statewide and nationwide. Each company provides substation's throughout their area of operations.

Due to the degree of area these bus companies service, a synopsis of each was not created. The address and telephone number of each is listed below.

Valley Transit Company, Inc.
219 North A
P. O. Box 1870
Harlingen, Texas 78550
(512) 423-4710

Trailways Bus System
100 North Broadway
McAllen, Texas 78501
(512) 682-5513

PUBLIC/PROFIT INTERCITY 1986 BUS RATES

	VALLEY TRANSIT COMPANY	TRAILWAYS BUS SYSTEM
Pharr to San Juan	.95	.95
Pharr to McAllen	.95	.95
Pharr to Hidalgo	1.10	No Route
Pharr to Mission	1.35	1.35
Pharr to Edinburg	.95	.95
San Juan to McAllen	1.35	1.35
San Juan to Hidalgo	2.20	No Route
San Juan to Mission	1.50	1.50
San Juan to Edinburg	1.35	1.35
San Juan to Pharr	.95	.95
McAllen to Hidalgo	.95	No Route
McAllen to Mission	.95	.95
McAllen to Edinburg	1.35	1.35
McAllen to San Juan	1.35	1.35
McAllen to Pharr	.95	.95
Hidalgo to Mission	1.80	No Route
Hidalgo to Edinburg	2.20	No Route
Hidalgo to San Juan	2.00	No Route
Hidalgo to Pharr	1.10	1.10
Hidalgo to McAllen	.95	No Route
Mission to Edinburg	1.70	1.75
Mission to Pharr	1.35	1.35
Mission to San Juan	1.50	1.50
Mission to Hidalgo	1.80	No Route
Mission to McAllen	.95	.95

Two major public/profit providers also serve the Laredo Urbanized Area. Greyhound Lines, Inc. central office, Phoenix, Arizona and Trailways Bus Systems regional office, McAllen. Greyhound Lines provides both express and local bus schedules from Laredo to San Antonio and points nationwide. Trailways Bus System also provides both express and local bus schedules to San Antonio and nationwide, plus local bus schedules from Laredo through Hebbronville-Alice-Corpus Christi-Houston and nationwide.

1. Municipal Transit Systems

There are two publicly owned transportation systems in District 21. They are the Laredo Municipal Transit System and the Brownsville Urban System.

The Laredo Municipal Transit System (LMTS)
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 an assistant manager with backup personnel from their headquarter's office as required.

Area of Service: City of Laredo
Hours of Operation: Mon. thru Sat.: 5:15 am to 10:00 pm
Sunday: 7:25 am to 9:25 pm

Schedule: LMTS Operates 11 Routes
Most Routes - 30 Minutes
Some Routes - 60 Minutes Including all Sunday Routes

Ridership: 12 Mo. (1985) Regular: 3,053,034
Transfers: 324,308
Total Psngs.: 3,377,342

Clientele: General public, students, elderly, handicapped and contract services.

Special Services:
Elderly and handicapped
Services consist of fixed route wheelchair lift, reserved seating in front of coaches and reduced fare.

Fare Structure: Children under 5 years old - Free all periods system-wide.

Children 5-12 years old - \$0.25 all periods systemwide
Students: \$0.25 all periods systemwide
Adults: \$0.50 all periods systemwide
E&H: \$0.10 all periods systemwide

OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Laredo	18	\$3,377,342	854,384	\$1,285,095	\$2,202,574	72	(See Above)

Interface with Other Systems: LMTS serves the Laredo International Airport, Greyhound and Trailways Bus System.

VEHICLE INVENTORY

Vehicle Type/Size	UNDER 5 YRS.	5-9 YRS.	20+ YRS.	TOTAL	EQUIPPED FOR E & H
Regular Coach (Over 25 Psngr.)	12	14	1	27	16

El Metro provides a Fast Track Shuttle service from Laredo to the horse and dog race track in Nuevo Laredo, Mexico. This service operates only on race days, Wednesday through Sunday. Schedules and headways vary according to demand. Wednesdays and Thursdays, 2 trips before race time and 2 trips after race time; Fridays, 3 trips before and after on a 1-hour headway; Saturdays and Sundays schedules operate at 12:30 pm to 11:00 pm on a 1-hour headway and closing to a 30 minute headway on Saturdays before race time. Race track fares are \$3.00 one way and \$5.00 round trip. Present ridership is approximately 3,500 per month.

Brownsville Urban System (BUS)
700 South Iowa
Brownsville, Texas 78520
(512) 541-4881

BUS is owned, managed and operated by the City of Brownsville

Area of Service: City of Brownsville
Hours of Operation: Mon. thru Sat.: 6:00 am to 7:30 pm
Sunday: No Service

Routes: 9 Regular Routes
1 Contract Route - Amigoland Shopping Center
Schedule: 30 Minutes
60 Minutes - To Valley Community Hospital

Ridership: 1985 Annual Regular 1,826,353
Charter/Other 0
Total Psngrs. 1,826,353

Clientele: General Public, Students, Contract Services, Elderly and Handicapped

Special Services: Most drivers are trained to serve E&H passengers; three regular transit coaches are equipped with wheelchair lifts. The Amigoland Shopping Center service fee is paid by Amigoland Retailers Association, plus \$0.25 per passenger. A demand responsive service for the handicapped is provided on weekdays from 8:00 am to 5:00 pm. The fee is \$1.00 per individual which also allows that person to have one other person travel with him free. To be eligible, individual must be certified as frail or handicapped by city clinic, a physician or D.H.R.

Fare Structure: Children under 6 years old - Free
 Students: \$0.25 all periods systemwide
 Adults: \$0.50 all periods systemwide
 E&H: \$0.15 all periods systemwide
 No fare zones have been established and there is no transfer policy: Reduced fare ticket books available, 20 rides for \$8.40.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</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	16	1,826,353	918,593	\$853,090	\$1,932,010	77	(See Above)

Interface with Other Systems: BUS serves the Brownsville-South Padre Island International Airport. Their downtown terminal is within walking distance to Valley Transit Company and Trailways Bus System.

VEHICLE INVENTORY

<u>Vehicle Type/Size</u>	<u>UNDER 5 YRS.</u>	<u>5-9 YRS.</u>	<u>TOTAL</u>	<u>EQUIPPED FOR E&H</u>
Regular Coach (Over 25 Psngr.)	0	26	26	3
Minibus-14 Passenger	2	0	2	2
TOTAL VEHICLES	<u>2</u>	<u>26</u>	<u>28</u>	<u>5</u>

RURAL PUBLIC TRANSPORTATION SYSTEM

Grant Recipient
 The Lower Rio Grande Valley Development Council
 Texas Commerce Bank Bldg., Suite 207
 McAllen, Texas 78501
 Mr. Robert A. Chandler
 Executive Director

LRGVDC Rural Transportation Program

This system operates four scheduled fixed rural routes in Hidalgo and Cameron Counties. They operate from 8:00 AM to 5:00 PM, Monday through Friday. There is no cost to the passenger for this service.

Tropical Texas Center for Mental Health and Mental Retardation (Subcontractor) - The TTC for MH/MR provides transportation, this is client-specific, and as needed to assist clients and their families in obtaining appropriate services. The client and their transportation needs do not remain static or fixed, likewise scheduled routes cannot be fixed or rigid. Vans with a fifteen passenger capacity are utilized to transport clients to and from within communities.

Amigos Del Valle, Inc. (Subcontractor) - Amigos Del Valle, Inc. provides fixed route transportation to persons 60 years of age or older in seven (7) valley communities and surrounding area. The municipalities are Donna, Elsa, Mercedes, Weslaco, Santa Rosa, Raymondville and Rio Hondo. The vehicles provide fixed route transportation to and from the service center. Once at the center, the vehicles will provide transportation to grocery shopping, and for recreational purposes. The buses are available throughout the day for related group transportation. The service will also pick up non-elderly on the route and coordinate with other agencies in providing group or fixed route transportation when possible.

LRGVDC SECTION 18 PROGRAM DATA

<u>Provider</u>	<u>Number of Trips</u>	<u>Vehicle Miles</u>	<u>Cost</u>	<u>Cost Per Mile</u>	<u>Cost Per Av. Trip</u>
ADV.	72,817	69,830	82,527	\$1.18	\$1.13
TTC-MH/MR	69,039	262,090	235,114	0.90	3.42
LRGVDC *	<u>13,914</u>	<u>32,637</u>	<u>130,577</u>	<u>4.00</u>	<u>9.20</u>
Combined	155,770	364,557	448,218	1.23	2.83

*Operated 6 Months in FY 1985

Grant Recipient
 Community Action Council of South Texas
 504 East 2nd Street
 P. O. Drawer S
 Rio Grande City, Texas 78582
 Francisco G. Zarate, Executive Director

The area-wide rural public transportation system provides an improvement of transportation availability in Duval, Jim Hogg, Starr and Zapata Counties. Rural area routes feed into county seats. The county seats are linked to larger urban areas nearby. Services are open to the public in need of public transportation.

The transit system operates on a "reserve-a-seat" concept, assisting passengers on a first-call, first served basis. Riders requesting transportation are picked up at their homes and conveyed to public collecting points; i.e. bus stops, medical facilities, post offices, employment sites, public assistance offices, etc.

Services are available to the general public in all areas of operation. Persons desiring transportation over routes served by commercial common carriers, however, are taken to the nearest public bus stop operated by those companies. To maintain the rural nature of the proposed system, upon reaching urban city limits, vehicles are "closed door", so that only those passengers brought from rural areas are transported.

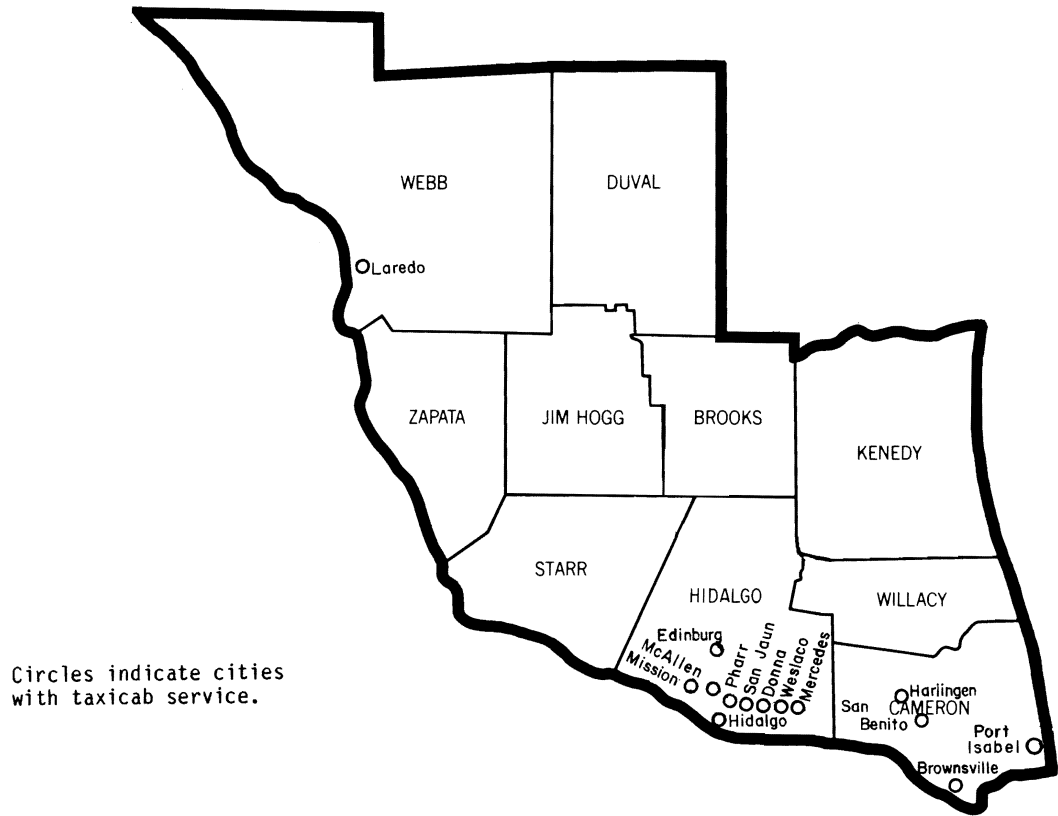
VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS.</u>	<u>5-9 YRS.</u>	<u>9 YRS.</u>	<u>TOTAL</u>	<u>EQUIPPED FOR E&H</u>
Vans Up to 15 Passenger	5	9	4	18	1
School Bus (24-48)	1			1	

CACofST SECTION 18 PROGRAM DATA
 (6 Months - January thru June 1986)

<u>PROVIDER</u>	<u>NUMBER OF TRIPS</u>	<u>VEHICLE MILES</u>	<u>COST</u>	<u>COST PER MILE</u>	<u>COST PER AV. TRIP</u>
CACofST	14,756	129,601	\$205,990	\$1.59	\$13.95

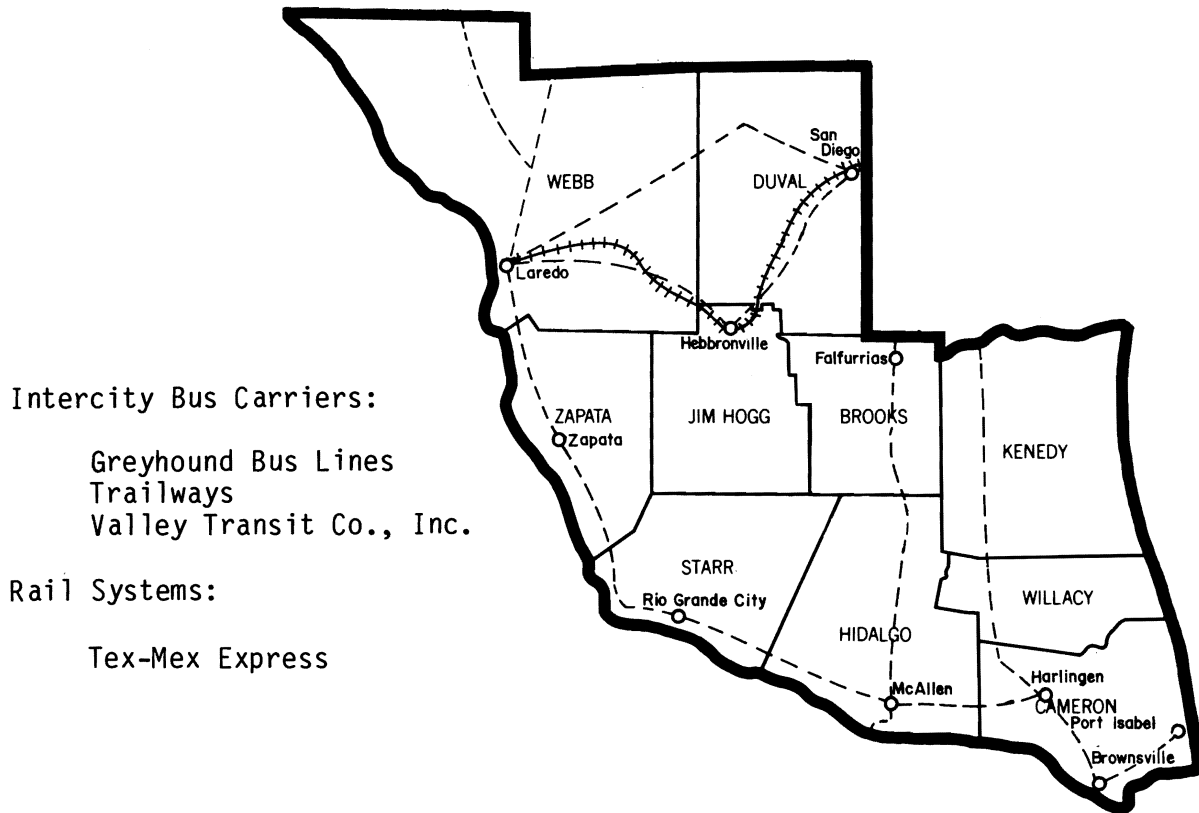
2. Paratransit Systems



TAXICAB INVENTORY

	<u>COMPANIES</u>	<u>VEHICLES</u>	<u>EQUIPPED VEHICLES (HANDICAPPED)</u>	<u>BASE FARE</u>
Brownsville	17	79	0	2.50
Mission	5	10	0	2.00
McAllen	18	49	0	1.50
Pharr	3	6	0	2.00
San Juan	2	2	0	1.25
Edinburg	4	7	0	2.00
Hidalgo	9	19	0	None
Donna	1	1	0	1.25
Weslaco	3	7	0	1.50
Mercedes	2	3	0	1.50
Harlingen	3	9	0	1.50
San Benito	1	1	0	20¢/1/6Mi
Port Isabel	3	3	0	1.50
Laredo	21	79	0	1.75
Total	<u>92</u>	<u>275</u>	<u>0</u>	

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Valley Transit Co., Inc.

Rail Systems:

Tex-Mex Express

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 21 BY 1991

Population of 980,000 is forecast for the 10 county area by 1991 of which about 82% will live in the urban area. It is safe to assume population in Mexico cities, adjacent to the urbanized areas on the Rio Grande will be in excess of 1,000,000. District 21 has 44 incorporated cities of which 13 are located in urbanized areas. Three counties, Hidalgo, Cameron, and Willacy rank second, third and sixth in population growth rate in Texas. Only Brownsville and Laredo are served by intracity public transit. It is not anticipated that 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.

Winter tourists temporarily increase the area's population each year and this is expected to increase. The private automobile is anticipated to continue to be the primary mode of transportation.

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 the Valley and the Laredo area from the North. This is an economic move for both permanent and temporary residences.

PUBLIC TRANSIT RIDERSHIP FORECAST

Transit System	Monthly Average					Projected
	1981	1982	1983	1984	1985	1989
LMTS	295,852	264,429	262,926	279,578	281,445	290,000
BUS	151,720	146,891	131,762	142,212	152,196	165,000

LMTS - Implement a downtown shuttle service using trolley-like vehicles. The service will be designed to link River Drive Mall parking lot, downtown facilities, motels, commercial areas and tourist facilities.

Implementation of a bus stop sign improvement program. It is recommended that bus stop signs be located throughout the system at desirable spacings. This program would be implemented along with a firm policy to regulate the stopping of buses only at designated stops.

Implement additional passenger shelters. High passenger boarding locations were identified through detailed analysis of passenger boarding data. Sixteen of the locations were recommended for implementation of bus stop shelters.

Capital improvement needs are identified with cost estimates. These items included the acquisition of replacement coaches, supervisory and service vehicles, bus stop signs, passenger shelters, and maintenance facility improvements.

BUTS - The Brownsville Urban System is having problems with existing bus engines. They plan to replace 24 engines during FY 1987. No other capital improvements are anticipated. They also expect to sell several of their coaches that are not being used.

TABLE II
RECOMMENDED PUBLIC TRANSPORTATION PLAN OF PROJECTS - 1991

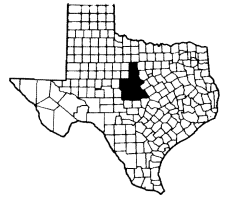
<u>EQUIPMENT DESCRIPTION</u>	1987		1989	
	<u>LMTS</u>	<u>BUS</u>	<u>LMTS</u>	<u>BUS</u>
3 Trolley-Like Vehicles	\$ 87,000			---
(1) 14-26 Psngr. Coaches			\$1,890,000	
1 Service Vehicle	11,000			
8 Bus Shelters	24,000			
300 Bus Stop/Signs	1,000			
TOTAL	\$123,000		\$1,890,000	---

(1) 8 coaches to be equipped for handicapped
1987-BUS will install 24 replacement engines.

TABLE III
ESTIMATED PROJECT COSTS TO ALL AGENCIES 1987-1991
(ASSUMING PRESENT METHOD OF FIANNING CONTINUES)

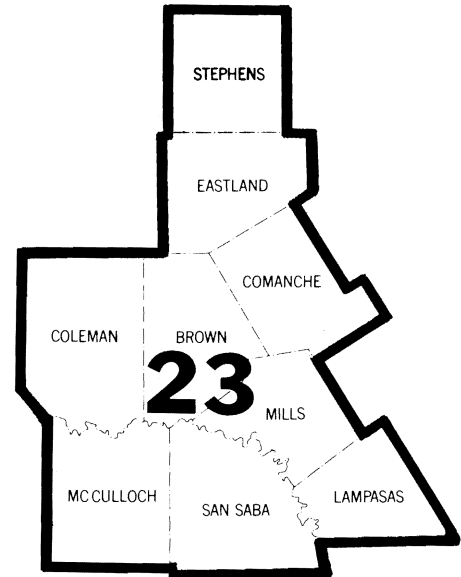
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$1,610,400	\$261,690	\$140,910	-0-	\$2,013,000

DISTRICT 23
1986 PUBLIC AND MASS TRANSPORTATION PLAN



District 23 of the State Department of Highways and Public Transportation is located in central Texas and consists of nine counties, Brown, Coleman, Comanche, Eastland, Lampasas, Mills, McCulloch, San Saba and Stephens.

The District is comprised of predominantly rural counties with a total population of 116,940. 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 13.5 persons per square mile.



There are approximately 2,500 miles of roads on the highway system, and 5,693 miles of county roads in the District. There are no municipal transit systems, but four major intercity bus carriers and two taxicab systems operate in the District. Ridership is limited because of high cost and low demand.

Regional Councils of Governments involved in District 23 are the Central Texas Council of Governments, located in Belton; West Central Texas Council of Governments, located in Abilene; and, Concho Valley Council of Governments, located in San Angelo. There are no Standard Metropolitan Statistical Areas in the District.

PUBLIC TRANSPORTATION IMPROVEMENTS AND
EXPENDITURES 1984-1986

Approximately \$1,474,936 in public transportation improvements have been implemented by District 23 in the last two years. Two Section 18 applications for \$1,433,124 have been approved and are in full operation. Three Section 16b(2) projects were approved for three 12 passenger vans in the amount of \$41,812. These applications are primarily for replacement vehicles for organizations providing assistance for poor, handicapped and elderly.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-1986

JURISDICTION PROJECT NO.	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST		
			FEDERAL	LOCAL	TOTAL
Hill Country Community Action Association RPT-0002(023)	05-84	Section 18 Five 12-Passenger Vans and 2 Raised Roof Handicapped Vans	\$463,800	\$247,800	\$711,600
Hill Country Community Action Association RPT-0003(023)	08-85	Section 18 Four 15-Passenger Vans and One 28- Passenger Bus	469,213	252,311	721,524
American Assn. Of Retired Persons	09-84	Section 16b(2) One 12-Passenger Van	10,624	2,656	13,280
American Assn. Of Retired Persons	07-85	Section 16b(2) One 12-Passenger Van	11,760	2,940	14,700
May Sr. Citizens	09-84	Section 16b(2) One 12-Passenger Van	11,066	2,766	13,832

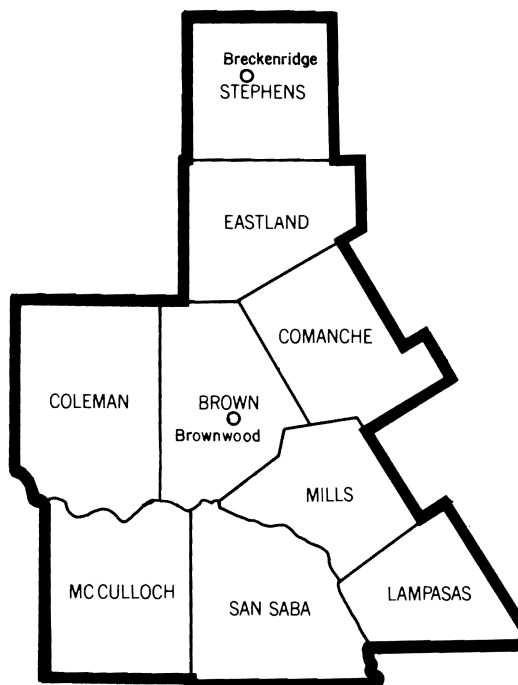
PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 23 - 1986

1. Municipal Transit Systems

There are no municipal transit systems located in District 23.

2. Paratransit Systems

Circles indicate cities
with taxicab service.



2A. TAXICAB SYSTEMS

	<u>Vehicles</u>	<u>Company</u>	<u>Miles/Month</u>	<u>Fare Structure</u>
Brownwood	3	1	2,400	\$1.75/1st Mile \$1.00/Each Mile After
Breckenridge	1	1	750	\$2.50 per trip (One-Way)

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>Agencies in Dist.</u>	<u>No. of Vehicles</u>	<u>Miles/Month</u>	<u>One-Way Pass. Trips</u>	<u>Potential Passengers</u>	<u>Monthly Expenses</u>
11	59	46,361	21,202	35,000 (Est. Only)	\$77,266

2C. OTHER PARATRANSIT SYSTEMS

	<u>No. of Vehicles</u>	<u>Miles/Month</u>	<u>Monthly Expenses</u>
Santa Fe Limo Service	3	8,133	\$12,883
Jerry & Charlotte Rogers	Private school bus in Lampasas. Passenger trips are extremely variable from month to month.		

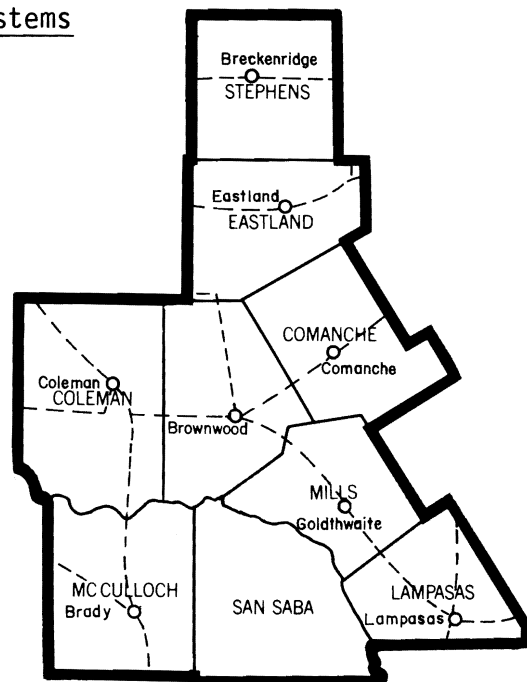
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
Arrow Trailways
Kerrville Bus Company, Inc.
Sunset Stage, Inc.

Rail Systems:

No Service



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN DISTRICT 23 BY 1991

District 23's population has increased according to the 1980 Census with Brown County, Lampasas County and Stephens County showing the greatest change of 27.7%, 28.8% and 18.0%, respectively. Approximately 35,000 people will be eligible for some type of human service transportation by the year 1991. Human service agencies report a need to accommodate ever growing numbers of these individuals, with the largest group being the elderly. The crucial issue facing these agencies will always be the availability of operating funds.

The District is sparsely populated except for the Brownwood and Lampasas areas. Because of the low population in the rural areas and the many miles separating the trade areas, the automobile will continue to be the primary mode of transportation for many years.

Only human service organizations have shown any interest in providing public transportation as assistance is available from federal, state and local funds. Private business and local governments are not eligible for these monies and cannot compete with these organizations.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1991

The primary objective of the District 23 public and mass transportation plan is to replace the vehicles in an already well established program of social service organizations providing public transportation with Section 18 and Section 16b(2) monies.

TABLE II

RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS - FY 1987-91

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>DATE</u>	<u>COST</u>
Hill Country Community Action Assn. (Sect. 18)	Capital, Operating, and Administrative Assistance	FY 1987-1991	\$3,583,000
Human Services Section 16b(2)	Capital Assistance (Replacement Vehicles)	FY 1987-1991	\$ 45,000
		TOTAL	\$3,628,000

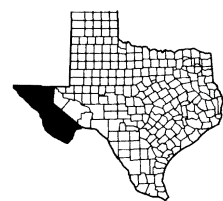
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-91
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

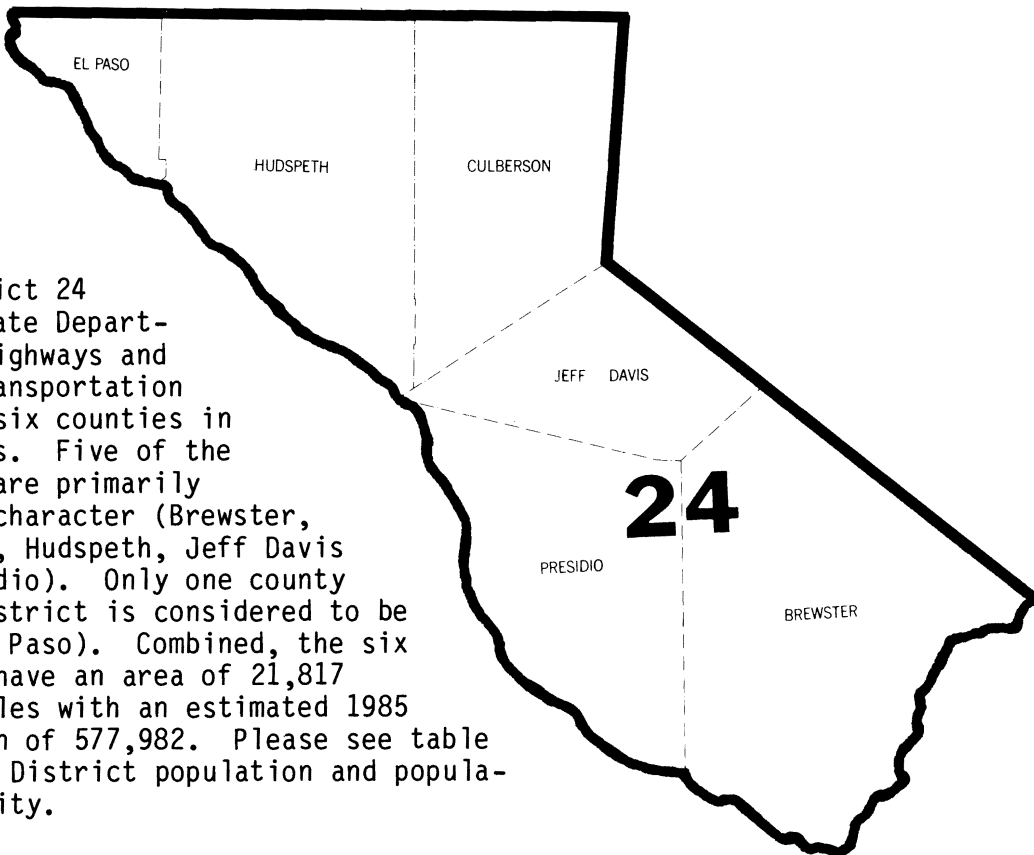
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE</u>	<u>TOTAL</u>
\$2,342,900	\$-0-	\$1,285,100	\$ -0-	\$3,628,000

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DISTRICT 24
1986 PUBLIC AND MASS TRANSPORTATION PLAN



District 24 of the State Department of Highways and Public Transportation includes six counties in West Texas. Five of the counties are primarily rural in character (Brewster, Culberson, Hudspeth, Jeff Davis and Presidio). Only one county in the District is considered to be urban (El Paso). Combined, the six counties have an area of 21,817 square miles with an estimated 1985 population of 577,982. Please see table below for District population and population density.

<u>COUNTY</u>	<u>SQUARE MILES</u>	<u>POPULATION (1985*)</u>	<u>POPULATION DENSITY</u>
Brewster	6,204	8,021	1.29
Culberson	3,851	3,446	.89
Hudspeth	4,554	2,665	.58
Jeff Davis	2,259	1,732	.76
Presidio	3,892	5,350	1.37
El Paso	<u>1,057</u>	<u>556,768</u>	<u>527.00</u>
TOTALS	21,817	577,982	26.49

*El Paso County only, all others are 1984

Geographically the District is made up of the highest mountains in Texas (Culberson County) and the largest Texas county (Brewster). Terrain ranges from plateaus, basins, scenic valleys and desert to rugged mountains. Probably the most notable geographic feature of the District is the distance between population centers.

The majority of transportation needs in the District are met by private vehicles although regular route intercity passenger carriers are available. Special transportation needs (elderly, physically and mentally handicapped, mobility impaired and low income) are met to some extent in El Paso and in some rural communities by local public and private agencies. The aging population is increasing in West Texas as retirees are attached to the area. Changes at the State level in the treatment of the mentally retarded will increase the number of patients being returned to their home communities for treatment. These two trends alone will increase the demand and need for special transportation services District-wide and will likely require greater financial assistance from the State.

The City of El Paso accounts for approximately 85 percent of the County's population. It is also a fast growing community. Intensive development and a growing population are somewhat constrained by the slower expansion of the road and street systems. There are several projects currently underway and in planning stages which should improve mobility within the El Paso community.

The District has two Section 18 Rural Transportation programs. The Big Bend Community Action Committee, Inc. sponsors Big Bend Transit, a system which operates six vans over a three-county area (over 20,000 square miles) covering Jeff Davis, Brewster and Presidio counties. La Incorporacion Del Valle Alto (LIVA), in El Paso's Upper Valley,, is operating with two borrowed vans. These two systems provide transportation service to the general public, but the majority of the riders are elderly, low-income and handicapped.

Public transit ridership in El Paso includes a high percentage of transit dependent users due to low incomes and low auto ownership. Ridership characteristics indicate that riders are 66.3 percent female; 35.2 percent are between the ages of 25 and 44 and 74.3 percent are Hispanic. Travel to work accounted for 44.7 percent of the trips made on public transit in El Paso in 1985 (National Transit Services, Inc., August 1985). The demand for special transit service for the handicapped exceeds the current capacity of the HandySCAT system.

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1984-1986

New Projects Since the 1984 Master Plan

Table I displays the public transportation projects approved or expected to be approved during this reporting period for the District. A cost breakdown is provided by funding source for each project.

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS FY 1984-FY 1986
DISTRICT 24

JURISDICTION (PROJECT NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of El Paso (TX-90-0008-01)	Amended 1-10-85	Procurement of: 1) 160 mylar rolls for destination signs, including parts 2) radio communication system for demand responsive system 3) 25 concrete bus stop pads 4) 250 bus stop map and schedule displays 5) resurface maintenance garage floor 6) microcomputer hardware and software 7) pickup for maintenance road calls 8) portable air compressor with tank 9) large scrubber for maintenance garage floor	\$348,097	\$56,566	\$30,459	\$435,122
City of El Paso (TX-05-0119)	4-18-85	Procurement of: 1) 4 radios 2) 3 supervisory sedans 3) 2 20-ton jacks 4) bus cleaner 5) wheel balancer 6) 500 bus stop signs 7) administrative allocation and contingencies 8) construction of 2nd floor parts room	\$ 92,000	\$14,440	\$ 8,560	\$115,000
Big Bend Community Action Committee, Inc. (TX-18-X001)	6-20-84	Capital, administrative and operating assistance for rural public transportation program	\$176,299	-	\$107,118	\$283,417
El Paso Center for MHMR Services El Paso, TX (New Vistas) (Life Management Center) (TX-16-0020)	10-2-84	Procurement of three vehicles to serve elderly and handicapped persons	\$ 47,040	-	\$ 11,760	\$ 58,800
Lutheran Community Services El Paso, TX (TX-16-0021)	2-12-85	Procurement of two paratransit buses to serve elderly and handicapped persons	\$ 58,800	-	\$ 14,700	\$ 73,500
La Incorporacion Del Valle Alto (LIVA, Inc.) El Paso, TX (TX-18-0002)	5-30-85	Capital, administrative and operating assistance for rural public transportation program	\$329,426	-	\$188,857	\$518,283

The two projects approved for the City of El Paso during this period include TX-90-0008-01 which was amended to increase the total amount by \$43,022 and TX-05-0119, a new project totalling \$115,000.

Two rural public transportation grants were approved since the 1984 Master Plan was submitted (TX-18-0001 and TX-18-0002). These projects are financed with federal funds (Section 18) and local match. Combined, the Federal funding for these two projects amounts to \$481,725.

Two approvals were granted to enable private-non profit organizations to purchase vehicles to transport elderly and handicapped clients (TX-16-0020 and TX-16-0021). These projects are also financed with Section 16b(2) Federal funds and local match. The Federal share (80%) of these two projects amounts to \$78,554.31. Two applications are pending and should be approved before the end of this fiscal year.

Expenditures on Approved Projects

During the last two years the City of El Paso Public Transit Administration spent \$287,049.35 for bus related equipment under project TX-90-0008-01. This amount represents two-thirds of the total project which is scheduled to be completed this fiscal year. There have been no expenditures on Project TX-05-0119.

During the same period, \$78,554.31 was billed under Section 16b(2) to purchase vehicles for the elderly and handicapped.

The two Section 18 contractors in the District submitted billings totalling \$180,414.88 in the same two year period for the provision of rural public transportation services.

PUBLIC AND MASS TRANSPORTATION IN DISTRICT - 1986

1. Municipal Transit Systems

Public Transit Administration
700-A San Francisco
El Paso, Texas 79901
(915) 533-1220

The Public Transit Administration, a department of the City of El Paso, operates Sun City Area Transit (SCAT). Regularly scheduled fixed-route service is provided on thirty-four (34) regular routes. SCAT also provides special services including two (2) express/park and ride routes; charter services; and 4 bus pool routes. The system currently operates 141 transit vehicles, 45 are equipped with wheelchair lifts.

Regular route weekday service is provided from 4:45 a.m.-9:48 p.m.; Saturday service operates from 4:50 a.m.-10:00 p.m.; Sunday service is provided from 6:10 a.m.-9:20 p.m. Adult bus fares are 50¢ for regular and buspool service and \$1.00 for express/park and ride service. Discount fares are provided for children up to twelve and students (25¢). Elderly and handicapped fares are 15¢. Transfers are restricted to certain locations. The transfer charge is 20¢, with a reduced transfer charge of 10¢ for the elderly and handicapped. The peak hour is served by 82 buses with a total fleet of 141 vehicles.

Special demand-responsive door-to-door service is provided for the elderly and handicapped unable to use regular fixed-route service. HandySCAT operates 15 lift-equipped minibuses Monday through Friday from 6:30 a.m. to 8:00 p.m., Saturdays 10:30 a.m. to 8:00 p.m. and Sundays from 8:30 a.m. to 5:00 p.m. 24-hour advance notice is required, although service demands sometimes require appointments to be made as much as six weeks in advance. A local taxicab company provides additional service to disabled persons not requiring wheelchairs. HandySCAT fares are 50¢ per one-way trip with a HandySCAT identification card. Peak hour service is provided by 12 vehicles.

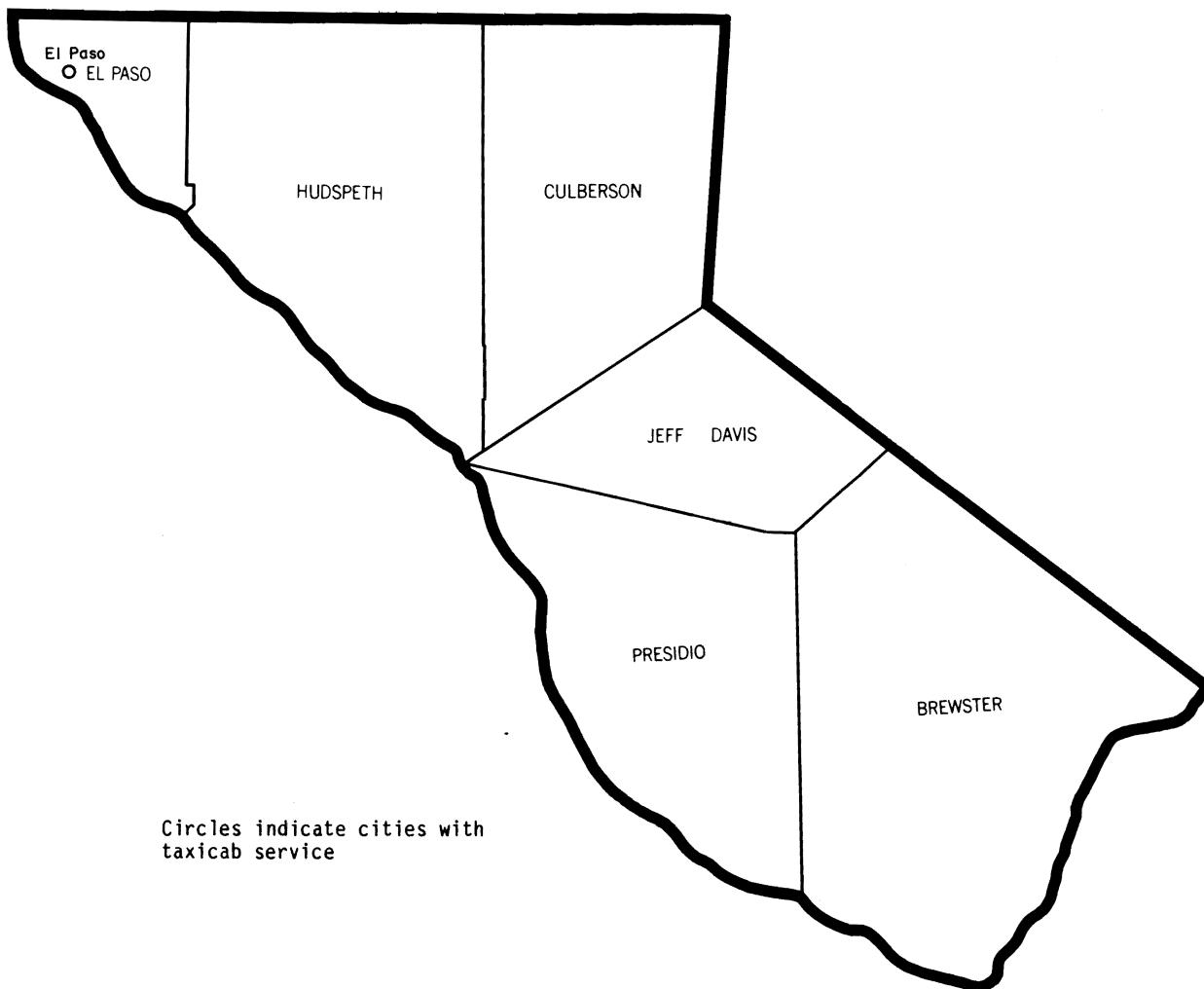
OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</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	92	9,683,832	4,343,462	\$4,072,492	\$9,618,332	317	\$.15-\$1.00

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 pass.)	-	15	-	-	-	15	15
Regular Transit Coach (over 25 pass.)	-	114	12	-	-	<u>126</u>	<u>30</u>
TOTAL VEHICLES						141	45

2. Paratransit Systems



2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES OPERATED</u>	<u>NUMBER EQUIPPED FOR HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB*</u>
El Paso	4	192	5**	***	***	2,900

Fare Structure: 90¢ for the first 1/5 mile; 20¢ for each 1/5 mile thereafter; 20¢ per minute waiting time. 50¢ each additional passenger and 50¢ per piece of luggage over two pieces. \$2.50 flat fee to cross the border.

*Based on a population of 556,768

**Based on the one survey returned

***Three of the companies in telephone interviews said that they do not maintain this information although the individual drivers must maintain mileage logs.

Since the 1984 Master Plan was prepared, one taxicab company lost its franchise certification because they were not carrying liability insurance.

2B. HUMAN SERVICE TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES*</u>	<u>NUMBER OF VEHICLES EQUIPPED FOR HANDICAPPED</u>	<u>VEH. MILES PER MONTH*</u>	<u>ONE-WAY PASS. TRIPS PER MONTH*</u>	<u>POTENTIALLY ELIGIBLE PASSENGERS**</u>	<u>EXPENSE PER MONTH***</u>
Dist. 24	23	113	8	106,998	29,030	120,887	\$28,378.77

*Eight surveys were not returned. The agencies provided their information through telephone interviews.

**Not all respondents were able to answer this question.

***Based on 13 surveys completing this section.

2C. OTHER PARATRANSIT SYSTEMS

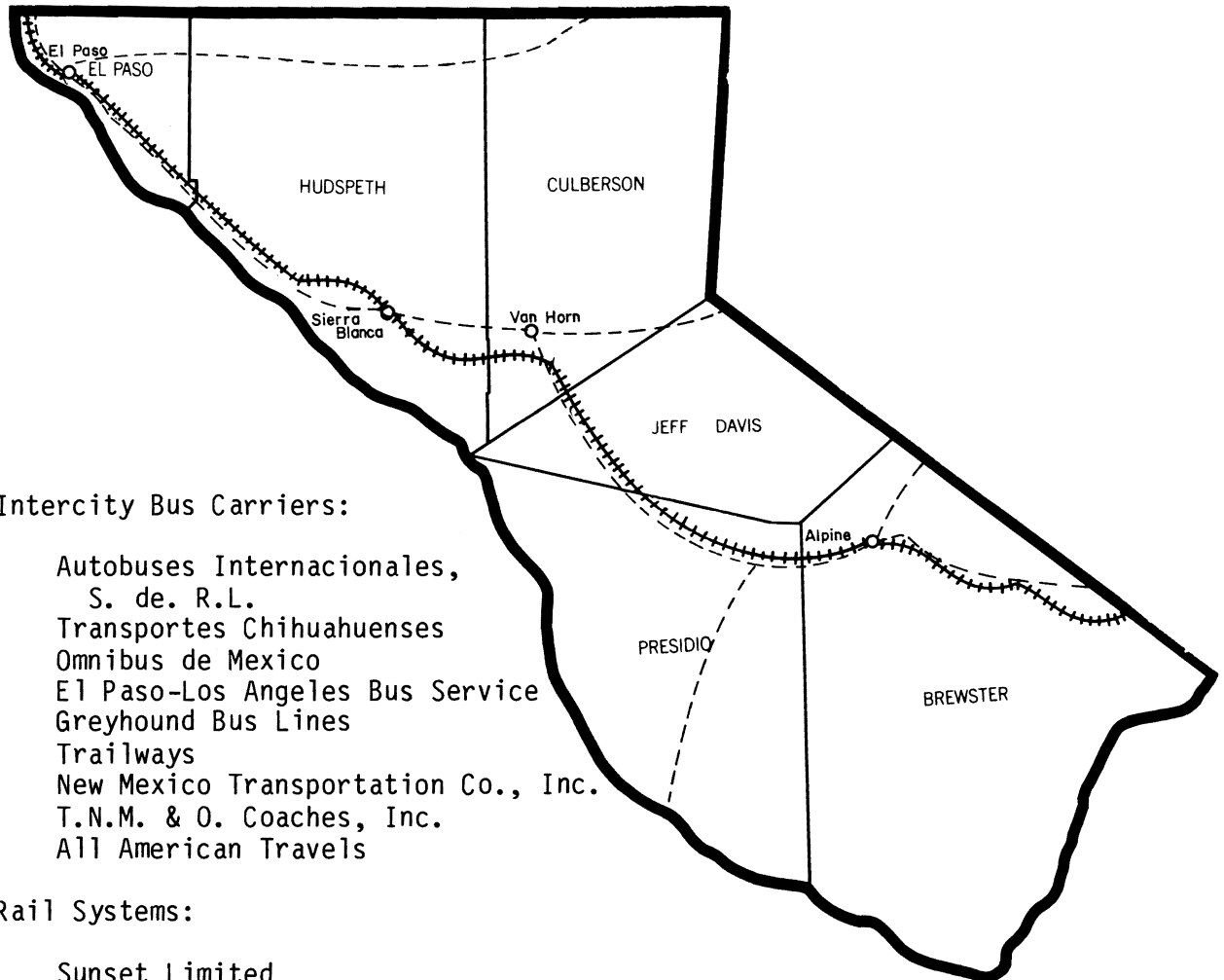
Two paratransit services contacted no longer provide transportation services. The third service is a military park and ride service which transports military and civilian employees from El Paso to White Sands Missile Range, New Mexico.

PARK AND POOL/RIDE SITES

<u>Location (Street, City, County)</u>	<u>Estimated Percent Usage as of May, 1986</u>
Album and Zanzibar El Paso City and County	30
Joe Herrera and Raymond Telles El Paso City and County	20
Rushing and Fairbanks El Paso City and County	10
Lee Trevino and Montwood El Paso City and County	10
Diana near Dyer El Paso City and County	80
McRae and IH 10 El Paso City and County	45

Source: Public Transit Administration
White Sands Missile Range

3. Intercity Bus and Passenger Rail System



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS
IN THE DISTRICT BY 1991

Population Growth Forecast

The District population is expected to reach 652,805 by 1990, 795,372 by 2000 and 931,044 by 2010. These numbers represent increases in population of 30.5 percent, 59.0 percent and 86.0 percent over the 1980 District Census population of 500,350. The increases are expected to occur largely in the El Paso metropolitan area rather than in the rural counties of the District. See Population Growth Forecast Chart below:

POPULATION GROWTH FORECAST CHART*

<u>County</u>	<u>1990 (est.)</u>	<u>2000 (est.)</u>	<u>2010 (est.)</u>
Brewster	7,181	7,158	7,448
Culberson	3,264	3,181	2,793
Hudspeth	3,264	3,977	4,655
Jeff Davis	1,958	2,386	2,793
Presidio	7,833	8,749	10,241
El Paso	629,305	769,921	903,114
West Texas Region (District 24)	652,805	795,372	931,044

*Projected ratios based on regional population figures.

The population projections indicate that two of the rural counties will experience population declines over the 1980 Census figures (Brewster and Culberson counties). The three remaining rural counties (Hudspeth, Jeff Davis and Presidio) should experience significant population increases. While the State system roads should be adequate to handle the projected increases, rural public transit will most likely be inadequate for the needs and demands of the rural residents as well as the special needs of the elderly and handicapped.

It is important to note that the elderly population in the District is growing 2-3 percent faster than the State rate of 3 percent. A study conducted in 1985 by the West Texas Council of Government's Area Agency on Aging revealed that in the rural area of El Paso County the first priority of social service agencies and the elderly is transportation. In public hearings conducted in the District the two major concerns of the elderly and service providers over the past five years have been transportation and nutrition.

Land Use Development Plans

The primary land use in the District's rural counties is ranching. It is anticipated that there will be an increase in recreational land uses if fuel prices remain relatively low. Increases in commercial land uses are also expected as a result of the new International Bridge in Presidio County. While the amount of land in irrigated agricultural use is expected to decrease, the rural counties have formed a cooperative which is marketing their agricultural products in neighboring states.

Residential and commercial land uses are continuing to grow significantly within El Paso County. The smaller communities east of El Paso city limits are experiencing a growth in illegal subdivisions which are not served by public utilities or properly designed streets. Commercial growth is expanding into areas not serviced by public transit. Office space development is occurring in the downtown area as well as on the "fringes" of current city boundaries. The amounts of residential and commercial development occurring on the city's east, northeast and northwest areas will seriously impact the street and highway facilities. With adequate funding, public transit could assume a greater role in providing service in these areas.

The City's new Department of Economic and Employment Development (DEED) has launched an aggressive campaign to encourage major companies to relocate in the City. The approach requires a partnership of City, County and State resources to provide the infrastructure necessary to entice companies to our area.

While construction of industrial facilities and warehouses has continued, some major manufacturing and electronics firms have experienced lay-offs and this trend is expected to continue as more manufacturing elements are moved "off-shore" to foreign countries.

Public Transit Ridership Forecast

In El Paso, the Public Transit Administration projects that ridership will increase from 9.2 million passengers in 1980 to 9.7 million in 1990. HandySCAT ridership is projected to increase from 43,000 in 1980 to 79,068 in 1990. These estimates reflect anticipated increases without a transit authority. If a transit authority is approved by voters, the SCAT projections increase to 14.9 million passengers while HandySCAT passengers will increase to 126,785. A new transit authority board was appointed in December 1985 but they have not set a date for the referendum.

IMPROVEMENT NEEDS IDENTIFIED IN EXISTING AND PROPOSED 3C PLANS, TIP, TSME AND TDP

The need for increased service has been identified for the currently developing fringes of El Paso. Neighborhood circulator systems have been proposed along with some satellite terminals. Some outlying commercial and

industrial areas are served by a multi-worksite buspool that was developed under a federal-aid demonstration project, but more service is needed. The City of El Paso is increasingly emphasizing ridesharing to relieve traffic congestion especially during the four-stage project underway to widen Interstate 10 on the east side of El Paso.

A five year service plan was developed for the proposed Rapid Transit Authority in August 1985. The service plan addressed many of the proposals made for increased service in the neighborhoods and the County. The existing fare schedule of 50¢ adult fares was maintained under this service plan. Special needs were included in the service plan by recommending improved accessibility for the disabled and an expansion of the demand-responsive service.

Although the El Paso Long Range Transit Plan, the El Paso Rapid Transit Authority Five Year Service Plan and the current TIP all call for additional facilities, the Public Transit Administration does not anticipate being able to develop a downtown transit mall or four satellite terminals in the next five years. The need for some of these projects is questionable, and they are probably not feasible because of a lack of funding.

The improved quality control in the fleet maintenance program discussed in the 1984 Master Plan was implemented. A comprehensive marketing plan for public transportation was not developed and is still needed, but is not anticipated. Public Transit will be developing new route maps with the assistance of a consultant.

Transportation services, both public and private throughout the District, will require additional support. Public Transit has already reduced scheduled service and further cuts are anticipated. A number of private agencies expressed concern over the advancing age of their vehicles and an inability to purchase replacement equipment, especially if they must provide the services that Public Transit is forced to cut.

Improvement Needs by Category of Provider

The Public Transit Administration has no plans to purchase or construct additional facilities at this time. Capital acquisition will also be limited to the following during this period:

FY 1987	1	Service Vehicle
	4	Support Vehicles
	100	Bus Stop Signs
FY 1988	5	Support Vehicles
	50	Bus Stop Signs
	155	Radios
FY 1989	2	Service Vehicles
	2	Support Vehicles
	15	Bus Shelters
	50	Bus Stop Signs

FY 1990	84	Regular Transit Coaches
	50	Bus Stop Signs
FY 1991	20	Demand-Responsive Vehicles
	15	Bus Shelters
	50	Bus Stop Signs

The four taxicab companies have indicated that they will probably not expand their fleets due to low profits and too many vehicles already available for the population.

Paratransit services will have to provide more service to the elderly and handicapped, particularly in El Paso if the Public Transit Administration is forced to make further service reductions. Most private providers are concerned with vehicle replacement costs and maintaining their current operating budget. In FY 1987-1991 we estimate that 15 minibuses or vans will be needed by human service organizations in District 24.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1991

Although new service was initiated by Public Transit during this reporting period, many of the service improvements have been downgraded as a result of subsequent service cuts. The buspool demonstration project, providing special routes for local manufacturing and commercial businesses, has continued despite lay-offs in several of the participating companies. Buspool routes are carefully monitored and adjusted to meet the needs of the companies and the employees. The peak hour requirement for regular transit coaches increased by nine (9) buses, from 73 in 1982 to 82 in 1985. The number of HandySCAT buses in service during the peak hour has not changed. An accessible regular service route was initiated in 1985 to serve the Veteran Administration, Social Security Office and local medical facilities.

Projections for increased ridership are relatively low based on the current funding situation. If a stable funding source such as a transit authority existed, ridership is predicted to increase significantly. A second transit authority referendum was held in November 1985 and was defeated by a slim margin. A new authority board was appointed in December 1985; they may call for an election in the fall of 1986 or the spring of 1987.

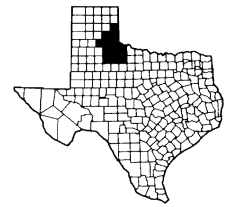
A number of activities in the TIP will not be carried out by Public Transit in the near future. It is unlikely that the satellite terminals, downtown transit mall and vehicle fleet purchases will occur. This is due to limited funds, questionable need and UMTA fleet replacement requirements.

TABLE II
RECOMMENDED TRANSPORTATION IMPROVEMENT
PROJECTS FY 1987-FY 1991

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of El Paso	Purchase 1 Service Vehicle	FY 1987	\$ 10,000
"	Purchase 4 Support Vehicles	FY 1987	42,000
"	Purchase 100 Bus Stop Signs	FY 1987	3,000
"	Purchase 5 Support Vehicles	FY 1988	54,000
"	Purchase 50 Bus Stop Signs	FY 1988	1,000
"	Purchase 155 Radios	FY 1988	968,000
"	Purchase 2 Service Vehicles	FY 1989	23,000
"	Purchase 2 Support Vehicles	FY 1989	23,000
"	Purchase 15 Bus Pass. Shelters	FY 1989	71,000
"	Purchase 50 Bus Stop Signs	FY 1989	1,000
"	Purchase 84 Regular Transit Coaches	FY 1990	16,214,000
"	Purchase 50 Bus Stop Signs	FY 1990	1,000
"	Purchase 20 Demand-Responsive Vehicles	FY 1991	1,217,000
"	Purchase 15 Bus Pass. Shelters	FY 1991	77,000
"	Purchase 50 Bus Stop Signs	FY 1991	<u>2,000</u>
		SUBTOTAL	18,707,000
Human Service Organizations	Purchase 15 Minibuses or Vans	FY 1987-1991	<u>300,000</u>
		TOTAL	\$19,007,000

TABLE III
ESTIMATED PROJECT COST TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

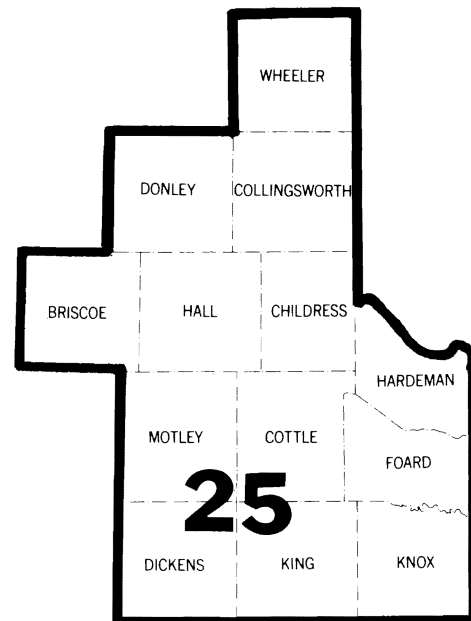
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$15,205,600	\$2,431,910	\$1,309,490	\$60,000	\$19,007,000



DISTRICT 25.
1986 PUBLIC AND MASS TRANSPORTATION PLAN

District 25 of the State Department of Highways and Public Transportation, located in the southeast corner of the Texas Panhandle, consists of thirteen counties, Briscoe, Childress, Collingsworth, Cottle, Dickens, Donley, Foard, Hall, Hardeman, King, Knox, Motley, and Wheeler.

Predominant rural counties encompass an area of 11,140 square miles and, according to the 1980 U. S. Bureau of Census, contains a population of 53,699. There are twenty-seven incorporated cities in the District with only one, Childress, classified as an urban area of 5000 or more population. Population density ranges from 0.5 in King County to 10 people per square mile in Childress County.



Within the District there are 2,421 miles of roadway comprising the highway system. Interstate transportation is provided by 4 bus lines. With the existing modes, and automobiles 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 counties are sparsely populated, no major changes in public transportation are anticipated in the District during the next five years.

PUBLIC TRANSPORTATION IMPROVEMENTS
AND EXPENDITURES FY 1984-1986

Approximately \$405,090 in public transportation improvements have been implemented within the last year. One Section 16b(2) project was approved for one 15-passenger van in the amount of \$14,600 and one Section 16b(2) project is pending for a 10-16 passenger van at an estimate of \$16,800. The Section 18 project is in full operation with a budget of \$373,690 and includes the addition of 4 vehicles to its fleet. Whether initial or additional, these vehicles are primarily for poor, handicapped and elderly.

TABLE I
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1984-1986

APPLICANT	CONTRACT DATE	GRANT SOURCE AND DESCRIPTION	COST		
			FEDERAL	LOCAL	TOTAL
EOAC RPT-0001(025)	2-4-86	Section 18 1-12 Passenger Handicap access van, 2 mini-vans	\$238,325	\$135,365	\$373,690
Donley Co. Sr. Citizens TX-16-0022	8-15-85	Section 16b(2) 1 15-Pass. van	\$ 11,680	\$ 2,920	\$ 14,600
Hedley Sr. Citizens TX-16-0023	6-16-86	1 10-16 Pass. Van	\$ 13,440	\$ 3,360	\$ 16,800
		TOTAL	\$263,445	\$141,645	\$405,090

PUBLIC AND MASS TRANSPORTATION IN
DISTRICT 25 - 1986

1. Bus Transit

There are no Municipal Transit Systems in District 25.

2. Paratransit Systems

2A. Taxicab Systems

There is no taxicab service in District 25.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 25	11	12**	4	4,628*	3,284*	7,231*	\$1,734

* Partial Data

** Several Agencies do not utilize own equipment

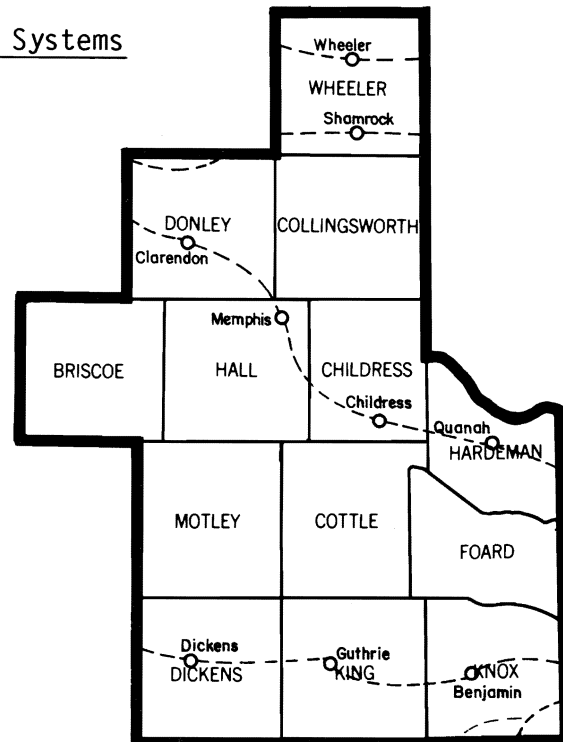
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Lines
Trailways
T.N.M. & O. Coaches, Inc.
Oklahoma Transportation Co.

Rail Systems:

No Service



4. Park & Ride

There are no Park & Ride areas or facilities in District 25.

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 25 BY 1991

The total population in 1991 is expected to decrease by approximately one and a half percent bringing the population to 52,900 persons. 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 published land use development plans within the District with the exception of Childress in Childress County. These plans are converting the previously cultivated land into a retail shopping area. This development is not expected to create a need for any transit system. For the most part, development in all municipalities has been predominately single family dwellings, and is expected to continue into 1991.

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, although recent contractors of the UMTA Section 16b(2) grant program are beginning to relieve the burden of insufficient public transportation.

Approximately 11,500 people in the District will be eligible for some type of Human Service transportation by 1991 and not all of this

group would use public transportation even if it were provided. Currently, there are at least 15 vans operating in nine of the thirteen counties for the purpose of supplying transportation for the elderly, poor, and handicapped. Of the four remaining counties, Wheeler County does not provide any human service transportation system. The local officials feel there is no need for this service. The three remaining counties, Dickens, King, and Motley are served by an UMTA Section 18 Program coordinated by District 5.

Human Service Organizations provide transportation generally for social and health purposes and indicate the existing facilities are adequate but issues of greatest interest are inflation and operating funds.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT
PLAN AND PROJECTS - 1991

Due to the fact that our District is primarily rural, our objective is to expand the existing systems and recruit new ones. Increased funding will be necessary for additional vehicles acquired through UMTA Grant Programs, especially with the increase in the persons in the "over-65" age group.

TABLE II

RECOMMENDED PUBLIC TRANSPORTATION
PLAN AND PROJECTS - 1987-1991

<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: UMTA Sect. 16b(2) Grant Program	FY 87-91	\$ 40,000
Human Services	Capital & Operating Assistance: UMTA Sect. 18 Grant Program	FY 87-91	\$2,056,000
TOTAL			<u>\$2,096,000</u>

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1987-1991
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$975,750	\$132,500	\$331,500	\$656,250	\$2,096,000