

**Status Report**  
**on**  
**PUBLIC TRANSPORTATION IN TEXAS**

**State Department of Highways & Public Transportation**

**1976**

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STATUS REPORT  
ON  
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

JANUARY 1977



COMMISSION

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IN REPLY REFER TO  
FILE NO.

Governor Dolph Briscoe

Lieutenant Governor William P. Hobby


Members of the 65th Legislature

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

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

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

Sincerely yours,

  
B. L. DeBerry  
Engineer-Director

## ACKNOWLEDGMENTS

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; transit operators in the State, including taxicab operators, intercity bus operators, municipal transit operators, and other public transportation providers; and to the Transit Industry Advisory Committee, Taxicab Owners Advisory Committee, and Intercity Bus Operators Committee.

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# SUMMARY

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## SUMMARY

The majority of Texas drivers use a private automobile to maintain a level of mobility adequate to their needs. For another segment of the population, however, the private automobile does not meet the demands for transportation. The poor, the elderly, the handicapped, and the young people of the state cannot always rely upon the use of a private automobile and therefore often depend upon alternate modes of transportation. This alternate transportation may take the form of dependence upon family members or neighbors, municipal transit systems and taxicab operators, or perhaps social service organizations that provide transportation at little or no cost to the rider. Examination of existing capabilities and future needs of these alternate means of transportation constitutes the basis of this status report on public transportation in Texas.

Primary data pertaining to transportation providers in Texas was derived from a survey conducted jointly by the State Department of Highways and Public Transportation, the Office of Economic Opportunity of the Department of Community Affairs, and the Council for Advanced Transportation Studies of the University of Texas at Austin. A questionnaire designed to identify all transportation providers in the state was prepared and distributed; responses to the questionnaire were tabulated and transportation providers were further classified according to the type of service provided, the clientele served, the number of riders, equipment available, existing funding sources, and the cost of service. Responses to the questionnaire varied in detail, ranging from somewhat sparse

to very complete. Transportation provider inventory responses supplied the data base from which information about existing transportation services was compiled.

Existing public transportation facilities in the state include municipal transit systems, taxicab service, social service organizations, intercity surface passenger transportation, and special transportation services. Unless dramatic innovations are introduced into the field of public transportation, it is assumed that these existing modes will continue to be utilized in future public transportation strategies.

Twenty-five cities in Texas provide municipal transit service. Twenty-three of these transit systems are located in urbanized areas of the state. Available data indicates that these urbanized area systems operate 1,732 vehicles and carry over 120,791,000 persons per year, with standard fares ranging from 15¢ to 50¢.

Transit ridership in Texas has declined from a high of 250 million passengers in 1950 but seems to have stabilized at approximately 120 million riders during the last five years. In 1975, transit revenues approximated \$37 million while operating costs exceeded \$55 million. The difference between revenue per vehicle-mile and operating costs per vehicle-mile averaged 34¢ statewide. It is expected that reduced fares, increased service, and cost inflation will continue to widen the difference between revenues and operating costs. Because of this disparity, many cities have purchased and now operate transit systems. Reduced fares for the elderly and handicapped riders are offered in a number of systems; increased services in the form of park-and-ride facilities, dial-a-ride programs, and downtown shuttle systems often operate with a large deficit; and cost inflation is seen in the cost of fuel, labor, management, and

replacement vehicles. Estimated capital improvement needs for municipal transit systems range from slightly over \$99 million in 1976 to approximately \$385 million in 1979. Capital improvement needs include the cost of bus replacement, fleet expansion, and associated facilities, including some preliminary rail-transit related costs. It is anticipated that in 1980 municipal transit systems will report an operating deficit of almost \$45 million.

Taxicab service is available in all urbanized areas of the state as well as in numerous non-urbanized areas. It is reported that the Texas taxicab industry is composed of approximately 400 separate companies operating approximately 2,600 vehicles. This industry serves over 21 million persons per year. The problem now facing the taxicab industry is similar to the problem that led to public ownership of the municipal transit industry: the difficulty in making a profit. Government support of transit systems and federally-funded social service transportation providers have been cited as being a major source of what is termed unfair competition. The taxicab industry has a definite role in the public transportation market in Texas; further study is underway to ascertain how to best utilize the taxicab industry in public transportation.

Social service transportation is provided to that segment of the population which must rely upon private and/or public agencies for transportation to vital services. The transportation provider inventory identified over 470 social service organizations that provide transportation to the elderly, handicapped, indigent, or otherwise transportation deprived citizen. These organizations vary from small, private, non-profit service agencies to broad-based statewide publicly funded agencies. Social service organizations are funded through a variety of local, state and

federal sources. Funding may come from grants by governmental entities as well as voluntary contributions from private citizens. Special vehicles to accommodate the handicapped and/or wheelchair rider are sometimes required, costing more than vehicles with standard equipment.

One problem facing social service transportation providers is the duplication of services or competition for ridership that sometimes occurs. Lack of coordination often leads to inefficient use of transportation resources. Another serious problem facing these agencies is the uncertainty of funding. It has been projected that by 1980, 447 new or replacement vehicles will be required in the state, costing over \$7 million. Much of this funding comes from grants, for which there is intense competition. An agency which receives such funds one year may not be designated to receive such funds another year.

A number of special public transportation services are in operation in Texas at the present time. These special services are designed for specific clientele and serve specific geographic areas. Special transportation services include airport ground transportation, which serves airport patrons traveling to and from an airport; employer operated transit, generally in the form of vanpools sponsored by large companies interested in transportation for their employees traveling to and from work; university shuttle systems, which serve the students and faculties of various universities; school bus transportation, which serves students of certain school districts; and church bus transportation, which serves the congregation of certain churches. With the exception of school bus transportation, all of these special transportation services are privately supported.

Intercity surface passenger transportation includes bus and rail



travel. The bus has become the dominant mode of public intercity surface transportation, serving at least 1,031 Texas communities. Intercity bus service in the state is provided by two major national carriers, 18 Texas-based bus lines, and ten non-Texas-based bus lines. These 30 companies provide service to rural areas, small towns, and major cities as well as providing transportation to points in surrounding states and Mexico. Intercity rail passenger service is provided by Amtrak, the National Railroad Passenger Corporation. Created in 1970, Amtrak operates three routes in Texas, serving 20 communities.

The State Department of Highways and Public Transportation has been charged by the Legislature with the responsibility of encouraging, fostering, and assisting the development of the public transportation industry in Texas. In response to this mandate, the Department has formulated goals and objectives to stimulate and assist the transit industry. Furthermore, the Department has responded to requests for technical assistance, aided in developing grant applications, initiated research studies, gathered, analyzed and disseminated statistical data, kept abreast of developments in transit, acted as a clearinghouse of information, and held conferences and training sessions for both government and industry. In addition to these functions, the Department plans to initiate more direct assistance to the industry in the fields of marketing, management information systems, data collection, planning, and other programs, including encouraging the development of rapid transit and other innovations in public transportation.

In compiling this status report for public transportation in Texas, a variety of public transportation issues have become apparent. They involve conflicting opinions on such diverse subjects as the amounts and

uses for state public transportation grants, the legal size and speed of buses, the apparent need for coordination of the many social service transportation providers, and possible new governmental institutional arrangements including regional transit authorities or re-organized state agencies.

Because the Department has been actively involved in public transportation issues for less than two years, suggestions for legislative actions would be premature at this time. Many of the issues in public transportation should be studied in a comprehensive manner before any recommendations for legislative consideration are made. Therefore, the Department requests the Legislature to continue the present level of appropriation to the state's Public Transportation Fund without change, thereby allowing continuity in the existing public transportation program and allowing for continued study and consideration of the public transportation issues. Recommendations based on definitive studies will be submitted to the 66th Session of the Legislature.

# **INTRODUCTION**

## INTRODUCTION

Senate Bill 761 enacted by the 64th Texas Legislature in April, 1975, created the State Department of Highways and Public Transportation by merging the Texas Mass Transportation Commission with the Texas Highway Department. Senate Bill 762, a companion bill, established the Public Transportation Fund to provide for State assistance for capital improvements at an annual funding level of \$15 million for the 1976-1977 biennium. The duties and authorities as mandated in Senate Bill 761 and Senate Bill 762 are as follows:

### SENATE BILL 761

Senate Bill 761 assigned the Department specific duties, authorities and prohibitions.

#### Duties

The Department shall:

1. encourage, foster and assist in the development of public and mass transportation, both intracity and intercity, in this State,
2. encourage the establishment of rapid transit and other transportation media,
3. develop and maintain a comprehensive master plan for public and mass transportation development in this State,
4. assist any political subdivision in procuring Federal aid for public and mass transportation systems,

5. conduct hearings and make investigations necessary to determine location, type, and cost of public transportation systems financed with any State funds.

#### Authorities

The Department may:

1. purchase, construct, lease and contract for public transportation systems,
2. enter into any contracts necessary to exercise any functions,
3. apply for and receive gifts and grants from governmental or private sources,
4. represent the State in public and mass transportation matters before Federal and State agencies,
5. recommend necessary legislation to advance the interests of the State in public and mass transportation,
6. utilize authorities and consultants in the private sector, both for planning and design.

#### Prohibitions

The Department may not:

1. issue certification of convenience and necessity,
2. use the power of eminent domain for any action which would unduly interfere with interstate commerce, or establish any right to operate any vehicle on railroad tracks used to transport freight or other property.

SENATE BILL 762

Senate Bill 762 established the Public Transportation Fund in the State Treasury to be used by the Department in carrying out the duties and responsibilities of the Commission and the Department, including the administration of grants from the Public Transportation Fund to local governmental entities. The grants are to be used only for a portion of the cost of capital improvements for public transportation service.

The three stated purposes of the Act are to provide:

1. improved public transportation for the State through local governments acting as agencies and instrumentalities of the State,
2. State assistance to local governments and their instrumentalities in financing public transportation systems to be operated by local governments as determined by local needs; and,
3. coordinated direction by a single State agency of both highway development and public transportation improvement.

Such terms as "capital improvement", "Federally funded project" and "local share requirement" are specifically defined in the bill.

The Public Transportation Fund grants are administered through two programs: the Formula Program, for urbanized areas of more than 200,000 population; and the Discretionary Program, for areas of less than 200,000 population. Funds are allocated 60% to the Formula Program and 40% to the Discretionary Program. Formula Program funds are apportioned within that program to the seven urbanized areas of Texas with more than 200,000 population according to a formula based on population and population

density. Discretionary Program funds are originally available for any rural and urban areas not eligible for Formula Program funds through local governments having the authority to operate public transportation systems.

Funds allocated to either the Formula Program or the Discretionary Program which are unencumbered and unexpended one year after the close of the fiscal year for which the funds were originally allocated then become available for application by any local government having the power to operate a public transportation system.

Public Transportation Fund grants are ordinarily made to provide 65% of the "local" share of a federally funded capital improvement project; however, if a designated recipient under the Discretionary Program certifies that federal funds are unavailable and the State Highway and Public Transportation Commission finds that a project is "vitaly important to the development of public transportation in this State", the Commission may supply 50% of the total cost of that project.

These two bills, taken together, assign the Department broad responsibilities for planning and assisting the development of improved public transportation, both intracity and intercity, in Texas.

In addition to the responsibilities assigned to the Department by these bills, and prior to the merger, the Texas Highway Department was designated by Governor Dolph Briscoe to administer two federally funded Urban Mass Transportation Administration grant programs which provide public transportation assistance. On February 13, 1975, the Texas Highway Department was assigned the responsibility for administering the Urban Mass Transportation Administration Section 16b(2) program (Elderly and Handicapped Transportation Assistance) for the State of Texas. Shortly afterwards, on March 26, 1975, the Texas Highway Department was chosen as

the designated recipient for the Urban Mass Transportation Administration Section 5 (Transit Capital and Operating Assistance) funds for Texas cities under 200,000 population.

The need to assess the status of existing transit facilities and to determine improvement needs of the near future was considered to be more important at this point in time than long range planning implications. It was determined that the Department's responsibilities could best be met by initially concentrating on the preparation of a status report on public transportation in Texas.

The first step toward developing this status report for public and mass transportation by the Department was to identify and inventory existing transportation services in the State. About the time this task was beginning, the Office of Economic Opportunity of the Texas Department of Community Affairs approached the Department requesting assistance in conducting a survey of rural transportation providers in the State. The Texas Department of Community Affairs, working jointly with the Council for Advanced Transportation Studies of the University of Texas at Austin, prepared a questionnaire for conducting the inventory. An agreement to conduct a joint inventory of all transportation providers in the State was reached in an attempt to meet both Departments' needs. Shortly thereafter, a revised questionnaire and a revised work plan for conducting the inventory were developed.

The work plan for conducting the inventory consisted of two phases. Phase I of the effort involved an attempt to identify all transportation providers in the State. Phase II involved inventorying transportation providers identified in Phase I by type of service provided, clientele served, number of riders, equipment available, existing funding sources



and cost of the service.

Phase I, the identification process, began on or about September 1, 1975. Each of the State Department of Highways and Public Transportation's 25 District Offices and the Houston Urban Office conducted an intense effort to identify all transportation providers in their geographical area. This process was completed in mid-November, 1975. Immediately after completion of this phase, each District began the actual inventory. This process was completed by March 1, 1976.

The information gathered during this survey was placed on magnetic tape to facilitate data processing on the Department's computer. This data along with other available sources of data on public and mass transportation in the State was used as a basis for development of this report.

Each of the District Offices of the State Department of Highways and Public Transportation were charged with the responsibility of developing a report on public transportation for their area. Reports developed by the Districts were provided to the Transportation Planning Division of the Department for use in developing a statewide report.

The District reports were quite comprehensive and contain considerable detail which made it impossible to include all of the information in a single document; therefore, the data has been summarized for inclusion in this statewide report.

# **Municipal Transit Systems**

## **CHAPTER I**

## CHAPTER I

### MUNICIPAL TRANSIT SYSTEMS

#### INTRODUCTION

In Texas today, the mobility of the majority of individuals far exceeds that of any previous era. Texans can drive an automobile from point to point almost anywhere in the state on the most modern highways in the world. Within the cities of the state, this same degree of mobility generally exists.

The principal restraints on personal mobility are traffic congestion and the lack of access to an automobile on the part of particular residents due to limited income, age, or physical disabilities.

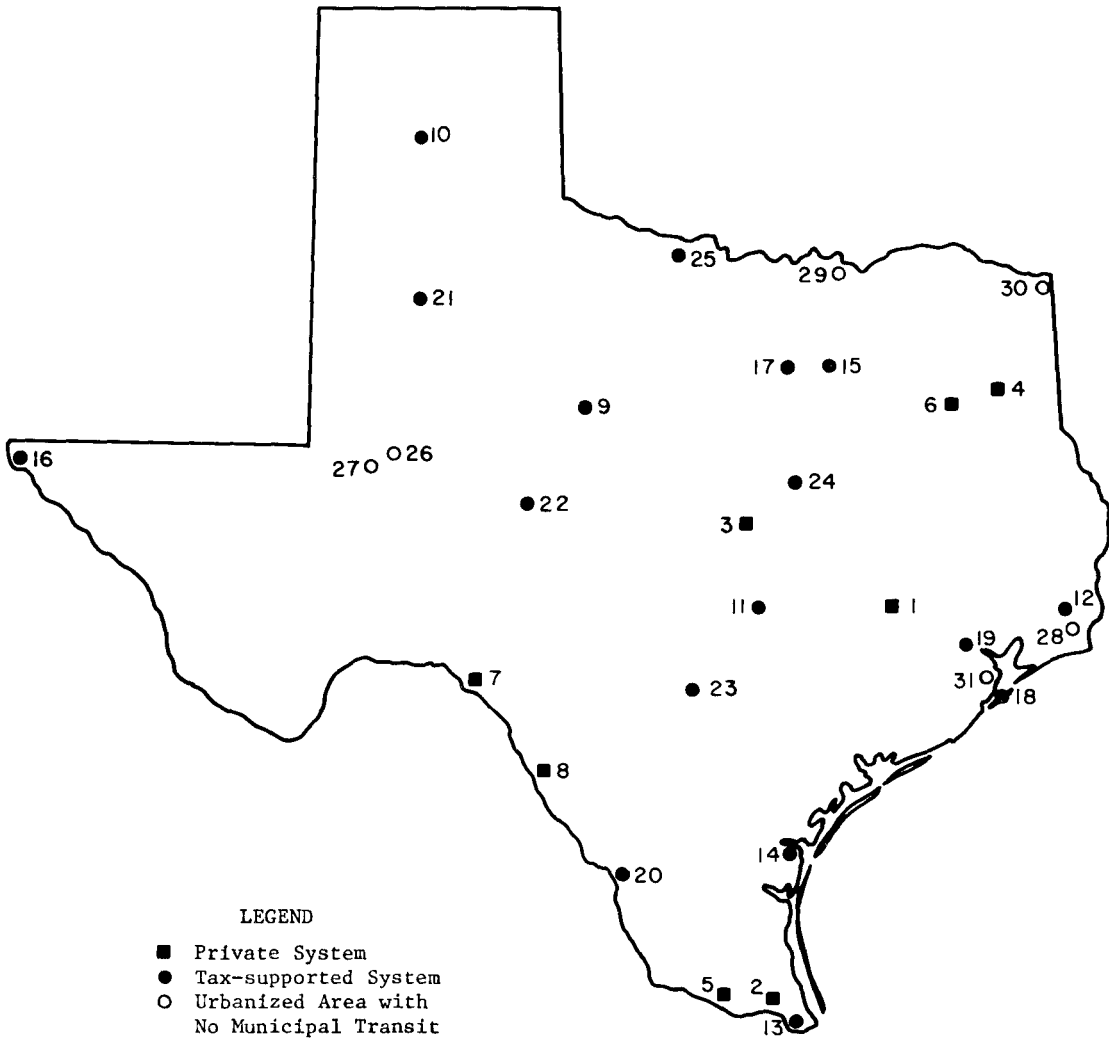
High volumes of traffic concentrated on major urban streets and freeways in the morning and evening hours of peak commuter traffic result in vehicular congestion and delays of 30 minutes or more in the larger cities of the state. While this restraint is felt for a relatively short period during the day, congestion is increasing yearly and represents a problem of major concern in these areas.

At the present time, municipal transit service is primarily directed toward relieving the principal restraints on personal mobility, traffic congestion and lack of any other mode of travel.

#### LOCATION AND NUMBER OF TRANSIT SYSTEMS

Municipal transit service, as currently existing in Texas, is illustrated in Figure 1. Presently, 23 urbanized areas have transit systems of some type. One urbanized area, Port Arthur, is in the process of re-implementing its transit system. The remaining five urbanized areas are

# MUNICIPAL TRANSIT IN TEXAS



**LEGEND**

- Private System
- Tax-supported System
- Urbanized Area with No Municipal Transit

PRIVATE

- 1. Bryan-College Station
- (2)2. Harlingen-San Benito
- (2)3. Killeen-Fort Hood
- 4. Longview
- (2)5. McAllen-Pharr-Edinburg
- 6. Tyler
- (4)7. Del Rio
- (4)8. Eagle Pass

TAX SUPPORTED

- 9. Abilene
- 10. Amarillo
- 11. Austin
- 12. Beaumont
- (1)13. Brownsville
- 14. Corpus Christi
- 15. Dallas
- (1)16. El Paso
- 17. Fort Worth
- 18. Galveston
- 19. Houston
- (1)20. Laredo
- 21. Lubbock
- 22. San Angelo
- 23. San Antonio
- 24. Waco
- 25. Wichita Falls

URBANIZED AREAS WITH NO TRANSIT

- 26. Midland
- 27. Odessa
- (3)28. Port Arthur
- 29. Sherman-Denison
- 30. Texarkana
- 31. Texas City-LaMarque

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

Figure 1

investigating the potential for transit in their areas. Only two cities outside of urbanized areas have municipal transit systems. Del Rio and Eagle Pass, two cities located on the Mexican border, each have limited bus systems.

All of the municipal transit systems in Texas are currently providing at least a minimal level of mobility to urban residents who utilize their services. The systems in Houston, Dallas, San Antonio, Fort Worth, El Paso, and Austin are serving, at least to a limited degree, as commuter systems. These systems are carrying an appreciable number of daily patrons to and from congested areas within these urbanized areas.

Approximately 20 percent of the daily commuters into the central business district in Houston, Dallas, and San Antonio are delivered by bus, whereas less than five percent of the total urban trips are served by bus.

A summary of transit systems data in the 23 urbanized areas with service is contained in Table 1.

A total of 1,732 buses were in use by intracity transit systems in 1975. Of this amount, approximately 85 percent are used daily to serve transit trips. The remaining buses are used for charter operations or as back-up vehicles, or are receiving regularly scheduled maintenance.

#### AGE AND TYPE OF VEHICLES

Of the 1,732 buses in use by intracity transit systems in 1975, 21.7 percent were less than five years old; 17.3 percent were five to ten years old; 37.5 percent were 11 to 15 years old; 16.3 percent were 16 to 20 years old; and 4.9 percent were over 20 years old. Age distribution for the remaining 2.3 percent was not available.

TABLE 1

EXISTING MUNICIPAL TRANSIT IN TEXAS IN 1975 - URBANIZED AREAS

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

\*estimated figures

N/A - Not Available

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

A total of 1,500 buses or 86.6 percent of the buses in the state were in operation in the seven urbanized areas over 200,000 population. Of this total, 21.1 percent were less than five years old; 16.7 percent were five to ten years old; 40.6 percent were 11 to 15 years old; 17.4 percent were 16 to 20 years old; and 4.2 percent were over 20 years old.

In urbanized areas under 200,000 population, 25.4 percent of the vehicles were less than five years old; 21.6 percent were six to ten years old; 17.2 percent were 11 to 15 years old; 9.5 percent were 16 to 20 years old; 9.5 percent were over 20 years old; age distribution for 16.8 percent of the buses was not available. Approximately 96.2 percent of the buses used in municipal transit are regular transit-type coaches with more than 25 seats. Another 2.1 percent are small 15 to 20 seat capacity transit coaches. The remaining 1.7 percent consist of various size school buses and vans.

#### BUS MILES OPERATED

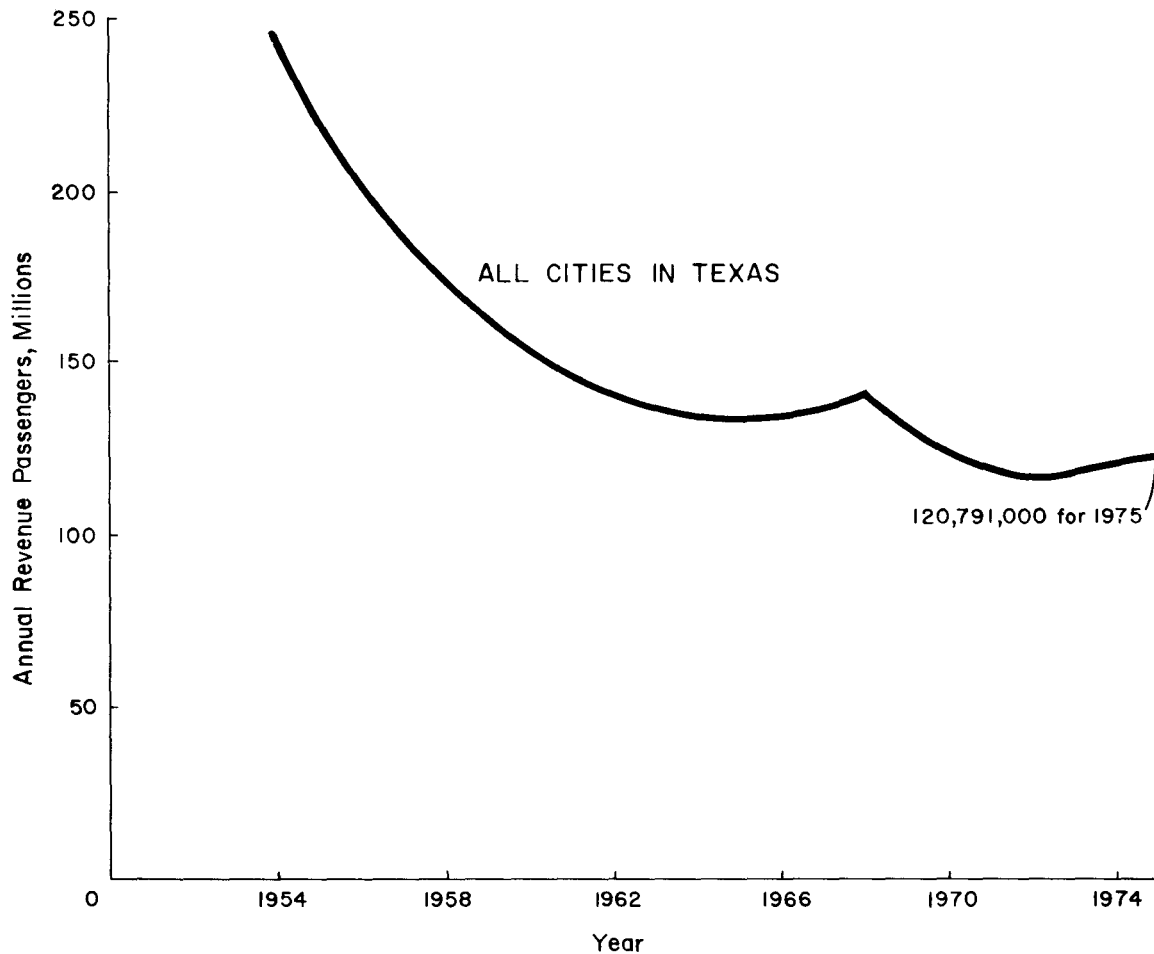
Approximately 52.3 million bus-miles of service were reported in 1975. Systems in the seven largest urbanized areas account for 90.7 percent of the vehicle miles operated in the urbanized areas of the state.

#### RIDERSHIP

During 1975, the statewide ridership on municipal transit systems for which data was available totaled 120.8 million passengers. In the seven largest urbanized areas, approximately 110.9 million passengers or 91.8 percent of the statewide total were carried by these systems.

Transit ridership trends in Texas urbanized areas since 1954 are shown in Figure 2. As illustrated in this figure, ridership has sta-

## TRANSIT RIDERSHIP TRENDS IN TEXAS CITIES



SOURCE: Texas Transit Development Plan 1975-1990, Texas Mass Transportation Commission(Updated)

Figure 2

bilized near 120 million riders for the past five years.

### FARE STRUCTURE

The adult base fare for the municipal transit systems ranges from a high of 50¢ in the Longview and Tyler systems to 15¢ in the Laredo system as shown in Table 1. Special fares are granted to the elderly, handicapped, and young in many of the systems. Reduced fares are required by the Urban



Mass Transportation Administration (UMTA) if a system receives certain Urban Mass Transportation funds. Four of the 23 Texas transit systems allow children under six years of age to ride free. Reduced fares for children and students are available on nine systems with fares ranging from 10¢ to 20¢. Reduced fares ranging from 10¢ to 25¢ are available for the elderly and handicapped in the majority of systems.

Nine systems utilize transfers which vary from a two-hour free transfer in Austin to a 10¢ charge for each transfer in Amarillo. Two systems in addition to Austin offer free transfers.

Zone charges are utilized by five systems and range from 5¢ to 15¢ per zone.

Various types of weekly and monthly passes are available in some systems. The passes allow for unlimited use during the period for which the pass is valid and provide a price break for frequent users of transit in these areas.

#### REVENUES AND OPERATING COSTS

Total transit revenues in 1975, including charter operations, were approximately \$37.4 million, while total operating costs were greater than \$55.4 million. Using only the systems which reported complete data in Table 1, the statewide average revenue per vehicle-mile was a little less than 72¢ while the average operating cost per vehicle-mile was \$1.06 for an average net difference of 34¢ per vehicle-mile operated.

Within the seven largest urbanized areas in the state, operating costs exceed revenues by \$16.5 million. Average revenue per vehicle-mile was approximately 74¢ while operating cost per vehicle-mile was about \$1.09 for a net difference of 35¢ per vehicle-mile operated.

Within the smaller urbanized areas, the average revenue per vehicle-mile was 46¢ while operating costs per vehicle-mile amounted to 77¢ for a difference of 31¢ per vehicle-mile.

The trend in the past several years has been an increase in the net difference between revenues and operating costs. Since 1973, the net statewide difference has increased from 2¢ to 35¢. This increase may be attributed to reduced fares, increased services, and cost inflation.

#### SPECIAL MUNICIPAL TRANSIT SERVICE

In addition to regularly scheduled fixed-route service provided by the municipal transit systems, six of the larger urbanized areas offer special types of service.

Houston - In the urbanized area of Houston, the transit system operates a downtown shuttle service as an aid in the movement of people in the central business district. The downtown system consists of two parking routes and two circulation routes with a fare of 10¢.

Other specialized services are being planned under an UMTA Demonstration Grant. Park-and-ride facilities are being planned along major freeway corridors. Also, two freeway corridors are being studied for the applicability of freeway contraflow lanes for buses and carpools.

Dallas - In the Dallas urbanized area, park-and-ride terminals are operated at five locations including Oak Cliff, Pleasant Grove, North Dallas and at two locations in Garland. The Garland park-and-ride operation is maintained by the City of Garland and utilizes Dallas Transit System buses through an arrangement with the Dallas Transit System.

Special programs are also operated by the system to serve the spe-

cial needs of the elderly and handicapped. Park Manor Dial-A-Trip allows senior citizens living in a high-rise apartment building to divert an inbound bus to their building by calling the Dallas Transit System dispatcher. The operator will take them to Park Manor on the outbound bus when requested.

Another program, the Omnibus service, picks up senior citizens at various gathering points each Thursday and delivers them to a predetermined location, such as a shopping center or on a special tour of the local area. A fare of approximately \$1.00 per person is charged, depending upon the extent of the trip.

A special trip is operated by the Dallas Transit System each weekday in both morning and evening hours to carry cerebral palsied citizens from downtown Dallas to a special work center.

Another special program included in the Dallas Transit System is the Hop-A-Bus program which provides shuttle bus service in downtown Dallas. Five 19-passenger minibuses operate from 9 A.M. to 3 P.M. weekdays with a headway of six minutes. The Hop-A-Bus program provides low cost, intra-central business district transportation as well as service from inexpensive parking areas located near major travel corridors.

In an attempt to increase the use of public transportation, a Dial-A-Bus program was started in North Dallas in July, 1975. Persons could call for a shuttle service from their homes to the North Dallas Park-and-Ride for connecting bus service to downtown, thus reducing the number of vehicle-miles traveled and boosting the use of buses. The program was discontinued after five months because only about 28 persons a day patronized this program.

San Antonio - Early in 1974, the first park-and-ride facility

in San Antonio began operation. It features an 18 minute express bus ride from Wonderland Shopping Center, along IH-10 Expressway, to downtown San Antonio. The fare charged for this service is 50¢ with parking included. It is one of the highest revenue-per-mile lines in the San Antonio system with ridership exceeding 400. The express bus will also offer a solution to future transportation problems at the University of Texas at San Antonio. The University is being constructed without dormitories and an estimated 90 percent of the students will live in San Antonio. Extending from Southeast San Antonio, express service will operate via IH-37 and IH-10 to Fredericksburg Road, thence to the University Campus on University Drive. Several intermediate stops would be made at potentially heavy pick-up points.

The San Antonio Transit System recently introduced its small bus design on the El Centro downtown Loop route running east along Houston Street to Alamo Plaza, then west on Commerce Street to El Mercado and back. The service is provided between 9:00 A.M. and 6:00 P.M. with a normal time between buses of six minutes. A fare of 10¢ is charged for this service. The new compact buses are fully air-conditioned and seat 20 passengers in aisle-facing seats. This club seating allows for wide aisles and easy boarding and exiting.

For many years the San Antonio Transit System has offered specialized public bus transportation by charter. Aside from "special occasion" charters, over-the-road type San Antonio Transit System buses have been used to move service people primarily from San Antonio International Airport to Lackland Air Force Base.

By 1975, inspired by increased fuel and automobile costs, about a dozen local groups had arranged for charter service. Nine commuter

groups traveled from residential areas to their place of work at Kelly Air Force Base. Many other specialized transportation arrangements, covering such purposes as recreational events and symphony concerts, have also been inaugurated.

There are some fine possibilities for private initiative and public-private cooperation in such charter operations. Further development of these special purpose operations should be encouraged.

Fort Worth - CITRAN, Fort Worth's transit system, provides an inner city shuttle bus service to facilitate passenger interchange in the downtown area. No fare is charged for this service within a designated area of downtown Fort Worth.

To encourage park-and-ride, a total of 17 free parking lots are distributed around the outer reaches of the city's bus system. Persons can drive to these lots, park free, and ride regular bus routes to their destination. This service has helped to increase passenger volumes. The introduction of "Commutercard 13", a special \$13 pass good for unlimited ridership during a calendar month, has also stimulated ridership.

A further successful step to reduce traffic congestion and conserve energy through increased use of bus services has been CITRAN's special commuter Subscription Service whereby the transit company has approached major employers with the idea of their sponsorship of door-to-door commuter service for their employees. This subscription service began in January, 1974 with three commuter bus routes carrying an average of 30 passengers per bus to the Bell Helicopter plant at Euless. Similar commuter service to the General Dynamics' plant at White Settlement began in July, 1975 with 132 passengers on two routes.

Since that time, CITRAN'S commuter service to these two aircraft plants has been expanded to the point that it now operates 15 routes and carries 20,000 persons a month between their homes and places of employment. This has resulted in the elimination of about 300 vehicles from highways in the area. As a result of these successes, several other large employers are exploring the idea of subscription bus service for their employees.

Austin - Austin Transit provides a park-and-ride service as part of a transportation energy conservation program. Initial service began from a northside theater parking lot with two routes from that location. One route provides service to the University of Texas and the central business district while the other provides service to the southside Internal Revenue Service complex. Additional park-and-ride has been implemented to serve South Austin by connecting the central business district and the University of Texas, by a single route, with two closely located shopping center parking lots. Parking at these shopping center lots is free. The service operates for one and one-half hours both in the morning and the evening with 15 minute headways on the system. Total one-way ridership for all three routes is about 310 persons per day.

Amarillo - The Amarillo Transit System operates a park-and-ride service to the Pantex Plant 25 miles east of Amarillo. The plant is operated by the Atomic Energy Commission and Mason and Hanger-Silas Mason Company, Inc. Presently two 44-passenger school type buses are used for this service. They operate on two different routes. Each route leaves from parking lots in the morning and returns to the same parking lots in the afternoon so that the Pantex employee drives his or her car to one of the designated parking lots, boards the bus for the

trip to the plant, and returns when the work day is over. The fare for this service is \$1.25 per day.

The Amarillo Transit System operates a dial-a-ride bus service from Amarillo to the Palo Duro State Park 30 miles southeast of the city. This service is used primarily during the summer months when the musical production "Texas" is staged six nights a week in the outdoor amphitheater at the park. This bus service will pick up passengers anywhere in the city, take them to the park, and return them to their point of origin for \$4.50. Last year, 4,200 persons used this service.

#### SPECIAL TREATMENT OF HIGH OCCUPANCY VEHICLES

Several urbanized areas also provide for the special treatment of high occupancy vehicles within their area.

Houston - In Houston, a ramp metering system has been implemented successfully on Houston's Gulf Freeway since 1965. Similar systems were implemented on the Southwest Freeway and a section of the Katy Freeway in 1975. The main achievement of ramp metering thus far has been limited to control of the traffic entering the freeways and to facilitate the flow on the freeways. Priority ramp control giving vehicles with high occupancy a free flow entry while controlling by delay the low occupant vehicle has not yet been implemented in Houston, nor has a freeway priority lane been given to buses or other high occupancy vehicles.

A bus preferential lane on Main Street in the Houston central business district has operated with success since 1973. Expansion of similar treatment to other central business district streets where the Mini-Bus System operates has been completed and several blocks of contraflow lanes

on Congress and Smith Streets have been used for the Downtown Circulation System.

Dallas - The Dallas Transit System operates on a number of downtown city streets in curb lanes reserved for bus use only. In addition, consideration is being given to a bus and carpool entrance ramp at the Ferguson Road ramp on IH-30. Preferential treatment for egress and ingress to Central Freeway is also under consideration.

San Antonio - Bus priority innovations used with some success in San Antonio are the exclusive bus lane and/or contraflow lane. The contraflow lane along the west side of Alamo Street, from Houston Street to Commerce, was initiated in 1968 and has since operated successfully. Transit planners have also recommended extension of bus only lanes to operate east on Houston Street and west on Commerce in the downtown area.

Bus preemption signals provide another priority application in public transit operations. A transmitter within the bus activates a receiver within the traffic signals, providing bus priority over cross traffic. Consideration is being given to such use in the Park-and-Ride Express operating from Wonderland Shopping Center. Applicability of the preemption signal is also being studied for possible use on other suburban lines of the transit system.

#### TRANSIT MAINTENANCE FACILITIES

Seven urbanized area systems are presently operating out of maintenance facilities that are inadequate, or need additional equipment within their operation. These areas are Amarillo, Brownsville, El Paso, Houston, Laredo, Lubbock and Wichita Falls.



## TRANSIT MANAGEMENT OF PUBLICLY OWNED SYSTEMS

Eight urbanized areas within the state operate their transit systems under contract with a transit management firm; five urbanized area systems are operated by the city, and three urbanized areas operate their systems under the supervision of a Board of Trustees.

Permissive legislation has been passed to allow the creation of regional transit authorities in the Houston-Harris County and San Antonio-Bexar County areas. Neither area has yet created such an authority.

## MUNICIPAL TRANSIT IN NON-URBANIZED AREAS

Public bus transit service is provided in Del Rio by two privately owned bus companies, City Transit Company and International Transportation. The City Transit Company operates two 48-passenger buses on fixed routes. The International Transportation bus line operates four 25-passenger buses along the fixed routes on a seven day, 7 A.M. to 12 P.M. schedule. Its primary purpose is to provide bus transit service between the central business districts of Del Rio and Ciudad Acuna, Coahuila, Mexico. Total ridership on the two systems exceeds 30,000 passengers per month.

The fare for the City Transit Company is 25¢ per passenger. For the International Transportation Company, the fare from Del Rio to Ciudad Acuna is 50¢ per passenger. From Acuna to Del Rio, the fare is 25¢ per passenger.

A limited public bus transit service is provided in Eagle Pass by two privately owned bus companies, City Bus Service and *Transportes Internacionales*. The City Bus Service operates three 25-passenger buses on fixed routes. These buses operate on a six day schedule with an

average ridership of 8,840 persons per month. The *Transportes Internacionales* bus line operates three 25-passenger buses along fixed routes on the same schedule as that of the City Bus Service. Its primary purpose is to provide bus transit service between the central business districts of Eagle Pass and Piedras Negras, Coahuila.

Total ridership on the two systems exceeds 21,000 passengers per month. The fare for *Transportes Internacionales* is 35¢ per passenger while the fare for City Bus Service is 20¢ per passenger.

#### MUNICIPAL TRANSIT NEEDS

Currently in Texas all municipal transit is provided by bus mode systems with the exceptions of the Dillard's subway (a private free subway from a large parking lot to the basement of Dillard's Department Store) in Fort Worth and the people mover systems at the Dallas-Fort Worth and the Houston Airports. Within the five year study period, it is anticipated that a major portion of expenditures for public and mass transportation will be directed to municipal bus system improvements.

Within the urbanized areas of the state, the financial needs as well as other needs of municipal transit systems have been identified. Capital improvement needs of municipal transit systems in Texas urbanized areas are summarized in Table 2.

Capital improvement needs for municipal transit systems range from slightly over \$99 million in 1976 to approximately \$385 million in 1979. For fiscal years 1979 and 1980, the estimated annual capital cost increased drastically compared to the first three years, FY76-FY78. This situation is clarified when the total improvements for the five year period are analyzed by type of improvements (Table 3).

TABLE 2

PROJECTED CAPITAL IMPROVEMENT NEEDS<sup>(2)</sup>  
MUNICIPAL PUBLIC TRANSIT IN URBANIZED AREAS  
1976 DOLLARS

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

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

(2) Best information available at time of study.

TABLE 3

TYPE OF CAPITAL IMPROVEMENTS BY YEAR<sup>(1)</sup>  
1976 DOLLARS

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

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

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

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

Bus Replacement - All costs for the replacement of existing fleet vehicles which are ready to be retired from service are included in this category. The number in parentheses in Column 3 of Table 3 represents the total number of vehicles to be replaced during each fiscal year. The dollar amount to the left of this figure is the estimated cost for replacing the vehicles.

Bus Fleet Expansion - All costs for the purchase of vehicles to extend transit services are included in this category. The number in parentheses in Column 4 of Table 3 represents the total number of vehicles to be purchased. The figure to the left is the cost of the new equipment.

Other Capital Costs - The costs included in this category are for bus stop signs, bus stop benches and shelters, new and expanded maintenance facilities, service vehicles and other capital needs.

Rail Transit Improvements - All anticipated costs for rail transit improvements are included in this figure of \$354.5 million.

Special Transit Improvements - The costs contained in this column are for the special services at the Dallas-Fort Worth Regional Airport. These costs include improvement to the AIRTRANS people mover system and to the bus shuttle system, SURTRAN.

The dramatic rise in projected capital costs is a result of the transit improvement program of the Dallas-Fort Worth area. In FY79 and FY80, approximately \$175,000,000 per year is included for the construction of a rail transit facility between Dallas and Fort Worth which will also provide service to the Dallas-Fort Worth Regional Airport. In addition, approximately \$150,000,000 per year for these two years is included for the construction of proposed transit ways in the two cities.

During the study period it is anticipated that approximately 700 vehicles will be replaced from the existing statewide fleet of 1,732 vehicles at a cost of \$54.5 million. An average cost of approximately \$78,000 per vehicle is anticipated.

An additional \$77.7 million will be required to purchase vehicles for the expansion of transit services. The average cost of each vehicle is anticipated to be \$68,500. The lower average price for these vehicles is due to the fact that a number of smaller buses are to be purchased for the extension of services for the elderly and handicapped.

An additional \$514.3 million will be required for other bus related capital improvements. This figure includes \$300 million for exclusive transit ways in Dallas and Fort Worth. Total costs for bus related transit improvements for the five year period are \$646.5 million. Total cost for rail improvements for the five year period is estimated to be \$354.5 million.

The projected operating deficits for the study period are presented in Table 4. The total estimated statewide deficit for municipal transit systems in urbanized areas ranges from \$23.5 million in FY76 to \$44.9 million in FY80. A portion of the increase in deficits can be attributed to rising costs of fuels, labor, and equipment plus the trend toward reduced fares.

Presently, only two cities, Del Rio and Eagle Pass, outside of urbanized areas in the state have municipal bus systems. Both systems are private, profit making operations that appear to be in excellent financial condition with generally adequate service. Other cities with populations under 50,000 people are considering implementing small municipal systems. Seguin and Port Lavaca are in the process of conducting

TABLE 4

PROJECTED OPERATING DEFICIT<sup>(4)</sup>  
MUNICIPAL TRANSIT SERVICE IN URBANIZED AREAS  
1976 DOLLARS

<u>URBANIZED AREA</u>	<u>FY76</u>	<u>FY77</u>	<u>FY78</u>	<u>FY79</u>	<u>FY80</u>
Houston	9,000,000	10,910,000	13,170,000	15,820,000	18,950,000
Dallas	5,869,000	6,473,000	7,158,000	7,895,000	8,714,000
San Antonio	3,242,000	4,226,000	5,192,000	6,210,000	7,464,000
Fort Worth	1,700,000	21,000,000	2,258,000	2,427,000	2,609,000
El Paso	74,382	+(42,932)	81,328	181,728	307,968
Austin	1,022,000	1,080,000	1,140,000	1,210,000	1,280,000
Corpus Christi	996,600	1,094,100	1,172,500	1,279,300	1,413,900
Sub-Totals	21,903,982	25,840,168	30,171,828	35,023,028	40,738,868
Lubbock	337,300	550,000	450,000	475,000	525,000
Amarillo	243,566	287,673	318,940	349,815	375,000
Waco	75,000	75,000	75,000	75,000	75,000
Port Arthur		98,400	104,600	112,000	120,000
Beaumont	326,361	551,093	613,988	682,104	755,856
Wichita Falls	32,976	32,976	32,976	32,976	32,976
McAllen-Pharr-Edinburg (3)					
Abilene	138,200	150,000	175,000	200,000	225,000
Texas City-LaMarque (2)					
Odessa (1)		380,000	380,000	380,000	380,000
Laredo (1)	150,000	476,210	305,610	384,470	468,460
San Angelo	90,000	90,000	90,000	90,000	90,000
Galveston	114,660	100,000	100,000	100,000	100,000
Midland (2)					
Tyler (1)		134,000	141,000	150,000	160,000
Texarkana (1)			57,000	67,000	114,500
Sherman-Denison (1)	82,670	109,500	169,200	183,100	425,300
Brownsville	55,000	55,000	60,000	60,000	60,000
Bryan-College Station (1)		200,000	200,000	200,000	200,000
Harlingen-San Benito (3)					
Killeen-Fort Hood (3)					
Longview (1)		80,000	87,000	95,000	100,000
Sub-Totals	1,645,733	3,369,852	3,360,314	3,636,465	4,207,092
Grand Totals	23,549,715	29,210,020	33,532,142	38,659,493	44,945,960

- (1) The needs listed for these urbanized areas must be considered as preliminary needs. While the data presented represents the anticipated needs at the time of publication of the report, final approval by local governmental bodies is still pending.
- (2) No needs were listed for these urbanized areas. Consideration is being given to the feasibility for transit in these areas.
- (3) Limited service is provided by a profit making intercity bus operator and no operating assistance is anticipated.
- (4) Based on best information available at time of study.

a transit feasibility study with assistance from this Department.

At this time specific needs within these cities have not been established.

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# **Taxicab Service**

## **CHAPTER II**

## CHAPTER II

### TAXICAB SERVICE

#### INTRODUCTION

The taxicab industry in Texas handles more than 20% of the total passengers carried by surface modes of public transportation. The industry involves about 400 separate companies with approximately 2,600 vehicles.

#### TAXICAB SERVICE

Within the 28 urbanized areas of the state plus the city of Longview, a total of 243 taxicab companies were identified. During the inventory of transportation providers, only 46 of these taxi companies responded to the provider inventory request. Data from the reporting companies are shown in Table 5.

Due to the limited response to the survey, it is extremely difficult to make any definitive judgments about the taxicab industry in Texas; however, from the data collected from the transportation provider inventory and from the data included in the Texas Transit Development Plan, 1975-1990, some general observations can be made.

Within the urbanized areas of the state, there are approximately 2,300 taxicab vehicles in service. Of this amount, approximately two-thirds are located in the seven largest cities in the state.

It is evident that the taxicab industry is a very important transportation provider in the state. Taxicabs furnish transportation to approximately 24,000 persons per day and operate over 130,000 vehicle-miles per day.

TABLE 5

TAXICAB SUMMARY - URBANIZED AREAS  
(INCLUDING AIRPORT LIMO SERVICES)

Urbanized Area+	Companies Total #	Number Vehicles	Systems Reporting	Monthly Vehicle Miles	Monthly Passengers	Costs	Revenues	Fares
Houston	40	963		2,400,000*	525,000*	n.a.	n.a.	70¢ 1st 1/6-20¢ 1/3 mi.
Dallas	10	570		n.a.	n.a.	n.a.	n.a.	60¢-\$1.90 1st mi.-60¢/mi.
San Antonio	5	225		n.a.	n.a.	215,489.00	n.a.	85¢ 1st 1/5-20¢ 1/6 mi.
Fort Worth	10	75	1	n.a.	n.a.	n.a.	n.a.	n.a.
El Paso	3	80	3	300,000**	25,000**	14,400.00**	8,000.00**	60¢ 1st 1/5-10¢ ea. 1/5
Austin	4	109	4	365,825	n.a.	122,599.53	124,217.00	70¢ 1st 1/4 - 20¢ 1/3 mi.
Corpus Christi	4		1	n.a.	n.a.	n.a.	n.a.	n.a.
Sub-Totals	76	2,022	9	3,065,825	550,000	352,488.53	132,217.00	
Lubbock	1	21	1	n.a.	n.a.	n.a.	n.a.	n.a.
Amarillo	2	22**	1	15,000**	15,000**	24,887.00**	n.a.	60¢ 1st 1/6-10¢ ea. add. 1/6
Waco	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Port Arthur								
Beaumont	16	9**	2	29,500**		1,778.00	4,816.25	1-15 blks./75¢-50¢+10¢ ea. 1/4
Wichita Falls	1	20	1	61,000	13,940	17,185.00	27,310.00	60¢ 1st 1/6-10¢ ea. 1/6
McAllen-Pharr-Edinburg	44	15**	9	22,100**	1,175**	2,783.00**	4,160.00**	40¢ - 75¢
Abilene	3	13	0	n.a.				
Texas City - LaMarque	6	n.a.	0	n.a.	n.a.	n.a.	n.a.	n.a.
Odessa	4	20	0	n.a.				
Laredo	14	15**	5	23,500	2,770	1,974.00	6,600.00	75¢
San Angelo	1	n.a.	0	n.a.				
Galveston								
Midland	1	10	1	34,800	13,000	n.a.	n.a.	
Tyler	2	15**	1	123,750**	11,408**	18,833.00**	14,853.00**	75¢ 1/6-10¢ 1/6
Texarkana	1	30	1	50,000	4,000	13,175.51	n.a.	65¢+20¢ 1/3 mi. beyond 1 mi.
Sherman-Denison	2	10**	1	16,000**	12,000**	3,350.00**	6,000.00**	50¢-\$1.50 by zones, 40¢/mi.co.
Brownsville	53	24**	8	14,602**	1,471**	4,865.00**	4,077.00**	\$1.00 - \$1.50
Bryan-College Station	9	10**	3	15,750**	5,050	n.a.	n.a.	65¢ - \$1.00
Harlingen-San Benito								
Killeen-Fort Hood	6	63	3	170,518	21,900	51,929.00	48,614.00	50¢ 1st 1/7-10¢ ea. add. 1/7
Longview								
Sub-Totals	167	297	37	576,520	101,714	140,759.51	116,430.25	
Grand Totals	243	2,319	46	3,642,345	651,714	493,248.04	248,647.25	

\* Estimated

\*\*Partial Total

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

All urbanized areas of the state are served by taxicabs, compared to only 23 of the urbanized areas with municipal transit service.

In the non-urbanized areas of the state, about 153 companies provide taxi service. Table 6 presents information about these companies.

Of the 153 taxicab companies operating in non-urbanized areas of the state, 69 responded to the Department's transportation provider questionnaire form. The reporting companies operate 222 vehicles; travel 327,654 vehicle-miles; and transport 63,029 passengers annually.

TAXICAB COMPANY NEEDS

The Texas taxicab industry reports that it is becoming increasingly more difficult to make a reasonable profit. Government support of transit service competition, particularly social service oriented systems, has been cited as being a major source of what has been termed unfair com-

TABLE 6

TAXICAB SUMMARY - NON-URBANIZED AREAS

District	Companies (Total Identified)	Total Reporting	Number Vehicles	Monthly Passengers	Monthly Cost	Monthly Revenue	Monthly Vehicle Miles
1	13	5	15	5,525	\$2,218.87*	\$2,218.87*	32,000
2	5						
3	4	2	5	750	200.00*	N/A	1,800*
4	3	2	4	1,200	2,089.50	2,800.00	1,100
5	3						
6	5		10				
7	1	1	1	75	N/A	N/A	700
8	3	1	3	N/A	833.69*	1,347.35*	6,000*
9	8	6	16	5,826*	2,006.00*	2,255.00*	20,000*
10	10	2	17	200	900.00*	1,200.00*	7,500*
11	5	1	9	10,000	9,183.00	10,000.00	39,210
12	0	1	1	85	N/A	N/A	N/A
13	11	7	13	5,530	3,281.77	6,535.88	18,300
14	6	4	5	425	71.25*	200.00*	4,360
15	5	1	6	500	N/A	N/A	7,500
16	11	10	27	3,385*	1,000.00	N/A	34,975*
17	2	1	5	6,000	N/A	4,000.00	12,000
18	12	4	23	5,750	12,563.70	6,988.10	97,399
19	9	4	18	1,100*	N/A	N/A	2,900*
20	13	2	6	2,150	2,057.00	2,111.50	7,600
21	1						
22	12	6	16	5,840	4,124.00*	5,832.00	21,520
23	8	8	20	8,620	5,918.47*	5,177.29*	10,390
24	0						
25	3	1	2	68	432.02	N/A	2,400
Totals	153	69	222	63,029*	46,879.27*	50,665.98*	327,654*

\*Partial Total

petition. As social service and other transit systems proliferate in Texas, it will become more difficult for taxicab operators in some areas to stay in business. In an effort to determine how the taxicab industry can more effectively be utilized in providing public transportation service in Texas, the Department has contracted with the Council for Advanced Transportation Studies at the University of Texas at Austin to conduct a technical study under the title "An Analysis of Methods to More Effectively Utilize the Taxi Industry to Provide Public Transportation in Texas". The results of this study should be available in 1977.

# **Social Service Transportation**

**CHAPTER III**

## CHAPTER III

### SOCIAL SERVICE TRANSPORTATION

#### INTRODUCTION

The primary mode of transportation in Texas is the private automobile. With the low population densities in Texas, especially in the non-urban counties (about 15 persons per square mile), this is not surprising. Most urbanized areas of the state do have both public transit and taxi service. Other areas may have taxi service or be served by intercity bus. However, in many areas if one does not own and operate an automobile, mobility may be very limited. Many people, especially the handicapped, elderly, and poor, cannot utilize the usual modes even if they are available and must, therefore, depend on specialized public transportation services. This includes transportation provided by volunteers and social service organizations. These social service organizations vary from a small private nonprofit single service agency for a very specific clientele to a broad-base organization or state agency providing services for the elderly, handicapped and/or indigent persons.

In discussing social service transportation, the first questions that arise are how many people require this type of transportation and where are they located. It is very difficult to be certain of the number because the available statistics on the handicapped group are very general and because the type of transportation required may differ among the target group itself. Though the figures in this chapter may be somewhat overlapping in that elderly and/or handicapped persons may also be counted in the poor population, they do give some indication of

the size of these transit dependent groups. Tables to supplement the demographic data presented in this chapter may be found in Appendix A.

#### STATEWIDE

Elderly and handicapped persons numbered 1,623,541 in 1970 in the state as a whole; 1975 estimates indicate this number has risen to 1,798,596. Projections are that by 1980 the number of elderly and handicapped persons will rise by approximately 21 percent to 1,971,981 from the 1970 figure. This 1980 estimate of the number of elderly and handicapped persons in Texas is about 15 percent of the expected total population of 13,109,595 in 1980.

Not all of these elderly and handicapped persons are in need of specialized transportation, however, as many of them drive themselves or have friends or family who are able to take them where they need to go. The North Central Texas Council of Governments' Transportation Department estimates that 40 to 50 percent of this group does own or operate an automobile.<sup>1</sup> It follows that about 55 percent of the elderly and/or handicapped persons do not own or operate an automobile. If this estimate is applied to the number of elderly and handicapped persons statewide in 1970, an estimated 892,999 elderly and handicapped persons are found who did not own or operate an automobile in that year. The number of elderly and handicapped persons in this group is expected to rise to 1,084,158 by the year 1980.

According to the 1970 census, 2,046,593 persons or approximately 18 percent of the total population in Texas had incomes below poverty level. One of every five Texans was poor in 1970, which ranks Texas second among the states in the number of poor persons; however, Texas



ranked 12th among all states in the incidence of poverty category.<sup>2</sup> Of the total number of persons in Texas who had incomes below poverty level in 1970, 313,966 or about 15 percent were receiving social security income in that same year. Persons aged 65 and over with incomes below poverty level numbered 328,245 in 1970. Of that number, 229,481 or about 70 percent were receiving social security income.

#### Existing Services

Some 478 social service transportation providers were inventoried in the state. These providers operate 2,770 vehicles. Of these vehicles, 84 are vehicles approved under the 1975 Section 16b(2) program. Other specially-equipped vehicles for the handicapped include one large bus, one medium bus, 20 minibuses, 18 vans, and eight cars/station wagons. The arrival of the expected 84 16b(2) vehicles will bring the total number of specially-equipped vehicles in Texas to 132. This amount is only about five percent of the total number of vehicles identified in the state (Table 7). Approximately 32 percent of the present vehicles are staff and volunteer automobiles and many of the social agencies expressed a desire to replace these vehicles with vans or minibuses.

It is very difficult to estimate the operating costs of these vehicles since many of the agencies use volunteer drivers and often much of the maintenance on the vehicles is donated by interested local citizens. If the number of volunteer vehicles is subtracted from the total number of vehicles, there are 2,612 vehicles owned by the agencies or their staff. Staff vehicles are reimbursed on a mileage basis in most cases. If an estimate of \$8,500 is applied for operating one vehicle for one year, the operating expenses for 2,612 vehicles are calculated

TABLE 7

EXISTING VEHICLES IN SPECIALIZED TRANSPORTATION SERVICES  
SOCIAL & HEALTH — STATEWIDE

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

\*Unspecified number of volunteer cars

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

+Unspecified number of staff cars

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

to be approximately \$22.2 million per year.

The data furnished to the Department by these organizations varied from minimum information to fully completed data. This variation made it extremely difficult to summarize the number of passengers carried or vehicle-miles driven in tabular form for the entire state. Information on individual providers of social service transportation may be found in Appendix B.

#### Short-Range Needs

An assessment of the short-range capital and operating needs of social service transportation in Texas was conducted for every urban and non-urban county in the state.

Based upon the available data, it is estimated that 431 new and replacement vehicles will be required in Texas through the year 1980. Eighty-eight vehicles will be specially-equipped including 47 small transit coaches, 20 minibuses, and 21 vans. Also, one agency in the state plans to buy lift equipment for two existing vehicles. The estimated capital cost for these 431 new and replacement vehicles is \$6,895,100. The annual operating cost is estimated at \$4,881,113 for the new vehicles. This estimated operating cost is for one year only; by 1980 the cumulative estimated operating cost may be substantially higher because of inflation (Table 8). More detailed information may be found in the Appendix.

#### TEXAS COUNTIES WITH URBANIZED AREAS

Of the total number of elderly and handicapped persons in Texas in 1970, approximately 59 percent were located in the 26 urbanized counties. Therefore, about 12.5 percent of the total population of 7,667,547 in

TABLE 8

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

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

\*Also capital equipment worth \$50,000 but not specified.

\*\*Includes vehicles, office equipment, dispatching equipment & shelters but no specified number.

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

these 26 counties were elderly and/or handicapped persons. By 1980 the number of elderly and handicapped persons is projected to be 1,247,853 in these urbanized counties, a 30 percent increase. In 1970, approximately 59 percent of the elderly and handicapped persons in the urbanized counties were residents of Harris (21 percent), Dallas (17 percent), Bexar (11 percent), and Tarrant (ten percent) Counties. The estimated number of elderly and handicapped persons who did not own or operate an automobile in 1970 in the 26 urban counties was 528,446. By 1980 this number is expected to rise to 686,320 such persons.

Approximately 16 percent of the population in the 26 urbanized counties had incomes below poverty level in 1970. Of that number, 152,811 or about 13 percent were receiving social security income in that same year. Elderly persons who had incomes below poverty level numbered 154,091 in these urban counties or about 13 percent of the poor population. This number is approximately 28 percent of the total number of elderly persons in these urbanized counties. Approximately 70 percent of these elderly persons were receiving social security income in 1970.

#### Existing Services

Approximately 41 percent of the inventoried social service transportation providers were found in the 26 urbanized counties of Texas. These providers operate 1,801 vehicles or about 65 percent of the total identified social service vehicles in the state.

Of these 1,801 vehicles, 34 were approved under the 1975 Section 16b(2) program. Other specially-equipped vehicles for the handicapped include one large bus, one medium bus, 15 minibuses, 16 vans and six cars/station wagons. With the expected 16b(2) vehicles, 73 specially-

equipped vehicles will serve the urban counties of Texas (Table 9).

Without the volunteer automobiles, there are 1,695 vehicles operating in the urban counties. An estimate of the operating expense for these 1,695 vehicles is approximately \$14.4 million annually.

Social service organizations in urbanized counties reportedly provide transportation to about 127,931 persons during a typical month, traveling 1,042,595 vehicle miles (Table 10).

#### Short-Range Needs

It is estimated that 247 vehicles including new and replacement vehicles will be required for the urbanized counties of Texas through the year 1980. A total of 69 vehicles are proposed to be specially-equipped including 47 small transit coaches, 11 minibuses, and 11 vans. The estimated capital expenditure through 1980 for these new and replacement vehicles is \$4,973,500. Annual operating expenses for the new vehicles are estimated at \$2,001,300. Because of inflation, this annual figure may be much greater by 1980 (Table 11).

#### TEXAS COUNTIES WITHOUT URBANIZED AREAS

The 228 non-urbanized counties in Texas comprise 234,477 square miles, or 89 percent of the state's land area; however, only about 32 percent of the total state population lived in these counties in 1970. Approximately 41 percent of the elderly and handicapped persons in Texas lived in these 228 counties in 1970. By 1980 it is estimated that elderly and handicapped persons in the non-urbanized counties will number 723,345 or about 37 percent of the total number in this group in Texas. The estimated number of elderly and handicapped who did not own or operate an automobile in 1970 was 364,553 in these non-urbanized counties.

TABLE 9

EXISTING VEHICLES IN SPECIALIZED TRANSPORTATION SERVICES  
SOCIAL & HEALTH — URBANIZED AREAS OF TEXAS

District	County(s)	Large Buses	Specialty Equipped Large Buses	Medium Buses	Specialty Equipped Medium Buses	Regular Transit Coaches	Small Transit Coaches	Minibuses	Specialty Equipped Minibuses	Vans	Specialty Equipped Vans	1975 16b (2) Vehicles	Cars/Station Wagons	Specialty Equipped Cars/Station Wagons	Staff Cars	Volunteer Cars	Various Vehicles**	Total Vehicles
1	Grayson	1	1	1	1	1	1	3	4	1	1	12	1	1	1	1	3	26
2	Tarrant	1	1	2	1	1	1	5	3	1	1	18	1	1	6	*	1	95
3	Wichita	1	1	1	1	1	1	1	1	1	1	2	1	1	2	*	1	5
4	Potter & Randall	1	1	4	1	1	1	9	1	1	1	11	1	1	1	1	4	31
5	Lubbock	1	1	1	1	1	1	7	1	2	1	11	1	1	5	1	1	29
6	Ector & Midland	1	1	1	1	1	1	10	1	1	1	8	1	1	1	20	1	40
7	Tom Green	1	1	2	1	2	1	5	1	1	1	4	1	1	14	*	1	27
8	Taylor	1	1	1	1	1	1	3	1	1	3	1	1	1	3	*	1	14
9	Bell & McLennan	3	1	1	1	6	1	23	1	6	1	55	1	1	70	1	1	166
10	Smith	1	1	1	1	1	1	10	1	1	1	3	1	1	1	1	1	15
12	Galveston & Harris	7	1	26	1	1	1	6	1	93	4	38	3	1	25	70	1	277
14	Travis	2	1	2	1	4	2	3	5	1	3	8	1	1	10	1	33	73
15	Bexar	1	1	5	1	27	1	43	1	24	2	16	1	1	61	1	1	190
16	Nueces	1	1	1	1	1	1	11	1	14	1	3	1	1	12	1	1	42
17	Brazos	1	1	1	1	1	1	1	1	1	1	15	1	1	1	1	1	16
18	Dallas	7	1	5	1	2	1	56	1	86	3	112	1	1	1	*	31	310
19	Bowie	1	1	1	1	1	7	9	1	1	1	4	3	1	17	16	1	58
20	Jefferson	1	1	2	1	1	1	14	1	1	1	7	1	1	10	1	1	57
21	Cameron, Webb & Hidalgo	1	1	9	1	2	1	21	1	1	1	71	1	1	95	1	19	217
24	El Paso	2	1	1	1	1	2	1	1	24	1	5	1	1	77	1	2	113
	Totals	24	1	62	1	45	15	240	15	254	16	419	6	468	106	95	1,801	

\* Unspecified number of volunteer cars  
\*\*Pickups, trucks, ambulances, jeeps, etc.

TABLE 10

PEOPLE SERVED & VEHICLE MILES PER  
MONTH SOCIAL SERVICE TRANSPORTATION  
PROVIDERS URBANIZED AREAS OF TEXAS

Urbanized Area	# People Served/Mo.	Vehicle Miles/Mo.
Houston	33,117	232,232
Dallas	4,605*	151,545
San Antonio	35,580	72,684*
Fort Worth	1,516*	21,094*
El Paso	3,825	84,658
Austin	1,717*	22,513
Corpus Christi	4,541	37,404*
Sub Totals	84,901*	622,130*
Lubbock	1,950	13,400*
Amarillo	724*	27,685*
Waco	4,775	41,843*
Port Arthur	1,395	30,065
Beaumont		
Wichita Falls	1,632*	9,062*
McAllen-Pharr-Edinburg	8,663*	94,458*
Abilene	273	11,554*
Texas City-LaMarque	N/A	N/A
Odessa	1,487	15,504
Laredo	7,956	23,695*
San Angelo	537*	6,097*
Galveston		
Midland	1,582*	9,810
Tyler	763	20,281
Texarkana	1,301*	28,709*
Sherman-Denison	1,264	16,912
Brownsville	7,854	64,804
Bryan-College Station	603	1,085*
Harlingen-San Benito		
Killeen-Fort Hood	271*	5,501*
Longview		
Sub	43,030*	420,465*
Grand	127,931*	1,042,595*

\*Partial Totals



TABLE 11

ANTICIPATED CAPITAL NEEDS THROUGH 1980 AND ANNUAL OPERATING ASSISTANCE NEEDS IN SPECIALIZED PUBLIC TRANSPORTATION SERVICES - SOCIAL AND HEALTH - URBANIZED AREAS OF TEXAS

District	County(s)	Medium Buses	Small Transit Coaches	Specialty Equipped Small Transit Coaches	Minibuses	Specialty Equipped Minibuses	Vans	Specialty Equipped Vans	Station Wagons	Cars	Radio Equipment	Lift Equipment	Total Vehicles	Capital Expenditures Thru 1980	Annual Operating Assistance
1	Grayson	--	--	--	2	--	1	--	--	--	--	--	3	\$27,500	\$25,500
2	Tarrant	--	--	5	4	1	--	--	--	--	(1)	--	10	417,000	81,300
3	Wichita	--	--	--	2	--	--	--	--	--	--	--	4	33,000	34,000
4	Potter & Randall	--	--	--	--	1	--	--	--	--	--	2	1	16,400	8,500
5	Lubbock	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	Ector & Midland	--	--	--	1	--	--	--	--	--	--	--	1	10,000	8,500
7	Tom Green	--	--	--	--	--	--	--	--	--	--	--	--	--	--
8	Taylor	--	--	--	8	4	--	--	--	--	--	--	12	132,000	102,000
9	Bell & McLennan	--	--	--	2	3	6	--	2	--	--	--	13	236,600*	59,500
10	Smith	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12	Galveston & Harris	--	3	--	70	--	--	--	--	2	--	--	75	746,000	637,500
14	Travis	--	--	10	--	--	--	--	--	--	--	--	10	790,000**	85,000
15	Bexar	--	--	11	5	--	--	--	--	--	--	--	16	490,000	136,000
16	Nueces	3	--	--	--	1	2	--	--	--	--	--	6	128,000	34,000
17	Brazos	--	--	--	--	--	--	--	--	--	--	--	--	--	--
18	Dallas	--	--	21	3	--	2	11	2	1	--	--	40	1,381,500	390,000
19	Bowie	--	--	--	2	1	4	--	--	--	--	--	7	63,000	59,500
20	Jefferson	1	--	--	1	--	--	--	--	--	--	--	2	40,000	17,000
21	Cameron, Webb & Hidalgo	--	--	--	24	--	3	--	--	--	--	--	27	262,500	238,000
24	El Paso	--	--	--	20	--	--	--	--	--	--	--	20	200,000	85,000
	Totals	4	3	47	144	11	18	11	6	3	(1)	2	247	\$4,973,500	\$2,001,300

NOTE:

(1) = 1 base station and 7 radios

\* Also capital equipment worth \$120,000 but not specified.

\*\*The total of \$790,000 includes \$150,000 for replacement vehicles not specified.

By 1980 this number is expected to rise to 397,838 such persons. Even though only 32 percent of the total population lived in these non-urbanized counties in 1970, approximately 41 percent of those with incomes below poverty level resided in these same places. Of the 837,484 persons in the 228 non-urbanized counties with incomes below poverty level, 174,154 were persons age 65 and over. The incidence of poverty in 1970 for the entire state was 18 percent while in the non-urbanized counties it was approximately 24 percent.

#### Existing Services

Two hundred and eighty social service transportation providers were inventoried in the 228 non-urbanized counties of Texas. These organizations operate 969 vehicles or about 35 percent of the total identified social service vehicles in Texas (Table 12).

Of the 969 identified vehicles, 50 were approved under the 1975 Section 16b(2) program. Specially-equipped vehicles for the handicapped include five minibuses, two vans and two cars/station wagons. With the expected 16b(2) vehicles, there will be 59 specially-equipped vehicles in the non-urbanized counties of Texas. Also, under the 1975 16b(2) program, the El Paso Area Chapter of the American Red Cross has been approved for seven vehicles; however, this agency has discontinued its transportation service. They may subcontract with another agency to utilize these vehicles but are not sure at this time. Therefore, the seven 16b(2) vehicles are not counted in the totals.

Excluding the volunteer vehicles, 917 other vehicles are available in non-urbanized counties. Estimated annual operating expenses for these vehicles are calculated to be about \$7.8 million.

TABLE 12

EXISTING VEHICLES IN SPECIALIZED PUBLIC TRANSPORTATION SERVICES  
SOCIAL & HEALTH--NONURBANIZED AREAS OF TEXAS<sup>1</sup>

District	Large Buses	Medium Buses	Small Transit Coaches	Minibuses	Specially-Equipped Minibuses	Vans	Specially-Equipped Vans	1975 16b(2) Vehicles	DPW Vehicles	Cars/Station Wagons	Specially-Equipped Cars/Station Wagons	Staff Cars	Volunteer Cars	Various Vehicles <sup>2</sup>	Total Vehicles
1	--	1	--	15	--	--	--	5	--	24	--	29	38	--	112
2	--	--	--	--	--	--	--	--	--	2	--	2	*	--	4
3	--	1	2	3	--	--	--	--	--	4	--	6	--	--	16
4	--	--	--	5	--	--	--	3	--	5	--	--	*	--	13
5	--	--	--	3	--	12	--	4	--	20	--	--	*	--	39
6	--	--	--	1	--	--	--	--	--	4	--	10**	--	--	15
7	--	--	--	--	--	--	--	--	--	1	--	11	--	--	12
8	--	1	--	--	--	1	--	3	18	1	--	4	*	--	28
9	--	6	--	8	--	5	--	2	--	11	1	15**	--	--	48
10	--	2	--	7	--	--	--	1	--	9	--	9	--	--	28
11	--	--	--	4	--	1	1	7	--	7	--	19	--	--	39
12	--	--	--	3	--	17	--	--	--	1	--	2	--	--	23
13	--	1	--	--	2	7	--	2	--	17	1	11	--	--	41
14	--	21	2	11	1	1	--	3	--	28	--	9	1	79	156
15	--	1	--	4	--	2	--	3	--	13	--	11	--	--	34
16	2	1	--	8	2	9	1	4	--	7	--	31**	2*	1	68
17	2	--	--	--	--	15	--	3	--	--	--	--	--	--	20
18	--	--	--	3	--	2	--	2	--	7	--	--	--	--	14
19	1	4	4	8	--	--	--	2	--	7	--	34**	11*	--	71
20	--	--	--	5	--	--	--	--	--	3	--	10**	*	--	18
21	--	14	--	32	--	--	--	4	7	8	--	25	--	--	90
22	--	--	2	5	--	--	--	--	--	15	--	7	--	--	29
23	--	2	1	6	--	--	--	2	--	21	--	9	--	1	42
24	--	--	--	--	--	--	--	--+	--	3	--	--	--	--	3
25	--	--	--	1	--	5	--	--	--	--	--	--	*	--	6
TOTALS	5	55	11	132	5	77	2	50	25	218	2	254	52	81	969

\*Unspecified number of volunteer cars.

\*\*Unspecified number of staff cars.

+El Paso Area Chapter of the American Red Cross has been approved for 7 16b(2) vehicles under the 1975 Program. However, this agency has discontinued transportation service so the vehicles are not counted at this time.

NOTES: (1) This Table does not include any Section 147 vehicles as all three applications in Texas are still in preliminary stages.  
(2) Pick-ups, Carry-alls, trucks, etc.

Section 147 of the Federal-Aid Highway Act of  
1973, as amended, in Texas

Section 147, the Rural Highway Public Transportation Demonstration Program, a demonstration grant program, provides funds to encourage the development, improvement, and use of public transportation systems within rural areas in order to enhance access of rural population to employment, health care, retail centers, education and public services.

Texas has received notification of preliminary approval of three grants; one was submitted by the Capital Area Planning Council of Austin under the 1975 program, and two under the 1976 program. FY76 applications were submitted by the Alamo Area Council of Governments in San Antonio and the Lower Rio Grande Valley Development Council in South Texas.

These grant applications request a total of 53 vehicles; however, these vehicles were not included in Table 12 because of the preliminary status of the grants. Final approval is pending completion of the public hearing stage of the grant process.

Capital Area Rural Transportation System (CARTS)

This system received a preliminary grant of \$300,000 under the 1975 Section 147 grant program.

The grant will enable the purchase of 17 vans, six of which will be specifically equipped for the handicapped.<sup>3</sup>

Alamo Area Council of Governments Rural Transportation System

This preliminary grant under the 1976

program is in the amount of \$880,000 with a local contribution of \$175,000 for a total project cost for the first program year of \$1,055,000. The system will be administered by a consortium of transportation providers and operators, while overall policy direction and ultimate control will rest with the Executive Committee of the Alamo Area Council of Governments.

A total of 23 new vehicles is required to compliment the existing or anticipated vehicles of the social service agencies, Department of Public Welfare Title IX System, and the taxi operators. The key to this proposed system is coordination. To insure coordination and efficiency and to avoid duplication of effort, all participating transportation providers will form an Operating Consortium to guide and operate the system.<sup>4</sup>

Lower Rio Grande Valley Development Council Rural Transportation System

The primary objective of this proposal is for the Lower Rio Grande Valley Development Council, acting as the Regional Planning Agency, to coordinate funding from Section 147 with existing Department of Public Welfare funds and create one transportation program serving two or more purposes. The actual transportation would be subcontracted to existing

public transportation providers to avoid duplication of services and increase the possibility of future takeover by private enterprise upon the termination of federal and state funding. This effort could eventually provide the basic system for joint funding of a transportation system serving all social programs.

This grant will allow the purchase of five 12-passenger and eight 24-passenger vehicles. The 12-passenger vehicles will be provided on a demand-responsive basis while the 24-passenger vehicles will be provided on a scheduled basis. All vehicles shall have portable ramps to allow for accessibility of handicapped persons. Three of the 24-passenger vehicles will be used on a rotation basis to allow for vehicle maintenance and overhaul. These vehicles will be equipped with a radio communication system.<sup>5</sup>

#### Short-Range Needs

The non-urbanized counties of Texas have indicated a need for some 184 new and replacement vehicles at a total estimated capital expenditure of \$1,921,600 through the year 1980 (Table 13). The estimated operating cost for these new vehicles is \$2,879,813 annually. Inflation could cause this annual operating estimate to rise by the year 1980.

TABLE 13

ANTICIPATED CAPITAL NEEDS THROUGH 1980 AND ANNUAL OPERATING ASSISTANCE NEEDS IN SPECIALIZED PUBLIC TRANSPORTATION SERVICES - SOCIAL AND HEALTH - NON-URBANIZED AREAS OF TEXAS

District	Large Buses	Medium Buses	Small School Buses	Minibuses	Specially-Equipped Minibuses	Vans	Specially-Equipped Vans	Station Wagons	Cars	Radio Equipment	Total Vehicles	Capital Expenditures Through 1980	Annual Operating Assistance
1	--	--	--	10	--	--	--	--	--	--	10	\$ 100,000	\$ 116,500
2	--	--	--	--	--	1	--	--	--	--	1	7,500	8,500
3	--	--	--	--	--	--	--	1	--	(1)	1	12,750	45,000
4	--	--	--	2	--	--	1	--	--	--	3	30,500	25,500
5	--	--	--	1	--	8	--	4	15	--	28	171,000	183,500
6	--	1	--	16	--	--	--	--	--	--	17	173,000	150,858
7	--	--	--	--	--	--	--	--	--	--	--	--	4,800
8	--	--	--	8	4	--	--	--	1	--	13	137,000	102,000
9	1	--	--	--	--	4	3	4	--	(2)	12	149,400	91,500
10	--	--	--	24	--	--	--	--	--	--	24	240,000	204,000
11	--	--	--	--	--	3	1	--	--	--	4*	87,000	80,031
12	--	--	--	--	--	--	--	--	--	--	**	100,200	1,156,360
13	--	--	--	--	--	3	1	--	--	--	4	45,000	34,000
14	--	--	--	--	2	--	3	1	1	--	7	68,000	23,564
15	--	--	--	--	--	--	--	--	1	--	1	5,500	5,700
16	--	--	--	--	--	2	1	--	--	--	3	29,000	24,000
17	--	--	--	3	1	--	--	--	--	--	4	43,000	42,500
18	--	--	--	--	--	2	--	1	--	--	3	18,500	25,500
19	--	--	--	18	--	--	--	2	2	--	22	203,000	187,000
20	--	--	--	2	2	--	--	--	--	--	4	46,000	34,000
21	--	1	1	--	--	2	--	--	--	--	4	39,000	154,000
22	1	1	--	8	--	--	--	--	--	--	10	125,000	85,000
23	--	--	--	7	--	--	--	--	2	--	9	80,000	79,000
24	--	--	--	--	--	--	--	--	--	--	--	--	--
25	--	--	--	--	--	--	--	--	--	(3)	--	11,250	17,000
TOTALS	2	3	1	99	9	25	10	13	22		184	\$1,921,600	\$2,879,813

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

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

FOOTNOTES

- 1 North Central Texas Council of Governments, Transportation Option for the Elderly and Handicapped, Executive Summary (Draft Copy), April 1976, np.
- 2 Texas Department of Community Affairs, Poverty in Texas, 1973, p. 185.
- 3 Capital Area Planning Council, Section 147 Grant Application, 1975.
- 4 Alamo Area Council of Governments, Section 147 Grant Application, 1976.
- 5 Lower Rio Grande Valley Development Council, Section 147 Grant Application, 1976.



# **Special Public Transportation Services**

## **CHAPTER IV**

## CHAPTER IV

### SPECIAL PUBLIC TRANSPORTATION SERVICE

#### INTRODUCTION

Special public transportation service is designed for a very specific clientele and serves a certain geographical area. This service includes airport ground transportation, employer operated transit, university shuttle and commuter service, school bus transportation and church bus transportation. The airport ground transportation is designed to serve airline patrons traveling to and from specific airports; employer operated transit is designed to serve employees of specific companies; university shuttle and commuter service is designed to serve students and faculty of certain universities; school bus transportation is designed to serve students within a certain school district; and church bus transportation is designed to serve the congregation of certain churches. All of these services are privately supported except the publicly supported school bus transportation. Each one provides an important function and will be discussed separately in this chapter.

#### AIRPORT GROUND TRANSPORTATION

Four urbanized areas of the state have airport ground transportation utilizing equipment other than taxicabs.

Houston - In addition to taxicabs, the public ground transportation at Houston Intercontinental and Hobby Airport is provided by Air Coach Bus Service and Hobby Airport Limousine Service, respectively. Although the routes operated by these two companies are different, the same terminals inside the city are used. Table 14 summarizes their service.

TABLE 14

## SUMMARY OF AIRPORTS' GROUND PUBLIC TRANSPORTATION IN HOUSTON

	<u>Route</u>	<u>Route Miles (One Way)</u>	<u>Revenue Passengers</u>	<u>No. of Vehicles</u>	<u>Age of Vehicles</u>	<u>Service Area</u>
Air Coach	2	26 & 29	750	9 buses	Over 10 yrs.	HIA
Hobby Limo	2	13 & 17	50	4 wagons	Less than 5 yrs.	Hobby
TOTAL	4	85	800	13		

Dallas-Fort Worth - Public transportation to and from the Dallas-Fort Worth Regional Airport is provided by SURTRAN. SURTRAN began operation shortly before the airport opened in January, 1974.

The SURTRAN bus fleet consists of 45 vehicles. Of these buses, ten carry 39 passengers, five are able to carry 27 persons and the remaining 30 can transport 30 passengers each.

The cost of the service is \$3.00 to or from the terminals and \$4.00 to or from the hotels along the route. These fares are expected to cover operating expenses without a subsidy or deficit for the next several years.

SURTRAN Taxi, Inc. is operated by a private taxi company franchised to operate under the SURTRAN name by the Dallas-Fort Worth Airport Board. Seventy-five cents of the \$1.90 first-mile fee goes to SURTRAN. SURTRAN taxicabs provide service only from the airport. SURTRAN is the only company providing service for passengers flying into the airport and is restricted from picking up passengers outside the airport. In a similar manner other area taxicab companies can deliver Dallas-Fort Worth Airport passengers to the airport but are not allowed to pick up passengers there.

The Dallas-Fort Worth area contains another system of light-tracked mass transit vehicles; the multi-unit AIRTRANS System, which operates on

rubber tires in an exclusive guided pathway for a distance of 13 miles along the Dallas-Fort Worth Regional Airport parking and terminal facility, is managed under the publicly-owned airport authority of joint municipalities. Passengers pay 25¢ per ride.

Fort Worth maintains the nation's only unsubsidized, regularly scheduled helicopter taxi service linking the airport with surrounding communities. Certified on August 24, 1976 by the Texas Aeronautics Commission, Metroplex Helicopter Airway, Inc. began non-scheduled cargo flights serving the Dallas-Fort Worth Regional Airport on November 19, 1976, and scheduled passenger flights on December 1, 1976. Initial landing points include the SURTRAN terminal in Fort Worth, the Tarrant County Convention Center, Parkway Central Heliport in Arlington, Bell Helicopter Plant in Hurst, Market Center Heliport in Dallas, North Dallas Heliport in Dallas, P. C. Cobb Stadium and Love Field in Dallas.

Amarillo - In Amarillo, the Airport Limousine Service is a commercial service operating between the city and the air terminal. During a typical month, this service transports almost a thousand persons to and from the terminal. Four minibuses with a capacity of 18 passengers are used for this service and collectively they travel about 11,000 miles per month.

The Airport Limousine Service is expected to continue at about the same level for the next five years. An increase in air passengers could increase limousine ridership.

Galveston - Limousine service is provided in Galveston County by the Galveston Limousine Service. Present operations require use of eight vehicles (five station wagons and three maxivans) and standby vehicles. The Galveston Limousine Service plans to expand service by

using ten vehicles plus standby vehicles. Transportation service is provided on a regularly scheduled basis to the Houston Intercontinental Airport from the cities of Galveston, Texas City, La Marque, Hitchcock, Dickinson, League City, Clear Lake City, Pasadena, Alvin and Alta Loma. Service to and from Houston's Hobby Airport is provided by reservation only. The Galveston Limousine Service is currently meeting the transportation requirements for this type of service in the Galveston area, and revenues are such that expansion for increased service can be made.

#### AIRPORT GROUND TRANSPORTATION SYSTEMS NEEDS

The two transportation systems in operation at the Dallas-Fort Worth Regional Airport, AIRTRANS and SURTRAN, are anticipated to require a total of \$24.3 million in capital improvements during the next five year period.

The anticipated improvements include the purchase of replacement buses for the SURTRAN System, the purchase of vehicles to expand the SURTRAN service, and the extension of the AIRTRANS System to new areas of the airport which will be opened during the study period.

#### EMPLOYER OPERATED TRANSIT

The only urbanized area of the state to identify significant employer operated transit service is Houston.

In the Houston area, Continental Oil Company (Conoco) first started a vanpooling project in March, 1975 with an initial ten vans utilized by approximately 100 employees. To date, the vanpool project has not only been expanded within Conoco itself but also has been initiated by three other companies. Table 15 shows the present vanpooling status in

the Houston area.

TABLE 15  
VANPOOLING IN HOUSTON AS OF MAY 1976

	<u>NUMBER OF VANS OPERATING</u>	<u>PERSONS VANPOOLING</u>
Conoco, Houston	14 (17)	200
Hughes Tool	5 ( 5)	40
Aramco Services	4 ( 5)	40
Brown & Root	9 (10)	110
Total	32 (37)	390

Note: ( ) shows the number of vans bought, including backups.

#### EMPLOYER OPERATED TRANSIT SERVICE NEEDS

There are substantial benefits to both the employer and employee who participate in employer operated transit or vanpooling. The employer can derive a substantial savings since he is required to maintain less parking space for his employees. It should also be noted that carpools encourage on-time arrivals of employees by reducing traffic congestion and placing responsibility of being ready on time to each member of the carpool. Employees benefit by a huge reduction in transportation cost, less driving, reduction in congestion at parking facilities and on highways and by simply having someone to talk to during travel. No specific needs for this type of service have been identified; however, if past trends are an indication, the demand for this type of service will increase during the study period.

#### UNIVERSITY SHUTTLE AND COMMUTER SERVICE

Transportation Enterprises, Incorporated provides shuttle service

and commuter service to six universities in Texas. These universities are the University of Texas at Austin, Texas A & M University at College Station, North Texas State University at Denton, Texas A & I University at Kingsville, Texas Women's University at Denton and the University of Texas at Arlington.

Approximately 80% of Transportation Enterprises, Inc. operation is centered in the University of Texas shuttle system. Currently, 93 buses provide transportation to approximately 40,000 persons per month while traveling 156,000 vehicle-miles.

The other major service, at Texas A & M University, uses 16 buses to provide shuttle service to approximately 6,000 students.

For University of Texas at Austin and Texas A & M University, a pre-collected student service fee is used to pay for all or part of the service. The level of service provided is determined by contract and varies from year to year.

Both operations have proven to be effective in moving students in and around the campuses and are popular with the students.

Transportation Enterprises, Inc., a private profit-making company, is the major transportation provider in this category. At this time no specific needs for improvement of this service are enumerated. It is anticipated that this organization or a similar one will provide services to meet additional markets as they develop.

#### SCHOOL BUS TRANSPORTATION

Transportation to and from schools within urbanized areas of the state has grown steadily in past years. As transit systems in cities declined, the responsibility for providing transportation to students

was assumed by school districts. This assumption by the school districts may have helped escalate the decline of these transit systems.

More recently with the implementation of busing of students to obtain ethnic balance in schools for desegregation purposes, the school transportation effort has increased. In all likelihood, it will continue to increase as long as busing is utilized as a means of desegregation.

In Texas counties with urbanized areas, there are approximately 328 public school districts and private schools. A total of 245 school districts and private schools responded to the Department's survey. The data from these survey forms are summarized in Table 16. A total of 5,548 vehicles were owned and operated by the reporting districts and schools. Of this total, 3,882 or 70 percent of the vehicles were large school buses — over 48 passengers; 585 or 11 percent were medium school buses — 24-48 passengers; 27 or less than one percent were regular transit coaches; 240 or four percent were small transit coaches; 304 or five percent were minibuses; and 510 or nine percent were sedans, pickups and trucks. Only 118 vehicles or about two percent were specially equipped to carry the severely handicapped.

These vehicles traveled in excess of 4.5 million vehicle-miles during a typical school month providing transportation to approximately 384,000 students per school day.

The cost of providing this service for a typical month was \$2,296,000 or approximately \$6.00 per student per month.

School districts are prohibited by State law from using State funds to transport students within a two mile radius of the school they attend; however, a school district can assume the cost of this service from local maintenance funds and provide it if they so desire. The financial sit-



TABLE 16

SCHOOL BUS INVENTORY - URBANIZED AREAS

Urbanized Area†	Car, Station Wagon or Other Vehicle	Minibus	Sm. Transit Coach (14-25 Pass.)	Reg. Transit Coach (25 or More)	Med. School Bus (24-48 Pass.)	Large School Bus (Over 48)	# Out of Total Special Equipped For Handicapped	# of Operators Providing Data	# of Persons Served Per School Day	# of School Districts and Private Schools	Vehicle Miles/Mo.	Costs/Mo.
Houston	116	100	214	20	98	1,052	32	21	128,311	29	1,514,466	\$ 727,712.84*
Dallas	4	12	2	0	28	349	13	12	25,717	28	91,609	54,015.66
San Antonio	44	27	6	3	21	410	14	22	38,408	25	478,389*	246,397.58
Fort Worth	20	29	0	0	16	200	10	21	15,498*	21	182,913*	100,521.94*
El Paso	0	2	0	0	4	121	2	8	11,306*	13	144,758	109,966.00
Austin	32	14	1	0	35	191	9	9	20,040*	13	105,331*	154,828.64
Corpus Christi	4	14	0	0	14	99	7	11	7,459	16	74,027*	49,718.58*
Sub Total	220	198	223	23	216	2,422	87	104	246,739	145	2,591,493	1,443,161.24
Lubbock	98	6	0	2	21	87	0	7	5,283	11	51,868*	58,100.00
Amarillo	0	5	1	0	5	60	0	8	3,609	8	63,176*	20,965.09*
Waco	3	20	1	1	145	127	9	22	24,601	22	318,270	119,797.36
Beaumont-Port Arthur	16	6	5	0	3	138	7	6	12,277	9	76,968	52,259.46
Wichita Falls	3	0	0	0	1	34	0	3	2,105	5	31,391	12,661.73
McAllen-Pharr-Edinburg	18	3	2	0	14	153	2	10	13,836	16	238,813	97,110.48
Abilene	65	8	1	0	17	54	1	11	3,068*	11	137,614*	31,564.21*
Texas City-LaMarque	4	8	0	0	1	121	0	4	12,905	12	110,403	72,213.29
Odessa	2	2	0	0	13	75	0	1	5,400	1	95,450	45,038.00
Laredo	7	7	2	0	16	30	2	10	2,623	10	25,327*	27,178.32
San Angelo	2	6	2	0	9	35	3	6	2,822	7	52,426*	24,000.00
Galveston												
Midland	6	11	0	0	11	41	2	2	3,721	2	100,690	34,761.43
Tyler	26	6	0	0	15	127	0	8	8,763	8	169,071	76,716.00
Texarkana	0	0	0	0	35	45	0	1	5,565	14	65,000	23,434.00
Sherman-Denison	5	4	1	1	30	72	0	19	4,414	19	92,677	29,337.88*
Brownsville	3	4	1	0	8	78	1	9	6,814	13	74,523	45,951.02
Bryan-College Station	1	2	1	0	15	61	3	5	10,835	5	110,677	41,703.92
Harlingen-San Benito												
Killeen-Fort Hood	31	8	0	0	12	122	3	9	8,569	9	133,418	39,771.55
Longview												
Sub	290	106	17	4	371	1,460	33	141	137,210	182	1,947,762	\$ 852,563.74
Grand	510	304	240	27	587	3,882	120	245	383,949	327	4,539,255	\$ 2,295,724.98

\*Partial Totals

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

uation of most scho/l districts prohibits this practice.

During the course of the Department's inventory of providers, a few private operators were identified who contracted to provide this "within two-mile" service on a fee-per-month basis. Generally the charge ranges from \$10 to \$15 per student per month, with the student paying this cost. The data collected on this type of service was not comprehensive enough for an in-depth analysis or to adequately identify the extent of service provided.

Of the approximately 1,100 public school districts and private schools serving non-urbanized areas, 706 responded to the Department's survey questionnaire. The summarized data from the survey is presented in Table 17.

A total of 8,014 vehicles were owned and operated by the reporting schools. Of this total 4,613 or 58 percent of the vehicles were large school buses (over 48 passengers); 2,110 or 26 percent were medium school buses (24-48 passenger); 121 or less than two percent were regular transit coaches; 49 or less than one percent were small transit coaches; 348 or four percent were minibuses; and 773 or almost ten percent were sedans, pickups, and trucks. Only 105 or a little over one percent were specially equipped to carry the severely handicapped.

These vehicles traveled in excess of 73 million vehicle-miles during a typical school month providing transportation to more than 306,000 students.

The cost of providing this service for a typical month was \$2,568,200 or approximately \$8.40 per student per month.

#### SCHOOL TRANSPORTATION NEEDS

Within the state's urbanized areas a total of approximately 6,000

TABLE 17

SCHOOL BUS INVENTORY - NON-URBANIZED AREAS

District	# of Oper- ators Pro- viding Data	Car, Station Wagon or Other Vehicle	Minibus	Small Transit Coach (15-25)	Regular Transit Coach (25 or More)	Med. Sch. Bus (24-48)	Lg. Sch. Bus (Over 48)	# Out of Total Specially Equipped for Hand- icapped	# of Persons Served/Mo.	Vehicle Miles/Mo.	Costs/Mo.
1	36	25	5	0	3	131	187	2	14,998*	296,641	101,381.68
2	35	19	3	1	4	75	146	11	10,844	213,387*	68,827.90
3	28	22	7	0	1	96	88	0	6,310	188,116	81,815.27
4	41	43	46	7	9	135	146	1	7,102	421,520	112,242.95
5	47	61	13	3	29	212	253	5	17,573	458,747*	141,014.84
6	17	71	26	7	26	48	107	0	4,326	236,822	66,637.90
7	13	8	14	3	8	57	34	1	1,904	141,712*	28,654.78*
8	31	37	24	4	0	143	79	8	7,538	269,115*	76,063.74*
9	35	18	6	3	14	143	94	0	11,200	224,816*	70,572.82
10	43	71	17	2	10	114	414	3	25,836	442,961*	209,373.14*
11	30	16	7	1	0	98	198	11	14,857	307,823*	150,429.02
12	19	101	25	2	0	31	530	6	21,232*	574,353	269,904.76
13	41	32	8	1	0	77	311	1	16,220*	437,852*	144,860.48
14	40	22	24	3	5	114	226	0	18,402*	526,173*	136,911.12
15	22	19	14	2	0	32	201	54	11,026	260,634*	94,901.80
16	29	30	11	0	0	36	247	1	18,962	281,057*	105,161.80
17	27	39	8	0	0	86	234	5	12,257	369,092*	110,511.92
18	33	10	14	0	0	59	193	0	14,257	219,702*	78,507.21
19	30	23	12	0	0	82	335	4	21,227	419,257	130,240.84*
20	18	44	6	1	0	5	330	1	24,015	292,935	156,119.78
21	10	10	9	15	0	0	91	0	14,287	120,000	54,000.00
22	13	10	12	1	5	33	95	0	8,419	172,980	43,413.87
23	35	12	15	3	0	164	42	0	7,735	337,466	79,472.00
24	6	3	5	0	0	16	2	0	569	17,138	3,052.60
25	30	11	22	6	7	120	30	0	3,458	197,385	49,296.87*
Totals	709	757	353	65	121	2,107	4,613	114	314,554	7,427,684	2,572,369.09

\*Partial Totals

buses are used in providing transportation to school age children. The transportation components of school districts are presently funded with transportation funds from the Texas Education Agency and with local school district taxes.

School bus replacement costs during the five year period are estimated to be approximately \$55 million. This estimate is based on an average service life of seven years and an average cost of \$13,000 per vehicle.

In addition to these capital costs, approximately \$105 million will be required during the five year period for operational costs.

The above estimates may be considered to be the minimum amount required, as no consideration for expanded busing programs for racial balance is included. If major busing programs are required in a number of urbanized areas, the capital and operational costs will increase proportionately.

In the non-urbanized and rural areas of the state, school transportation is indeed a large operation. With 706 school districts out of approximately 1,100 reporting during the State Department of Highways and Public Transportation's inventory, it was found that more than 8,000 vehicles are operated by these school districts. The number of vehicles operated by the school districts not responding to the inventory is not known; however, it is estimated that the total number of school buses would approach 10,000. The capital costs for replacement of these vehicles based on an average life of seven years and an estimated cost of \$13,000 per unit would exceed \$92.8 million. Operational costs for all school districts reporting and non-reporting for the five year period are estimated to exceed \$190,000,000.

At present, the cost of these needs must be borne by the state school

fund and local school district taxes.

#### CHURCH BUS TRANSPORTATION

Many churches in the state are beginning to use transportation as a means of doing missionary work in their own cities. Church buses are used to transport children and adults to church services, church camps, and to various related activities. It is not uncommon for church buses to travel ten or 15 miles bringing persons to church services.

In some cases, churches are also using their equipment to provide transportation for the elderly and poor to medical facilities and shopping centers. This type of service is not yet common but may become more prevalent in the future.

Within the state's urbanized areas, 653 churches with transportation programs, as shown in Table 18, responded to the Department's survey questionnaire. These churches operated 1,799 vehicles almost 337,500 vehicle-miles during a typical month, serving almost 108,000 persons.

Outside the urbanized areas of the state, 686 providers of this type of transportation responded to the Department's survey. These providers operated 1,161 vehicles almost 234,836 vehicle-miles while providing transportation to 65,984 persons during a typical month as shown in Table 19.

#### CHURCH BUS TRANSPORTATION NEEDS

The transportation inventory conducted by the Department identified some 6,120 transportation providers of which 3,032, or almost half, are church related transportation providers. While no effort was made to estimate the growth of this type of transportation during

TABLE 18

## CHURCH BUS INVENTORY - URBANIZED AREAS

<u>Urbanized Area+</u>	<u>Number of Providers Responding</u>	<u>Number of Vehicles</u>	<u>Vehicle Miles</u>	<u>Number of People Served</u>
Houston	23	159	17,913	13,915
Dallas	104	387	117,892	26,894
San Antonio	28	82	12,483	4,065
Fort Worth	86	199	45,490	9,981
El Paso	19	55	8,948	4,545
Austin	28	56	9,150	3,411
Corpus Christi	27	54	8,362	4,568
Sub Totals	315	992	220,238	67,379
Lubbock	28	76	8,115	3,595
Amarillo	35	80	13,634	4,358
Waco	27	48	5,825	1,872
Beaumont-Port Arthur	31	80	17,781	3,926
Wichita Falls	26	84	10,509	2,926
McAllen-Pharr-Edinburg	10	13	1,570	1,733
Abilene	23	56	8,315	3,461
Texas City-LaMarque				
Odessa	9	30	4,040	973
Laredo	1	2	400	250
San Angelo	8	19	4,059	553
Galveston	10	36	5,388	2,788
Midland	6	25	2,875	1,887
Tyler	30	64	10,095	3,223
Texarkana	17	39	5,178	2,087
Sherman-Denison	52	107	9,525	3,092
Brownsville	1	6	80	660
Bryan-College Station	5	7	1,740	440
Harlingen-San Benito	7	12	5,550	2,210
Killeen-Fort Hood	12	21	2,510	1,035
Longview				
Sub	338	805	117,189	45,595
Grand	653	1,799	337,427	107,974

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

the study period, it is probable that growth will continue to occur. The expansion of these programs to include the provision of social service transportation is likely; already a few church bus operations are providing limited service in this area. The service provided by churches in the small urbanized areas is expected to be at a much slower rate than in the large urbanized areas.

Little increase in church bus transportation service is expected in rural areas because of the declining population trend in these areas.

TABLE 19

## CHURCH BUS INVENTORY - NON-URBANIZED AREAS

<u>District</u>	<u>Number of Providers Responding</u>	<u>Number of Vehicles</u>	<u>Vehicle Miles</u>	<u>Number of People Served</u>
1	80	139	25,969*	9,206*
2	41	61	8,695*	4,093*
3	23	38	2,848*	1,062*
4	39	78	10,379*	3,649*
5	35	61	12,780*	3,625*
6	7	22	1,398	1,630
7	2	2	287	70
8	36	62	9,159*	4,605*
9	21	32	7,335*	2,244
10	74	130	32,358*	5,904
11	20	44	8,612*	2,612
12	24	41	15,055	2,791
13	28	39	4,866*	1,560*
14	41	61	18,863	4,041
15	13	16	1,610*	877*
16	33	48	7,745*	3,166
17	9	15	4,585	881
18	29	59	14,412	4,447
19	37	55	15,005*	2,350
20	41	80	19,832*	2,839*
21	3	4	230	150
22	6	9	1,415	1,495
23	31	49	8,079*	1,708
24				
25	13	16	3,319*	979
Totals	686	1,161	234,836	65,984

\*Partial Totals

# **Intercity Surface Transportation**

## **CHAPTER V**



## CHAPTER V

### INTERCITY SURFACE TRANSPORTATION

#### INTRODUCTION

If a Texas resident cannot or does not want to drive an automobile from one city to another, alternate modes of transportation are available in some instances to serve this need. Both bus service and rail service help maintain a high level of mobility in intercity surface transportation, including out-of-state travel.

#### INTERCITY BUS SERVICE

Travel by bus is the dominant mode of public intercity surface transportation in Texas. At least 1,031 communities in Texas are served by various bus lines, compared to 20 communities served by Amtrak and 33 communities served by regularly scheduled airline service.<sup>6</sup> It is obvious that the bus lines serving Texas cities are important public intercity transportation providers.

The intercity bus industry's principal source of revenue is derived from passenger fares, including chartered runs. In 1974, passenger revenues accounted for approximately 72 percent of revenues received by Texas based operators. In 1975, however, passenger revenue accounted for only about 57 percent of the total revenues received by these operators. A change in accounting procedures may explain this discrepancy. The other principal source of revenue to the intercity bus industry is freight or package express service. Revenues from this service have approached 20 percent for both 1974 and 1975. Other sources of revenue accounted for eight percent of total revenue received in 1974 but 24 percent in 1975. As indicated in Tables 20 and 21, the total operating

TABLE 20

## 1974 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Miles Of Route</u>	<u>Operating Revenue</u>	<u>Passengers Carried</u>	<u>No. of Vehicles</u>	<u>Bus Miles Operated</u>	<u>Headquarters</u>
Arrow Coach Lines	568	\$878,873	146,403	22	1,230,100	Brownwood
Central Texas Bus Lines	n.a.	422,940	73,006	18	810,908	Waco
Farmer Bus Lines	376	9,148	n.a.	1	67,304	Wichita Falls
Floresville Bus Line	115	15,416	2,629	1	70,840	San Antonio
Kerrville Bus Company	1,410	6,069,581	684,655	66	3,746,784	Kerrville
Oilfield Bus Lines	159	153,496	15,059	3	263,245	San Angelo
Painter Bus Lines	287	1,065,796	164,194	Leased	951,168	Kerrville
Southwestern Transit Co.	73	700,584	779,678	30	909,284	Belton
Sun Set Stages	192	203,725	21,575	6	217,334	Abilene
Texas Bus Lines	697	1,438,935	416,734	28	1,995,648	Galveston
Texas Electric Bus Lines	98	333,888	52,414	5	529,626	Waco
Texas Motor Coaches	64	1,305,416	550,106	33	1,121,862	Grand Prairie
T. N. M. & O. Coaches	1,267	3,836,854	305,731	43	3,683,611	Lubbock
Tyler Bus Lines	292	151,690	26,027	5	106,580	Tyler
Valley Transit Company	174	1,791,812	2,952,346	43	2,410,295	Harlingen
Welch Motor Coaches	416	30,634	n.a.	1	141,856	Commerce
Whitfield Bus Lines	160	524,272	41,849	13	167,912	El Paso
TOTALS	6,348	18,933,060	6,232,406	318	18,424,357	

\* Partial Totals

n.a. - Not Available

Source: Texas Railroad Commission

TABLE 21

## 1975 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Miles Of Route</u>	<u>Operating Revenue</u>	<u>Passengers Carried</u>	<u>No. Of Vehicles</u>	<u>Bus Miles Operated</u>	<u>Headquarters</u>
Arrow Coach Lines	568	\$ 922,635	140,395	22	1,236,857	Brownwood
Central Texas Bus Lines	NA	434,497	70,742	17	872,451	Waco
Farmer Bus Lines	372	4,494	180	1	NA	Wichita Falls
Kerrville Bus Company	1,410	6,238,268	646,722	70	3,860,558	Kerrville
Oilfield Bus Lines	159	169,794	14,442	4	42,336	San Angelo
Painter Bus Lines	287	1,099,983	153,324	Leased	867,592	Kerrville
Permian Basin Coaches	326	19,574	5,040	1	270,720	Midland
Southwestern Transit Company	73	681,719	756,909	30	858,757	Belton
Sun Set Stages	192	240,341	22,863	6	230,291	Abilene
Taos Transportation Company**						
Texas Bus Lines	745	1,496,636	406,487	27	1,799,021	Galveston
Texas Electric Bus Lines	98	314,662	46,646	5	471,652	Waco
Texas Motor Coaches	64	1,355,859	507,648	31	1,107,635	Grand Prairie
T.N.M. & O. Coaches	1,267	2,991,077	220,644	40	2,371,923	Lubbock
Tyler Bus Lines	292	126,270	32,580	4	146,580	Tyler
Valley Transit Company	369	2,072,165	2,936,996	43	2,702,574	Harlingen
Welch Motor Coaches	416	30,823	NA	1	141,856	Commerce
Whitfield Bus Lines	160	492,302	79,007	13	159,643	El Paso
TOTAL	6,798*	\$18,691,099	6,040,615	315	17,140,446	

\*Partial Total

\*\*Began Service Latter Part of Year

NA--Not Available

Source of Data: Texas Railroad Commission

revenue received from all sources has remained relatively constant.

The bus industry in Texas is flexible and can adapt to changing patterns in land use with just a change of routes. Since the quality of the state's bus network of 30 operators is directly linked to the highway network, a change in routing is a relatively simple matter. The lower cost of intercity bus service also makes this mode of intercity travel attractive to many persons.

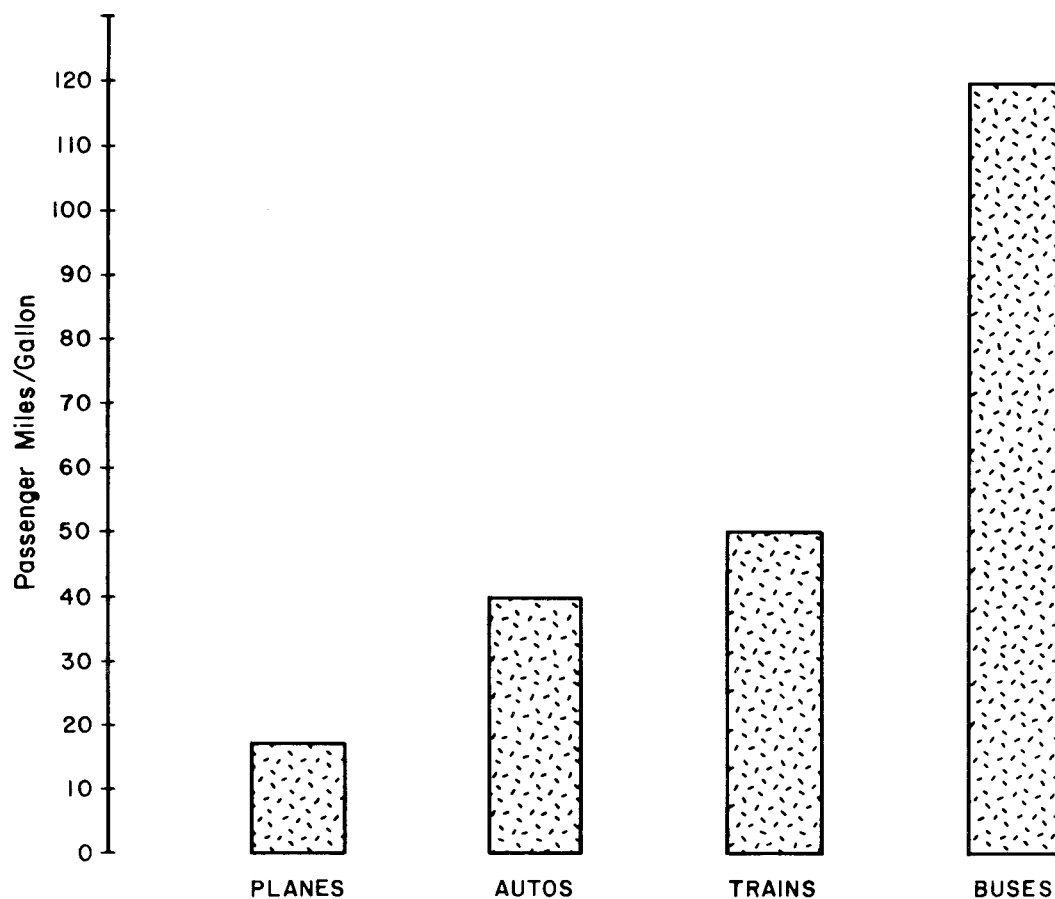
Operating expenses for intercity bus passenger service in Texas amounted to 4.5¢ per revenue passenger mile in 1975 compared to 13.7¢ for intercity rail passenger service. The operating expense per revenue passenger mile for domestic trunk airlines in 1975 amounted to 7.3¢ with local service airlines slightly higher.<sup>7</sup>

Intercity bus service proves to be more energy efficient than any other passenger transportation mode. An average passenger load on an intercity bus, which is about one-half capacity, obtains about 120 passenger miles per gallon of fuel. Amtrak reported that it obtained 60.1 passenger miles per gallon in 1974 and 50 passenger miles per gallon in 1975. Commercial airlines show approximately 17 passenger miles per gallon of fuel, as shown in Figure 3.

In 1974, intercity bus travel was provided by two major national carriers (Greyhound and Continental Trailways), seventeen Texas based bus lines and ten non Texas based lines. These twenty-seven smaller but equally important bus companies serve predominately rural areas, small towns and provide a link between points in surrounding states and Mexico, as shown in Figure 4.

Several changes occurred in the intercity bus industry in 1975. One bus company ceased operations, one company began operations, and

## PASSENGER MILES PER GALLON OF FUEL - 1975

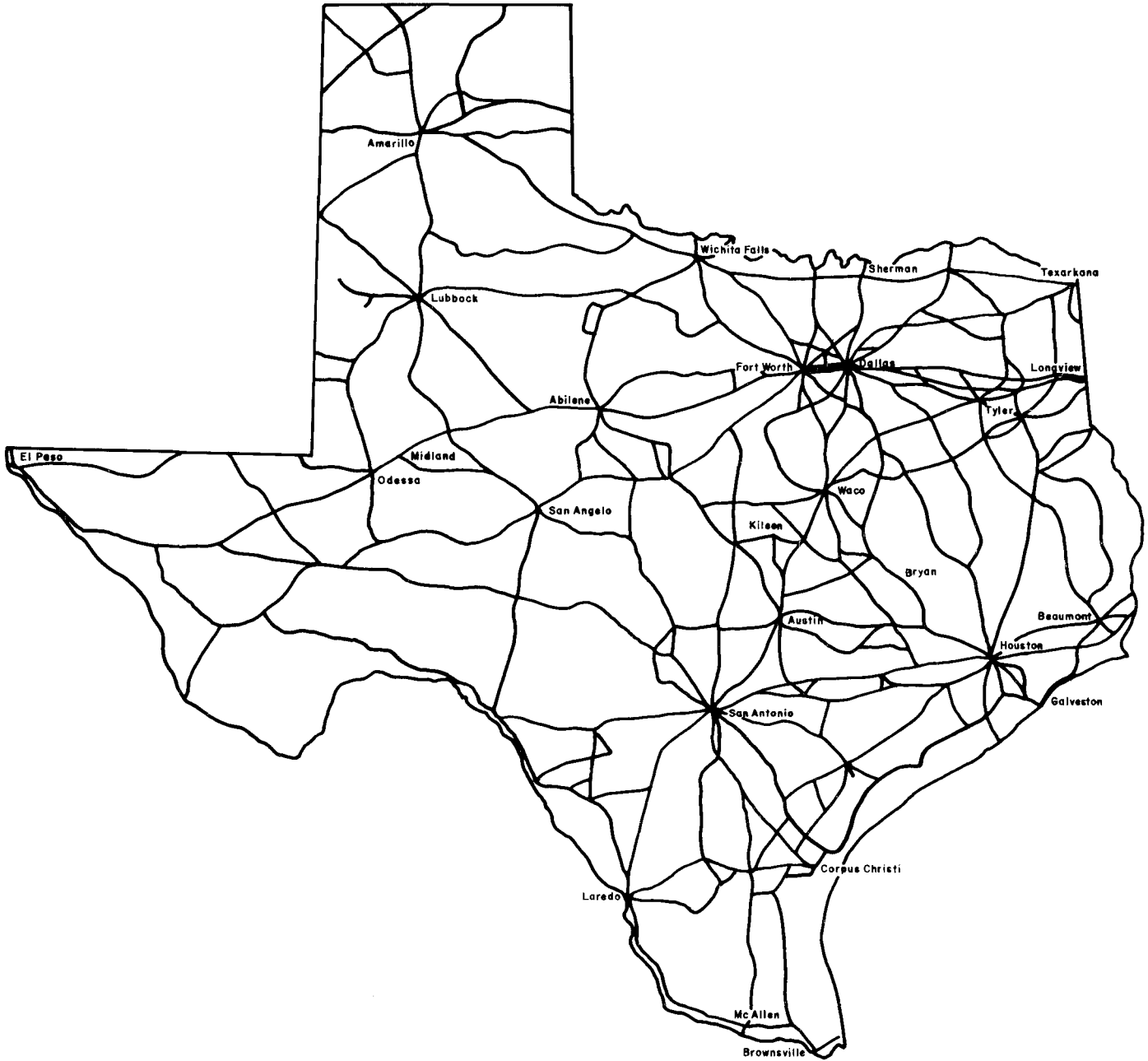


SOURCE: National Association of Motor Bus Owners

Figure 3

another company resumed service after a year of inactivity.<sup>8</sup> The Floresville Bus Line operating between San Antonio and Goliad ceased operations at the beginning of the year. The Taos Transportation Company, based in Fort Stockton, began service between San Angelo and Presidio, with connections from Fort Stockton to Midland and Odessa, but such service terminated in mid-1976. The Permian Basin Bus Company, which had ceased operations at the end of 1973, began again to provide

# SCHEDULED INTERCITY BUS SERVICE



SOURCE: Texas Transportation Handbook

Figure 4

service between Midland and Del Rio. The Davis Mountains Bus Line began operations in June, 1976, between Pecos and Presidio. Initial service began with a 15-passenger van which serves Pecos, Balmorhea, Fort Davis, Marfa and Presidio. Table 22 depicts the intercity bus operators in Texas for 1975.

TABLE 22  
INTERCITY BUS SERVICE IN TEXAS - 1975

Major U.S. Carriers	Continental Trailways Greyhound Lines - West	Dallas, Texas San Francisco, California
Texas Based Carriers Operating Mainly in Texas	Arrow Coach Lines Central Texas Bus Lines Farmer Bus Lines Kerrville Bus Company, Inc. Oilfield Bus Lines Painter Bus Lines Permian Basin Coaches, Inc. Southwestern Transit Company Sun Set Stages, Inc. Taos Transportation Company Texas Bus Lines Texas Electric Bus Lines Texas Motor Coaches T. N. M. & O. Coaches Tyler Bus Lines Valley Transit Company, Welch Motor Coaches Whitfield Bus Lines, Inc.	Brownwood Waco Wichita Falls Kerrville San Angelo Kerrville Midland Belton Abilene Fort Stockton Galveston Waco Grand Prairie Lubbock Tyler Harlingen Commerce El Paso
Interstate Carriers with Limited Operations in Texas	Jefferson Lines, Inc. Jordan Bus Company, Inc. New Mexico Transportation Co., Inc. Oklahoma Transportation Company	Minneapolis, Minn. Hugo, Oklahoma Roswell, New Mexico Oklahoma City, Okla.
Mexican Carriers	Autobus Anahuac Autobus Blanco Flecha Roja Linea Azul Ominibus de Mexico Transporte Chihuahuenses Transporte del Norte	Piedras Negras Matamoros Mexico City Juarez Juarez Monterrey

In comparing Texas bus industry statistics with United States industry statistics (Table 23), Texas accounts for 6.2 percent of the total operating revenue for both 1974 and 1975 while at the same time accounting for 9.9 percent of the total profit in 1974 and 9.2 percent in 1975. Ridership on intercity bus lines in the United States declined approx-

TABLE 23

## INTERCITY BUS INDUSTRY IN TEXAS AND UNITED STATES

	1 9 7 4		1 9 7 5	
	Texas	U.S.*	Texas	U.S.*
Number of Operating Companies	19	950	20	950
Number of Buses	1,359	20,600	1,456	20,500
Number of Employees	3,094**	49,000	2,981**	46,600
Total Bus Miles (Millions)	67.8**	1,187	65.1**	1,120
Revenue Passengers (Millions)	11.3	380	10.5	354
Operating Revenue, All Services (Millions)	\$70.9	\$1,144.9	\$71.9	\$1,165.4
Operating Expenses (Millions)	\$62.8	\$1,062.7	\$65.7	\$1,097.9
Profit (Millions)	\$8.1	\$82.2	\$6.2	\$67.5

\* Preliminary Results

\*\*Partial Totals

Sources: Texas Railroad Commission  
National Association of Motor Bus Owners

imately seven percent. Operating statistics for Texas based lines for 1974 and 1975 are detailed in Tables 20 and 21.

The lower cost of intercity bus service along with its flexibility and adaptability to changing transportation demands continues to support the need for intercity bus service. The introduction of hostesses and refreshments on major routes combined with more express service should help the industry become even more competitive and more attractive.

#### INTERCITY RAIL PASSENGER SERVICE

The increase in travel time associated with the lowering of the speed limit along with an increase in operating costs for bus and



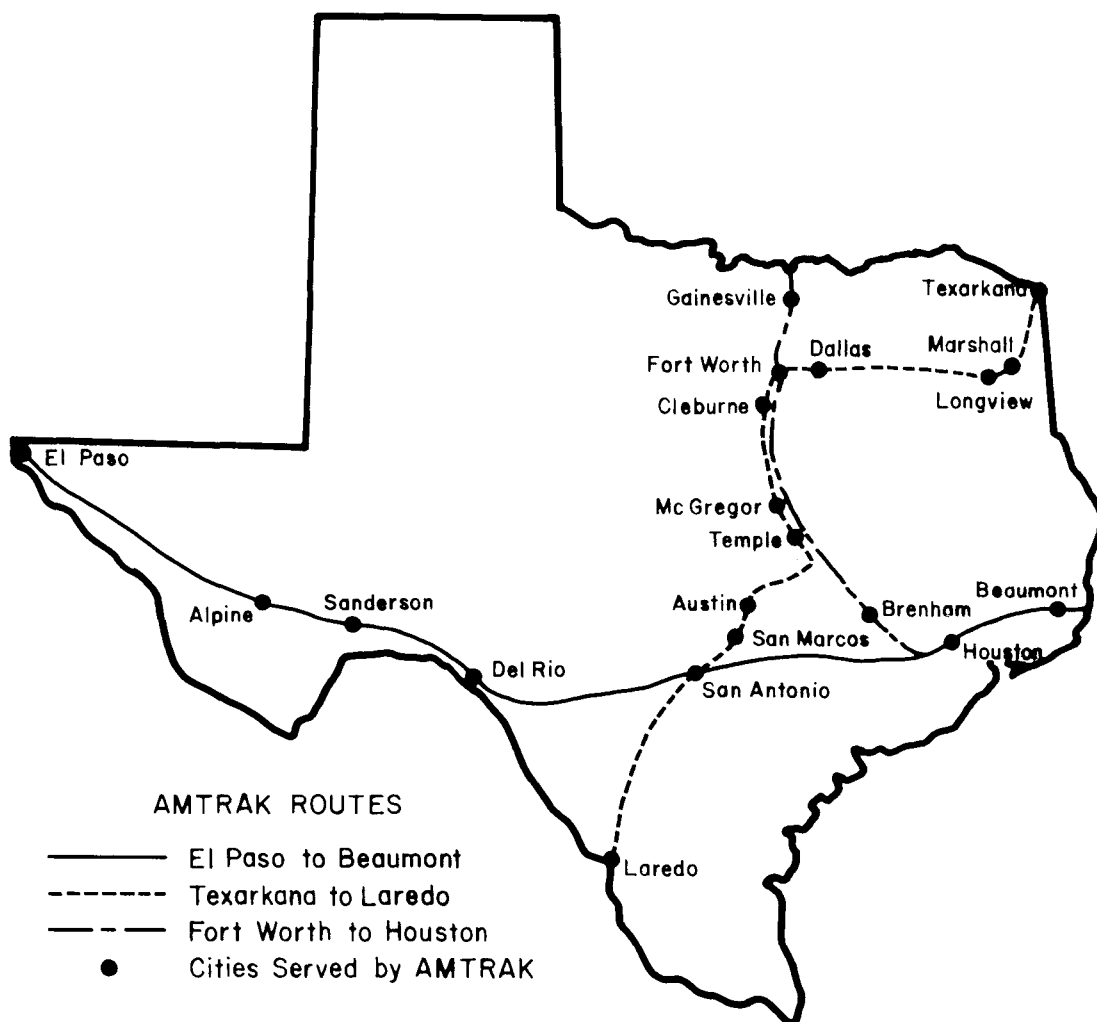
automobile travel has lessened their advantage over intercity passenger rail service. Historically, new highways and airports have been constructed at a rate that allowed a continuing improvement in the level of service provided by highway and air modes; however, a recent reduction in the rate of construction of highways and the location of airports in more remote locations has resulted in narrowing the gap in the relative travel times provided by passenger trains as compared to these other modes.

In response to a decline in rail passenger service, the United States Congress decided that it would be in the best interest of the nation to maintain a basic nationwide system of rail passenger service. Since the operating private railroads lacked the capital and the incentive to rebuild rail passenger service, Congress created a new, quasi-public, for profit corporation to operate intercity rail passenger service in the United States. The Rail Passenger Service Act of 1970 created the National Railroad Passenger Corporation, commonly known as Amtrak. Amtrak began operation of a national system of rail passenger service on May 1, 1971, and assumed responsibility from those railroads which were still providing rail passenger service and who chose to join the system. Those railroads not joining the Corporation were required to continue their existing service until January 1, 1975, at which time a petition could be filed with the Interstate Commerce Commission for discontinuation of the service. Of the 16 railroads operating passenger service at that time, 13 chose to join the Corporation and were relieved of passenger operations. All the railroads operating passenger service in Texas joined the Amtrak system. The Texas Transportation Institute of Texas A & M University is currently conducting an

in-depth study of the Texas rail system which will address the problems and advance possible solutions to situations now facing Texas rail service.

Amtrak operates three routes in Texas.<sup>9</sup> (See Figure 5) The

## EXISTING RAIL PASSENGER SERVICE IN TEXAS



SOURCE: Rail Passenger Transportation in Texas, Texas Transportation Institute, Texas A & M University

Figure 5

Inter-American route travels between Texarkana and Laredo and operates over tracks owned by four different railroad companies. The total distance traveled is 682 miles averaging about 40 miles per hour throughout the entire trip. This service is provided daily between Texarkana and Fort Worth with connections on a tri-weekly basis between Fort Worth and Laredo. The Inter-American has one of the better on time records both in Texas and the entire Amtrak system. Another positive aspect of this route is that the segment between Dallas and San Antonio operates at the favorable times of 7 A.M. and 2:40 P.M. Further, the south-bound train arrives in Laredo, Texas, in time to connect to the Nuevo Laredo-Monterrey-Mexico City train. This report will concentrate on information concerning the Houston-San Antonio-Dallas-Fort Worth travel corridors more commonly referred to as the "Great Triangle".

The Lone Star route operates over Southern Pacific and Atchison, Topeka and Santa Fe tracks, providing service daily between the Houston and Fort Worth segment of Texas and then on to Chicago. It is scheduled to cover the 317 mile segment in 6.5 hours averaging approximately 48 miles per hour but has problems in meeting its schedule. Service to Dallas was initiated in July, 1975, with cars switched into and out of the main Chicago to Houston train at Fort Worth. Amtrak has planned to switch to Southern Pacific tracks between Houston and Dallas via Bryan-College Station and then on to Fort Worth where it will resume its existing route, thereby eliminating the switching procedure but still providing service to both major cities. Unfortunately, the cost of upgrading the Southern Pacific tracks along the route had delayed this plan.

The third route through Texas, the Sunset Limited, is an east-west

route between New Orleans and Los Angeles including the segment between Houston and San Antonio. The Sunset Limited operates over Southern Pacific tracks for the entire 926 miles in Texas, averaging around 47 miles per hour. The 211-mile segment between Houston and San Antonio takes about 4.5 hours, averaging only 44 miles per hour. Service is provided on Mondays, Wednesdays, and Fridays. Because of scheduling arrangements in New Orleans and Los Angeles, trains leave Houston at 9:50 P.M. and arrive at the unfavorable time of 2:15 A.M. in San Antonio. The Sunset Limited continues to have the poorest on-time performance of the three routes in Texas.

In conjunction with its intercity passenger movement, Amtrak also provides mail and package movement service. Amtrak contracts with the United States Postal Service; a package express program began on July 1, 1973. According to the latest information, however, Amtrak provides no package express service in Texas.

At the present time, Amtrak provides rail passenger service with conventional passenger trains operating over existing tracks built primarily to accommodate freight trains. Amtrak has no control over the track on which it runs, depending solely upon the cooperation of the private railroad companies. This problem of being a quasi-public corporation operating over private right of way has proved to be one of Amtrak's major problems. Since the railroads emphasize freight rather than passenger service and have designed their tracks accordingly, Amtrak is operating at speeds between 30 and 80 miles per hour. Table 24 depicts this problem by indicating that 41.3 percent of Amtrak's delays are caused by "slow orders", or poor track conditions which permit only slow operating speeds. Amtrak has continually had problems

meeting its schedule because of this freight and passenger situation and for other reasons, as described in Table 24.

TABLE 24  
CAUSE OF DELAY ON AMTRAK ROUTES

CAUSE OF DELAY	PERCENT OF TOTAL DELAYS
Slow Orders	41.3
Passenger Delays	12.9
Signal Failures	7.4
Equipment Malfunctions	6.3
Maintenance of Way Work	5.9
Passenger Train Interference	5.2
Freight Train Interference	5.0
Service in Stations	4.9
Running Time	3.2
Waiting for Connections	1.1
Miscellaneous	6.8
	<hr/>
TOTAL	100.0

Source of Data: Amtrak

In 1973, the Lone Star route had an on-time percentage of only 35 percent. The Sunset Limited had an on-time percentage of 29 percent while the Inter-American maintained an on-time record of 56 percent.<sup>10</sup> On-time percentages improved in 1974 but the majority of the improvement can be attributed to a change in standards for measuring on-time performance. Prior to January, 1974, any train arriving at a stop more

than six minutes after its scheduled arrival time was considered late. After January, 1974, a train could be five minutes late for each 100 miles traveled, up to a maximum of 30 minutes, and still be considered on time. Thus, in 1974, Lone Star's on-time performance increased to 72 percent, Sunset Limited to 59 percent, and the Inter-American to 62 percent.

Another factor which has helped to increase Amtrak's on-time performances has been the incentive contracts negotiated with eight of the contracting railroads in recent years. Under these contracts, a norm of on-time performance along with a schedule that is reasonably attainable is selected; for every percentage point on time above that norm the railroad receives a bonus. For any half percentage point below that norm the railroad is penalized. Some of these contracting railroads have increased on-time performances from 65 percent and over 90 percent.<sup>11</sup>

Existing Amtrak systems in Texas provide limited service to the traveling public. Measures have been taken, such as an increase in percent of Texans served and number of miles of rail used in passenger service, to provide a more modern, efficient rail passenger system (Table 25). However, in terms of quantitative measures, the level of rail passenger service in 1975 is less than that which was available in 1970. However, it is reasonable to assume that the service provided by Amtrak in 1975 was probably greater than that which would have been available had Amtrak not been created.

TABLE 25

THE EFFECT OF AMTRAK ON THE LEVEL OF INTERCITY RAIL  
PASSENGER SERVICE AVAILABLE IN TEXAS

<u>SERVICE DESCRIPTOR</u>	<u>SERVICE BY PRIVATE RAILROADS 1970</u>	<u>SERVICE BY AMTRAK 1975</u>	<u>PERCENT CHANGE 1970 to 1975</u>
Extent of Rail Passenger Service			
Number of Cities with Service	53	20	-62
% of Texas Population in Cities with Service	43	48	+12
Miles (km) of Track Operated	1,878 (3,022)	1,989 (3,200)	+ 5
Passenger Train-Miles (km)	1,327,000 (2,135,143)	794,368 (1,278,138)	-40
Ridership			
Passengers	370,925	208,922	-44
Passenger-Miles (km)	86,945,000 (139,894,505)	74,305,375 (119,557,348)	-15
Passenger-Miles Per Train Mile	66	94	+42
Trip Length Per Passenger, Miles (km)	234 (377)	356 (572)	+52
Frequency and Speed of Service			
Average Daily Schedule Stops	112	34	-70
Typical Schedule Speeds, mph (km/hr)	48 (77)	48 (77)	0

Source of Data: Texas Transportation Institute Analyses, 1976

FOOTNOTES

6

Charles P. Zlatkovich, Texas Transportation Handbook; Bureau of Business Research, University of Texas, 1976, pp. XIV and XV.

7

National Association of Motor Bus Owners, Annual Report for the Period January, 1975 to Mid-1976, p. 6.

8

Motor Bus Operating Report and Common Carrier Operating Report, Texas Railroad Commission, 1975, np.

9

Amtrak, National Train Timetables, June 15, 1976, np.

10

Dennis L. Christiansen, Amtrak and Its Texas Operations; Texas Transportation Institute, Texas A & M University, 1976, pp. 72, 92, 104.

11

Statement by Mr. Paul H. Reistrup, President, National Railroad Passenger Corporation (Amtrak), Presented at Railroad Research Study Conference held June 30-July 25, 1975, Woods Hole, Mass., p. 445.



**The Department's Role  
In Public Transportation Development**

**CHAPTER VI**

## CHAPTER VI

### THE DEPARTMENT'S ROLE IN PUBLIC TRANSPORTATION

#### INTRODUCTION

The State Department of Highways and Public Transportation has a varied role in public transportation, especially in the planning process. The Department's role in transit planning differs somewhat from its role in highway planning. Traditionally, the Department has had broad legal powers to plan, construct, and maintain a system of highways; however, although the Department now has a legislative mandate to encourage and assist the transit industry, legal constraints are such that active implementation of state-planned improvements is not possible. The Department may advise an existing transit operation of methods to improve its service, but the Department does not have the authority to tell an existing transit operation where to expand or cut service, how many vehicles to utilize, what fare to charge, etc. Nevertheless, the Department has adopted goals and objectives to achieve in assisting public transportation development in the state.

#### GOALS

In 1974, the Texas Mass Transportation Commission formulated three major goals relative to public transportation.

First Goal: The State of Texas will encourage and foster the establishment and continued provision of public transportation systems designed to provide at least a minimal level of mobility to urban citizens in all of its cities large enough to warrant such a system.

Second Goal: The State of Texas shall encourage the

larger cities within the state to develop or improve mass transportation systems in order to support continued economic growth of the cities, reduce traffic congestion and pollution resulting therefrom, and provide an acceptable alternate travel service to urban commuters making trips to or from work.

**Third Goal:** The State of Texas will develop and continuously maintain a comprehensive master plan for transit development. In conjunction with and as part of this effort, the State of Texas will maintain a public education function to inform the public of statewide transit needs and development.

In the two years since these goals were established, much has been done to meet the goals. The major step was the passage of Senate Bills 761 and 762, which have previously been discussed. Specific duties were mandated in these bills and the Department has been active in responding to those mandates.

*Senate Bill 761, Section 1(a)(2): The State Department of Highways and Public Transportation shall encourage, foster, and assist in the development of public and mass transportation, both intracity and intercity, in this state.*

In an attempt to meet this responsibility, the Department has responded to all requests for technical assistance, assisted in developing grant applications, initiated technical research studies, gathered and disseminated statistical data, kept abreast of developments in transit, acted as a clearinghouse of information, and held conferences and training sessions for both government and industry, all in cooperation with advisory committees representative of the industry.

In addition to the continuation of the above functions, the Department may in the future initiate more direct assistance to the industry in the fields of marketing, management information systems, data collection, planning, and other programs.

*Senate Bill 761, Section 1(a)(3): The State Department of Highways and Public Transportation shall encourage the establishment of rapid transit and other transportation media.*

The Department will encourage rapid transit and other innovations in public transportation as the opportunity arises. The Department continues to monitor the new techniques in public transportation and evaluates their usefulness in Texas.

The Department is currently involved in administering the UMTA Section 16b(2) program for the transportation of the elderly and handicapped as well as the FHWA Section 147 program, a rural highway public transportation demonstration program.

In cooperation with local governments, the Department will also investigate very carefully the efficiency of light rail transit for some corridors in the larger cities in Texas.

*Senate Bill 761, Section 1(a)(4): The State Department of Highways and Public Transportation shall develop and maintain a comprehensive master plan for public and mass transportation development in this State.*

In accomplishing this third mandate of developing and maintaining a comprehensive master plan for public and mass transportation development

in Texas, the State Department of Highways and Public Transportation continues in its capacity of acting as a clearinghouse and distribution center for transit development data. The Department provides a line of communication between its district offices and local people, distributes information concerning various studies in progress, relates past solutions to problems experienced by other transit entities and in general attempts to act as liaison in the transit industry of Texas.

Statistics are gathered by State Department of Highways and Public Transportation District Offices and sent to the Austin Office where they are compiled, analyzed and made available to interested parties. These statistics are then combined with data received from various technical studies, information received from the Texas Railroad Commission, and from federal, public and private sources. Most of this information has been incorporated into this status report on public transportation and will continue to be utilized in maintaining the plan.

*Senate Bill 761, Section 1(a)(5): The State Department of Highways and Public Transportation shall assist any political subdivisions of the State in procuring aid offered by the Federal government for the purpose of establishing or maintaining public and mass transportation systems.*

Since the State Public Transportation Fund was established, almost \$7 million in state matching funds have been provided to assist cities in obtaining federal grants for public transportation capital improvements totaling over \$50 million. The cities of Houston, Dallas, San Antonio, Fort Worth, El Paso, Austin and Corpus Christi were able to procure over \$35 million for public transportation improvements with over \$6

million in state matching assistance made available to these cities. Other cities realized public transportation capital improvements of over \$17 million through \$.7 million in state matching assistance.

Uncommitted state funds totaling almost \$23 million were available in early fiscal year 1977 to be utilized in assisting cities in procuring over \$176 million of the \$650 million in public transportation projects planned for implementation prior to 1981.

In addition, assistance is provided to any potential applicant for federal transit aid, in meeting grant requirements, and in processing application forms.

*Senate Bill 761, Section 1(a)(6): The State Department of Highways and Public Transportation shall conduct hearings and make investigations it considers necessary to determine the location, type of construction, and cost to the State or its political subdivisions of public mass transportation systems owned, operated, or directly financed in whole or in part by the State.*

It has not yet been found necessary for the Department to conduct such hearings; however, when the need arises, these hearings will be conducted. Grants from the Urban Mass Transportation Administration are normally preceded by a public hearing held to establish the same facts and these hearings are usually held by the applicant for the grant with the assistance of the Department.

These objectives, broadly stated, constitute that portion of the development plan over which the Department has authority. The publicly and privately owned municipal transit systems have plans for their own

capital bus related needs amounting to \$647 million through 1980. The projected operating deficit needs for the same period amount to about \$165 million.

The capital needs of social service providers are estimated at about \$7 million for the five year period 1976 to 1980. Operating needs of social service providers are estimated at about \$5 million annually for the same period.

While the Department may make recommendations, it is up to each transit operation to decide how and the amount of money that will be spent on transit improvements. The Department can point out observed needs and give advice as to what funds and technology are available. Results of the Department's transportation provider inventory can be the basis of recommendations on methods of improving the transit industry through technical assistance, marketing campaigns, training sessions or programs, aid through grants, etc.

Specific objectives of the Department for the various types of public and mass transportation are as follows:

Municipal Transit - Municipal transit should provide a level of mobility consistent with the goals and objectives of the citizens which it serves. The Department's role in municipal transit in Texas is outlined as follows:

\*Assist any area with existing municipal transit to bring that system "up to standard" as far as quantity and quality of vehicles, support facilities and equipment, by 1980.

\*Assist any area without existing municipal transit to (a) determine if a municipal transit system is desirable; and if found to be desirable, (b) assist in determining the best type of system to fit the local needs; and (c) assist in implementing a system, by 1980.

\*Assist all urbanized areas in developing a balanced transportation plan through the 3-C Planning Process.

\*Continue to monitor new techniques in municipal transit and evaluate their usefulness in Texas.

\*Encourage rapid transit and other innovations in public transportation as the opportunity arises and such improvements appear justified.

\*Analyze comments and concerns of the municipal transit industry and develop means of responding to such comments and concerns.

\*Gather, analyze and distribute transit operating statistics.

Taxicabs - Taxicab service is provided by privately owned profit-making companies. A growing number of publicly owned, tax-supported services are in direct competition with the taxicabs and the industry is quite concerned about this competition. The Department's role in dealing with the taxicab industry in Texas is:

\*To listen to the comments and concerns of the taxicab industry and try to respond to such comments and concerns in a fair and equitable manner.

\*To keep the taxicab industry informed of programs and plans of the Department which may have an impact on taxicab operations.

\*To initiate research and technical studies concerning ways to utilize the taxicab industry in public transportation.

Social Service Transportation - Social service transportation is operated by private and volunteer groups such as the Muscular Dystrophy Foundation and the American Red Cross, by state agencies such as the Department of Public Welfare and the Governor's Committee on Aging through their area offices, and by municipal transit systems. The State Department of Highways and Public Transportation does not operate such services, but is assigned a role by law to "encourage, foster



and assist in the development of public and mass transportation". This of course includes social service transportation. Within the scope of the Department's role in social service transportation are several tasks which should be continued through the year 1980.

- \*Continue to act as the managing and contracting agency for the UMTA Section 16b(2) program.
- \*Continue to administer Section 147 of the Federal-Aid Highway Act of 1973, as amended.
- \*Continue to assist urban areas with grant applications to purchase special vehicles for the elderly and handicapped.
- \*Provide technical assistance upon request to urban and rural areas in developing special transportation programs designed to serve the elderly and handicapped.
- \*Continue initiating and developing technical studies to assure a broad knowledge and extensive data base in the area of special transportation services to meet the needs of the elderly, handicapped, and other disadvantaged citizens.
- \*Expand the social service provider inventory when appropriate to maintain and improve the knowledge of existing sources.
- \*Make every effort to bring about coordination and the pooling of transportation resources among social service transportation providers.

This last task deals with a problem that has attracted increasing attention from transportation interests throughout the country. Those concerned agree that it is essential to improve coordination in order to attain reasonable levels of efficiency and quality of special transportation services. There is a continuing proliferation of funding sources and there are many local, state and federal operators of this transportation. Therefore, the coordination plan and its implementation will require much study and discussion among interested

agencies and groups. Since this Department is assigned authority for public and mass transportation development in the state, its role includes making every effort to bring about a state plan for coordinated social service transportation.

The first step in the development of such a plan has been accomplished. Existing social service transportation providers have been inventoried. The next step should be an extensive study of federal and state funding sources to identify programs which may be compatible. The Texas Department of Community Affairs, Office of Economic Development; the Council for Advanced Transportation Studies at the University of Texas at Austin; the Texas Department of Public Welfare; and the National Council for the Transportation Disadvantaged jointly co-sponsored a conference February 1-4, 1977, on coordinating mobility programs for the transportation disadvantaged. This conference was aimed at the entire Southwest as well as Texas and was intended to bring together operators, planners, and administrators of mobility programs in Texas and the Southwest Region for a mutual exchange of problems and possible solutions. It also brought together appropriate federal and state officials to address the problem of coordinating mobility programs. This conference should affect the effort of coordinating Texas social service transportation.

#### SPECIAL PUBLIC TRANSPORTATION SERVICES

##### Airport Ground Transportation

Airport ground transportation is an important link in a balanced transportation system. Most cities use taxicabs as the principal public mode of travel to and from an airport; however,

four areas in Texas have special airport ground transportation.

The Department should initiate studies to determine detailed data on all airport ground transportation including mode of travel, cost, destination, distances traveled, etc. With such information available for all cities with scheduled air passenger travel, any particular area should be better able to determine if improvements are needed.

#### Employer Operated Transit

This type of transit is usually vanpools or buspools with the vehicles furnished by an employer for the company workers. As indicated earlier, the benefits of this program are substantial to both employer and employee. The Federal-Aid Highway Act of 1976 allows the acquisition of vanpool vehicles with federal aid primary and urban system funds. These funds may be used to finance up to 90% of the costs associated with acquiring the vans, as long as these costs are repaid out of user fares within four years. State highway funds must first be spent and only later is reimbursement made with federal highway funds on this type of project. At the present time, state funds may not be used to pay abort costs in the event the vanpool project falters.

#### School Bus Transportation and Church Bus Transportation

There are a very large number of vehicles owned by the school districts and churches in Texas. The Department will continue to inventory these vehicles and explore possibilities for better utilization of this equipment.

#### University Shuttle and Commuter Service

The Department has no role in this facet of public transportation other than to keep abreast of new developments.

## INTERCITY PUBLIC TRANSPORTATION

The needs of intercity bus and rail transit are mainly concerned with being able to provide a satisfactory level of service while attempting to maintain a profitable operation. Greater frequency of service and improved fare structures would make these types of transportation more acceptable as a transportation alternative to the general public and more feasible for senior citizens and low income populations.

### Bus Service

There are over 1,000 communities within the state that have no available regularly scheduled intercity passenger transportation except the bus. In many places where service is available, however, connections are difficult and passengers may have to travel many miles out of their way to reach their destinations. Another problem with Texas intercity bus service is the lack of adequate terminal facilities. Many terminals are old and are not well maintained. In some instances, the condition of the bus itself is a problem. New buses are needed to replace the inadequate buses in such fleets, although state and federal funds are unavailable for such investments in intercity equipment.

The Department's role is to evaluate present intercity bus service, recommend expansion where feasible with special emphasis directed toward providing a minimum intercity service where it is needed. In addition, there should be some efforts made to coordinate both existing and future connection services and facilitate a more efficient and convenient operation. One solution to the problem of inadequate bus terminals may be for different bus companies in the same city to construct and maintain joint terminals. Perhaps these terminals

could be managed in the same manner as the modern airport terminals.

### Rail Service

The rail passenger service currently provided by Amtrak in Texas is not competitive with other modes of public transportation in terms of either travel time or cost. As indicated previously, the Texas Transportation Institute of Texas A & M University is currently conducting an in-depth study of the rail system in Texas focusing on the problems and possible solutions to situations now facing Texas rail service.

One way Texas or any state can implement rail passenger service is through Section 403 of the Rail Passenger Service Act of 1970, modified by Section 705 (a) of the Railroad Revitalization and Regulatory Reform Act of 1976. The state has already participated through this section by the addition of the Inter-American Amtrak route and by extending service on the Lone Star route to include service to Dallas, which was accomplished under Section 403 (a) and which required no state funds. If participation were necessary through Section 403 (b), the state would be required to reimburse Amtrak for one-half of total operating losses and associated capital costs.

It seems feasible for Texas to participate in the Amtrak 403 (b) program given the existing legal framework without instituting a Constitutional change. If the state desires more rail passenger service and concludes that the benefits received from such service would exceed the cost incurred, properly drafted legislation would enable Texas to subsidize this Amtrak service. A bill stating the need of that rail passenger service and assigning a responsible state agency to oversee rail passenger service would be necessary. A separate funding author-

ization bill would also be needed to complete the procedure.

The in-depth study of rail passenger service should not only concentrate on passenger participation but also on new innovations to Amtrak's services. Since many persons are reluctant to part with their private automobiles, possibly the addition of an auto-train service, especially on the Sunset Limited segment between Beaumont and El Paso, may attract more ridership. Another area for study may be adding an express package service to Amtrak in Texas. While such a measure would not increase ridership, it could help increase revenues.

As intercity travel continues to increase, the state will need to take action to assure that this increase can be accommodated. Current facilities will need to be evaluated while formulating the future demand for intercity travel. Each particular mode of travel needs to be evaluated to determine what percentage of demand it dictates in the future. Financing of a comprehensive transportation system in Texas will need to be determined; therefore, it is necessary for the state to continue to develop a comprehensive intercity transportation plan.

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# **Public Transportation Issues**

## **CHAPTER VII**



## CHAPTER VII

### PUBLIC TRANSPORTATION ISSUES

#### BACKGROUND

The first significant legislative response in Texas to the federal Urban Mass Transportation Act of 1964 came in 1969 when the 61st Legislature passed House Bill 1404, authorizing Texas cities to deal directly with the federal government in obtaining financial assistance for improvement of mass transportation systems in their incorporated areas, suburbs and adjacent areas.

In the same session, the Legislature passed House Bill 738, creating the Texas Mass Transportation Commission, a state agency with a variety of duties and authorities designed to "encourage, foster and assist in the development of public mass transportation, both intercity and intracity, in this state". In addition to its other responsibilities, the agency was authorized to recommend legislation it believed necessary to improve public transportation and to "render financial assistance in the planning of public mass transportation systems, out of appropriation made by the Legislature for that purpose"; however, no such appropriation was ever made.

The 63rd Legislature in 1973 passed Senate Bill 642, authorizing the Houston-Harris County area to create a special purpose government (regional transit authority) to plan and operate a public transportation system including authority to levy taxes, if approved by the area voters at an election. Such an election was held late in 1973 and the proposal was defeated. Additional legislation was passed by the 64th Legislature in 1975, amending the original act by changing the methods of creating

and operating the authority, but retaining the requirement for voter approval. The amendments also allowed San Antonio-Bexar County to utilize the provisions of the Act. Similar legislation for the Dallas-Fort Worth area was considered but did not become law.

The 64th Legislature dramatically expanded the State's commitment to public transportation in 1975 by implementing the Governor's recommendations to merge the Texas Mass Transportation Commission with the Texas Highway Department (Senate Bill 761) to form a new agency, the State Department of Highways and Public Transportation (SDHPT), and to simultaneously authorize and fund a program of state financial assistance for public transportation capital improvement projects (Senate Bill 762). Thirty million dollars were appropriated to the Public Transportation Fund for the first biennium, FY 76-77, for the new Department's use in financing these programs separately from the new Department's highway programs. The merger bill also reassigned to the new Department the unique authority to "recommend necessary legislation to advance the interests of the state in public and mass transportation;" [Senate Bill 761, Section 1(a)(10)].

#### PUBLIC TRANSPORTATION ISSUES

In implementing the authority to recommend legislation as described above, the Department has continued its liaison with the following three industry organizations to assist in identifying and evaluating public transportation problems:

1. The Transit Industry Advisory Committee (TIAC). Membership includes the general managers of each of the significant transit systems in Texas plus the appropriate transit

representative for the city government;

2. The Taxicab Owners Advisory Committee (TOAC). Composed of representatives of the management of taxi operations in seven Texas cities, with fleet sizes ranging from 8 to 600; and
3. The Texas Intercity Bus Operators Committee (TIBOC). Membership of five and includes representatives of both the two major national carriers and of Texas based regional carriers.

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

In discussions with the industry organizations identified above, a number of public transportation issues were identified which are concerns of intracity transit operators, intercity bus operators and taxicab operators. These issues are identified as follows:

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

specific sums for public transportation purposes has been expressed.

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

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

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

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

insurance protection for the public.

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

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

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

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

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

State Ownership of Public Transportation Vehicles.

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

School Transportation Contracts. The 64th Legislature passed a new statute allowing school districts greater freedom in contracting with public transportation companies for pupil transportation, but later in the session reenacted the old restrictive language as part of a comprehensive education bill, nullifying the attempt to encourage contractual consolidation of public transportation services where mutually agreeable to the school district and the public transportation provider. It has been suggested that consideration be given to reenacting the more permissive language which could well result in a net saving of tax monies now used in procuring and operating separate school and transit fleets in some areas.

# **Legislative Recommendations**

## **CHAPTER VIII**

## CHAPTER VIII

### LEGISLATIVE RECOMMENDATIONS

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

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



the considerations involved in the issues presented, postponing any recommendations until the next session of the legislature.

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# APPENDIX

APPENDIX A

Supplement to Demographic Data in Chapter III - "Social Service Transportation"

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TOTAL POPULATION AND ELDERLY & HANDICAPPED POPULATION PER SQUARE MILE

STATEWIDE -- 1970, 1975 & 1980

	Sq. Mi.	Elderly & Handi- capped 1970		Total Population 1970		Elderly & Handi- capped 1975		Total Population 1975		Elderly & Handi- capped 1980		Total Population 1980	
		Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.
Texas Counties W/ Urbanized Areas	27,666	960,715	34.7	7,667,547	277.1	1,111,170	40.2	8,492,931	307.0	1,247,853	45.1	9,355,142	338.1
Texas Counties w/O Urbanized Areas	234,477	662,826	2.8	3,529,183	15.1	687,426	2.9	3,642,050	15.5	723,345	3.1	3,754,453	16.0
STATE TOTALS	262,143	1,623,541	6.2	11,196,730	42.7	1,798,596	6.9	12,134,981	46.3	1,971,198	7.5	13,109,595	50.0

Sources: Elderly & Handicapped Transportation in Texas — Defining the Problem, State Department of Highways and Public Transportation, February 1976  
U. S. Bureau of the Census

ESTIMATED NUMBER ELDERLY & HANDICAPPED  
 WHO DO NOT OWN OR OPERATE AN AUTOMOBILE  
 STATEWIDE — 1970, 1975 & 1980

	<u>1970</u>	<u>1975</u>	<u>1980</u>
Texas Counties With Urbanized Areas	528,446	611,145	686,320
Texas Counties Without Urbanized Areas	<u>364,553</u>	<u>378,083</u>	<u>397,838</u>
TOTAL STATE	892,999	989,228	1,084,158

Sources: Elderly & Handicapped Transportation in Texas — Defining the Problem, State Department of Highways and Public Transportation, Transportation Planning Division, February, 1976  
Transportation Options For The Elderly & The Handicapped, Executive Summary, (Draft Copy), Transportation Department, North Central Texas Council of Governments, April, 1976



## TOTAL POPULATION AND POPULATION AGE 65 YEARS &amp; OVER WITH INCOME BELOW POVERTY LEVEL

## STATEWIDE — 1970

	Total Population	Total Pop. w/ Income Below Poverty Level		Pop. w/ Income Below Poverty Level Receiving Social Security Income		Number Persons Age 65 & Over	Pop. 65 yrs. & Over w/ Income Below Poverty Level		Persons 65 & Over w/ Income Below Poverty Level Receiving Social Security Income	
		Number	%	Number	%		Number	%	Number	%
Texas Counties W/ Urbanized Areas	7,667,547	1,209,109	15.8	153,811	12.7	547,596	154,091	12.7	108,538	70.4
Texas Counties w/O Urbanized Areas	3,529,183	837,484	23.7	160,155	19.1	444,463	174,154	20.8	120,943	68.5
STATE TOTALS	11,196,730	2,046,593	18.3	313,966	15.3	992,059	328,245	16.0	229,481	69.9

Sources: Elderly & Handicapped Transportation in Texas — Defining the Problem, State Department of Highways and Public Transportation, February 1976  
U. S. Bureau of the Census

TOTAL POPULATION AND ELDERLY & HANDICAPPED POPULATION PER SQUARE MILE  
TEXAS COUNTIES WITH URBANIZED AREAS  
1970, 1975, & 1980

Dist.	County	Sq. Miles	Elderly & Handi- capped 1970		Total Population 1970		Elderly & Handi- capped 1975		Total Population 1975		Elderly & Handi- capped 1980		Total Population 1980	
			Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.
1	Grayson	940	16,769	17.8	83,225	88.5	15,954	17.0	86,207	91.7	16,582	17.6	89,189	94.9
2	Tarrant	861	93,072	108.1	716,317	832.0	103,338	120.0	804,698	934.6	116,562	135.3	893,078	1,037.3
3	Wichita	611	17,919	29.3	121,862	199.5	19,598	32.1	127,710	209.0	20,687	33.9	133,558	218.6
4	Potter	898	15,324	17.1	90,511	100.8	15,396	17.1	95,792	106.7	16,795	18.7	101,073	112.6
4	Randall	914	4,341	4.8	53,885	59.0	6,949	7.6	66,977	73.3	8,431	9.2	80,072	87.6
5	Lubbock	893	19,832	22.2	179,295	200.8	24,865	27.8	199,108	223.0	28,187	31.6	218,921	245.2
6	Ector	907	9,630	10.6	91,805	101.2	11,741	12.9	105,396	116.2	14,267	15.7	118,987	131.2
6	Midland	939	6,771	7.2	65,433	69.7	8,735	9.3	76,850	81.8	10,664	11.4	88,266	94.0
7	Tom Green	1,500	11,669	7.8	71,047	47.4	12,483	8.3	73,220	48.8	13,314	8.9	75,393	50.3
8	Taylor	912	14,007	15.4	97,853	107.3	16,107	17.7	102,906	112.8	17,395	19.1	107,959	118.4
9	Bell	1,047	15,767	15.1	124,483	118.9	18,115	17.3	129,366	123.6	19,279	18.4	134,248	128.2
9	McLennan	1,000	27,598	27.6	147,553	147.6	28,217	28.2	150,577	150.6	29,640	29.6	153,601	153.6
10	Smith	934	16,363	17.5	97,096	104.0	17,966	19.2	101,634	108.8	19,403	20.8	106,171	113.7
12	Galveston	399	22,411	56.2	169,812	425.6	25,728	64.5	182,906	458.4	28,813	72.2	196,000	491.2
12	Harris	1,723	198,506	115.2	1,741,912	1,011.0	236,168	137.1	1,991,187	1,155.7	274,189	159.1	2,240,461	1,300.3
14	Travis	1,012	33,452	33.1	295,516	292.0	43,736	43.2	326,983	323.1	48,781	48.2	358,450	354.2
15	Bexar	1,246	109,281	87.7	830,460	666.5	122,600	98.4	901,050	723.2	134,616	108.0	971,639	779.8
16	Nueces	841	26,479	31.5	237,544	282.5	32,938	39.2	256,906	305.5	37,371	44.4	276,268	328.5
17	Brazos	586	6,870	11.7	57,978	98.9	8,629	14.7	62,477	106.6	9,326	15.9	66,975	114.3
18	Dallas	859	161,323	187.8	1,327,321	1,545.2	185,172	215.6	1,521,264	1,771.0	211,758	246.5	1,715,206	1,996.8
19	Bowie	891	12,611	14.2	67,813	76.1	12,364	13.9	69,966	78.5	13,149	14.8	72,118	80.9
20	Jefferson	951	33,678	35.4	244,773	257.4	38,172	40.1	255,828	269.0	42,020	44.2	266,883	280.6
21	Cameron	896	18,646	20.8	140,368	156.7	22,533	25.2	149,296	166.6	24,380	27.2	158,223	176.6
21	Hidalgo	1,543	21,716	14.1	181,535	117.7	27,556	17.9	193,719	125.6	29,662	19.2	205,903	133.4
21	Webb	3,306	9,065	2.7	72,859	22.0	8,932	2.7	57,153	17.3	9,701	2.9	78,282	23.7
24	El Paso	1,057	37,615	35.6	359,291	339.9	47,178	44.6	403,755	382.0	52,881	50.0	448,218	424.1
	TOTALS	27,666	960,715	34.7	7,667,547	277.1	1,111,170	40.2	8,492,931	307.0	1,247,853	45.1	9,355,142	338.1

Sources: Same as Statewide Table

ESTIMATED NUMBER ELDERLY & HANDICAPPED  
WHO DO NOT OWN OR OPERATE AN AUTOMOBILE

TEXAS COUNTIES WITH URBANIZED AREAS  
1970, 1975, & 1980

<u>District</u>	<u>County</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>
1	Grayson	9,223	8,775	9,120
2	Tarrant	51,190	56,836	64,109
3	Wichita	9,855	10,779	11,378
4	Potter	8,428	8,468	9,237
4	Randall	2,388	3,822	4,637
5	Lubbock	10,908	13,676	15,503
6	Ector	5,297	6,458	7,847
6	Midland	3,724	4,804	5,865
7	Tom Green	6,418	6,866	7,323
8	Taylor	7,704	8,859	9,567
9	Bell	8,672	9,963	10,603
9	McLennan	15,179	15,519	16,302
10	Smith	9,000	9,881	10,672
12	Galveston	12,326	14,150	15,847
12	Harris	109,178	129,892	150,804
14	Travis	18,399	24,055	26,830
15	Bexar	60,155	67,430	74,039
16	Nueces	14,563	18,116	20,554
17	Brazos	3,779	4,746	5,129
18	Dallas	88,728	101,845	116,467
19	Bowie	6,936	6,800	7,232
20	Jefferson	18,523	20,995	23,111
21	Cameron	10,255	12,393	13,409
21	Hidalgo	11,944	15,156	16,314
21	Webb	4,986	4,913	5,336
24	El Paso	20,688	25,948	29,085
	TOTALS	528,446	611,145	686,320

Sources: Elderly & Handicapped Transportation in Texas--Defining the Problem, State Department of Highways and Public Transportation, Transportation Planning Division, February, 1976  
Transportation Options For The Elderly & The Handicapped, Executive Summary, (Draft Copy), Transportation Department, North Central Texas Council of Governments, April, 1976

TOTAL POPULATION AND POPULATION AGE 65 YEARS & OVER WITH INCOME BELOW POVERTY LEVEL

TEXAS COUNTIES WITH URBANIZED AREAS — 1970

Dist.	County	Total County Population	Total Pop. w/ Income Below Poverty Level		Pop. w/ Income Below Poverty Level Receiving Social Security Income		Pop. 65 yrs. & Over w/ Income Below Poverty Level		Persons 65 & Over w/ Income Below Poverty Level Receiving Social Security Income		Number Persons Age 65 & Over
			Number	%	Number	%	Number	%	Number	%	
1	Grayson	83,225	11,804	14.2	3,293	27.9	3,765	31.9	2,726	72.4	10,997
2	Tarrant	716,317	72,652	10.1	13,005	17.9	12,932	17.8	9,712	75.1	52,148
3	Wichita	121,862	15,801	13.0	3,318	21.0	3,287	20.8	2,715	82.6	11,807
4	Potter	90,511	13,298	14.7	2,686	20.2	2,633	19.8	2,012	76.4	9,017
4	Randall	53,885	3,500	6.5	518	14.8	483	13.8	366	75.7	2,503
5	Lubbock	179,295	31,784	17.7	3,178	10.0	3,051	9.6	2,352	77.1	11,322
6	Ector	91,805	11,604	12.6	1,300	11.2	1,218	10.5	905	74.3	4,349
6	Midland	65,433	8,135	12.4	927	11.4	887	10.9	628	70.8	3,404
7	Tom Green	71,047	12,841	18.1	2,543	19.8	2,491	19.4	1,945	78.1	7,601
8	Taylor	97,853	13,915	14.2	2,393	17.2	2,379	17.1	1,834	77.1	9,142
9	Bell	124,483	19,369	15.6	2,944	15.2	2,944	15.2	2,149	73.0	8,735
9	McLennan	147,553	28,315	19.2	6,258	22.1	6,569	23.2	4,966	75.6	18,237
10	Smith	97,096	16,156	16.6	3,167	19.6	3,700	22.9	2,475	66.9	10,801
12	Galveston	169,812	23,535	13.9	3,789	16.1	3,366	14.3	2,383	70.8	12,962
12	Harris	1,741,912	210,129	12.1	26,056	12.4	24,375	11.6	17,306	71.0	102,341
14	Travis	295,516	45,614	15.4	4,926	10.8	5,246	11.5	3,651	69.6	20,662
15	Bexar	830,460	159,050	19.2	17,336	10.9	17,336	10.9	11,390	65.7	62,416
16	Nueces	237,544	50,342	21.2	5,487	10.9	5,135	10.2	3,528	68.7	14,966
17	Brazos	57,978	11,556	19.9	1,572	13.6	1,768	15.3	1,202	68.0	4,452
18	Dallas	1,327,321	139,793	10.5	20,130	14.4	20,270	14.5	14,696	72.5	88,237
19	Bowie	67,813	11,958	17.6	2,858	23.9	3,276	27.4	2,198	67.1	7,781
20	Jefferson	244,773	37,137	15.2	6,276	16.9	5,905	15.9	4,287	72.6	21,105
21	Cameron	140,368	64,009	45.6	4,929	7.7	5,249	8.2	3,113	59.3	11,983
21	Hidalgo	181,535	89,938	49.5	5,666	6.3	6,026	6.7	3,579	59.4	14,193
21	Webb	72,859	32,003	43.9	2,592	8.1	2,912	9.1	1,736	59.6	5,799
24	El Paso	359,291	74,871	20.8	6,664	8.9	6,888	9.2	4,684	68.0	20,636
TOTALS		7,667,547	1,209,109	15.8	153,811	12.7	154,091	12.7	108,538	70.4	547,596

Sources: Same as Statewide Table

TOTAL POPULATION AND ELDERLY & HANDICAPPED POPULATION PER SQUARE MILE  
TEXAS COUNTIES WITHOUT URBANIZED AREAS  
1970, 1975 & 1980

Dist.	Sq. Miles	Elderly & Handi- capped 1970		Total Population 1970		Elderly & Handi- capped 1975		Total Population 1975		Elderly & Handi- capped 1980		Total Population 1980	
		Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.	Number	Per Sq. Mi.
1	5,230	37,092	7.1	155,693	29.8	35,265	6.7	154,805	29.6	35,583	6.8	153,914	29.4
2	6,166	31,750	5.2	162,319	26.3	32,039	5.2	168,558	27.3	33,165	5.4	174,796	28.4
3	7,457	21,801	2.9	90,816	12.2	21,256	2.9	89,260	12.0	21,829	12.9	87,701	11.8
4	15,962	18,585	1.2	131,005	8.2	20,902	1.3	136,773	8.6	23,142	1.5	142,534	8.9
5	15,015	30,658	2.0	201,576	13.4	32,546	2.2	212,657	14.2	35,627	2.4	223,728	14.9
6	16,623	9,375	0.6	79,052	4.8	10,866	0.7	84,697	5.1	12,327	0.7	90,340	5.4
7	14,761	8,540	0.6	40,539	2.8	8,629	0.6	39,899	2.7	8,802	0.6	39,257	2.7
8	10,850	25,660	2.4	126,058	11.6	25,621	2.4	124,747	11.5	26,687	2.5	123,430	11.4
9	5,582	26,204	4.7	111,471	20.0	25,694	4.6	110,134	19.7	25,759	4.6	108,435	19.4
10	5,851	51,906	8.9	237,038	40.5	51,959	8.9	237,948	40.7	54,354	9.3	238,854	40.8
11	7,015	34,293	4.9	167,070	23.8	34,502	4.9	170,372	24.3	35,927	5.1	173,669	24.8
12	5,711	34,244	6.0	266,134	46.6	42,697	7.5	296,445	51.9	47,937	8.4	326,753	57.2
13	8,169	38,474	4.7	209,527	25.7	40,207	4.9	216,200	26.5	42,611	5.2	222,870	27.3
14	8,471	31,580	3.7	147,345	17.4	33,588	4.0	148,396	17.5	34,450	4.1	149,444	17.6
15	10,950	31,226	2.9	158,138	14.4	32,997	3.0	163,931	14.8	34,808	3.2	169,716	15.5
16	6,956	24,047	3.5	179,647	25.8	27,836	4.0	187,935	27.0	30,394	4.4	196,219	28.2
17	7,207	31,001	4.3	130,340	18.1	29,741	4.1	128,545	17.8	29,854	4.1	126,744	17.6
18	4,719	45,795	9.7	259,779	55.1	48,979	10.4	277,938	58.9	51,769	11.0	296,094	62.8
19	4,538	31,765	7.0	151,378	33.4	31,739	7.0	152,277	33.6	33,030	7.3	153,171	33.8
20	5,827	31,912	5.5	195,133	33.5	32,667	5.6	209,015	35.9	35,962	6.2	222,891	3.9
21	8,014	9,225	1.2	62,688	7.8	10,143	1.3	65,279	8.2	10,964	1.4	67,866	8.5
22	12,844	11,645	0.9	89,447	7.0	13,641	1.1	95,424	7.4	14,681	1.1	101,397	7.9
23	8,659	28,606	3.3	102,215	11.8	27,213	3.1	98,411	11.5	26,911	3.1	94,605	10.9
24	20,760	2,586	0.1	19,970	1.0	3,168	0.2	20,682	1.0	3,321	0.2	21,393	1.0
25	11,140	14,856	18.1	54,805	66.3	13,531	16.4	51,722	62.5	13,451	16.5	48,632	58.8
TOTALS	234,477	662,826	2.8	3,529,183	15.1	687,426	2.9	3,642,050	15.5	723,345	3.1	3,754,453	16.0

Sources: Same as Statewide Table

ESTIMATED NUMBER ELDERLY & HANDICAPPED  
WHO DO NOT OWN OR OPERATE AN AUTOMOBILE

TEXAS COUNTIES WITHOUT URBANIZED AREAS  
1970, 1975, & 1980

<u>District</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>
1	20,401	19,395	19,572
2	17,463	17,623	18,241
3	11,991	11,691	12,005
4	10,223	11,497	12,728
5	16,863	17,899	19,597
6	5,156	5,976	6,782
7	4,699	4,747	4,842
8	14,112	14,090	14,677
9	14,411	14,131	14,167
10	28,549	28,577	29,894
11	18,861	18,976	19,759
12	18,834	23,485	26,365
13	21,161	22,114	23,436
14	17,369	18,473	18,948
15	17,174	18,148	19,144
16	13,226	15,310	16,716
17	17,050	16,357	16,419
18	25,187	26,938	28,472
19	17,470	17,456	18,166
20	17,551	17,966	19,779
21	5,073	5,579	6,030
22	6,404	7,503	8,074
23	15,733	14,967	14,801
24	1,422	1,742	1,826
25	8,170	7,443	7,398
TOTALS	364,553	378,083	397,838

Sources: Elderly & Handicapped Transportation in Texas -Defining the Problem, State Department of Highways and Public Transportation, Transportation Planning Division, February, 1976  
Transportation Options For The Elderly & The Handicapped, Executive Summary, (Draft Copy), Transportation Department, North Central Texas Council of Governments, April, 1976

TOTAL POPULATION AND POPULATION AGE 65 YEARS & OVER WITH INCOME BELOW POVERTY LEVEL

TEXAS COUNTIES WITHOUT URBANIZED AREAS — 1970

Dist.	Total County Population	Total Pop. w/ Income Below Poverty Level		Pop. w/ Income Below Poverty Level Receiving Social Security Income		Number Persons Age 65 & Over	Pop. 65 yrs. & Over w/ Income Below Poverty Level		Persons 65 & Over w/ Income Below Poverty Level Receiving Social Security Income	
		Number	%	Number	%		Number	%	Number	%
1	155,693	36,254	23.3	9,243	25.5	25,910	10,856	29.9	7,518	69.3
2	162,319	24,023	14.8	6,923	28.8	21,836	7,931	33.0	5,738	72.3
3	90,816	16,242	17.9	5,442	33.5	15,321	5,523	34.0	4,369	79.1
4	131,005	16,918	12.9	3,076	18.2	11,560	2,973	17.6	2,023	68.0
5	201,576	54,795	27.2	5,536	10.1	18,331	5,628	10.3	4,091	72.7
6	79,052	14,632	18.5	1,794	12.3	5,156	1,647	11.3	1,156	70.2
7	40,539	10,704	26.4	1,925	18.0	6,116	2,217	20.7	1,262	56.9
8	126,058	27,812	22.1	5,557	20.0	17,258	5,914	21.3	4,413	74.6
9	111,471	26,990	24.2	6,962	25.8	18,679	7,928	29.4	5,684	71.7
10	237,038	51,747	21.8	12,980	25.1	35,055	13,980	27.0	9,732	69.6
11	167,070	44,967	26.9	9,975	22.2	22,924	10,582	23.5	7,064	66.8
12	266,134	44,355	16.7	7,658	17.3	21,073	8,298	18.7	5,728	69.0
13	209,527	56,955	27.2	10,921	19.2	26,877	11,823	20.8	8,403	71.1
14	147,345	40,881	27.7	8,137	19.9	23,174	8,678	21.2	4,736	54.6
15	158,138	40,576	25.7	6,359	15.7	21,637	7,333	18.1	5,026	68.5
16	179,647	54,307	30.2	5,782	10.6	15,100	5,797	10.7	3,746	64.6
17	130,340	41,241	31.6	8,245	20.0	21,726	10,255	24.9	6,385	62.3
18	259,779	41,840	16.1	9,810	23.4	30,134	10,900	26.1	7,996	73.4
19	151,378	38,693	25.6	8,944	23.1	21,699	9,783	25.3	6,647	67.9
20	195,133	36,909	18.9	7,994	21.7	18,160	7,513	20.4	5,564	74.1
21	62,688	33,062	53.0	2,527	8.0	5,641	3,002	9.0	1,408	47.0
22	89,447	37,279	41.7	3,096	8.3	7,391	3,159	8.5	1,746	55.3
23	102,215	24,799	24.2	7,241	29.2	21,346	8,016	32.3	5,962	74.4
24	19,970	7,003	35.1	651	9.3	1,851	736	10.5	327	44.4
25	54,805	14,500	26.5	3,377	23.3	10,508	3,682	25.4	2,706	73.5
TOTALS	3,529,183	837,484	23.7	160,155	19.1	444,463	174,154	20.8	119,430	68.6

Source: Same as Statewide Table

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## APPENDIX B

### Individual Providers By District

The following tables include information on all inventoried social service transportation providers in Texas. These tables are separated into the 25 State Department of Highways and Public Transportation Districts and further divided into urbanized and non-urbanized counties with totals. Information contained in these tables include the organization's name; the number and type of vehicles operated by the organization; the area served; the type of service; the people served; the anticipated capital needs through the year 1980 and estimated costs; and the anticipated annual operating needs and estimated costs.

The type of service may be one or more of the following:

F-R	Fixed Route
D-R	Demand-Responsive
R-D	Route Deviation
CH	Charter

A few of these providers requested confidentiality and are indicated with the symbol "xxx" instead of the name of the organization.

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DISTRICT 1  
 Sherman-Denison - Grayson County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Grayson County MH/MR Center	2 Station Wagons 1 Specially-Equipped Minibus 1 Medium Bus	Grayson County	F-R CH	MH/MR Patients				
2	Minibus Service	1 Minibus	Denison, Pottsboro, Bells, North Grayson County	D-R	Disabled	2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
3	Denison Health Center	1 Car/Station Wagon	Denison	F-R D-R CH	Medical Trips				
4	***	1 Staff Car	Denison & Sherman	D-R	Elderly				
5	Denison Nursing Center	1 Car	Denison	D-R	Elderly				
6	***	1 Car	Denison	R-D D-R	Elderly				
7	***	1 Small Transit Coach	Gunter	CH	Elderly				
8	Minibus Service	3 Specially-Equipped Minibuses	Half of Grayson County	D-R	Disabled				
9	***	2 Cars	Sherman	CH	Elderly				

DISTRICT 1  
 Sherman-Denison - Grayson County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
10	***	1 Station Wagon	Sherman	CH	Elderly	1 Van	\$ 7,500*	Operating Expenses	\$ 8,500
11	***	1 Car	Sherman	CH	Elderly				
12	***	3 Vehicles	Sherman	CH	Elderly				
13	Meadowbrook Nursing Home	1 Minibus	South Half of Grayson County	R-D D-R	Elderly				
14	Minibus Service	1 Minibus	South Half of Grayson County	D-R	Disabled				
15	***	1 Station Wagon	Whitesboro	CH	Elderly				
16	***	1 Car	Whitewright, Bonham, and Sherman	D-R	Elderly				
17	***	1 Station Wagon 1 Van	Collinsville	CH	Elderly				
	TOTALS	12 Cars/Station Wagons 1 Staff Car 1 Medium Bus 4 Specially-Equipped Minibuses 3 Minibuses 1 Small Transit Coach 1 Van 3 Other Vehicles				2 Minibuses 1 Van	\$27,500	Operating Expenses	\$25,500
	*Denotes SDH&PT Estimate ***Requests Confidentiality								

DISTRICT 1  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
18	Northeast Texas Opportunity, Inc.	20 Staff Cars 1 Minibus 3 Private Cars	Titus, Franklin, Hopkins, Delta, Rains Counties	D-R	Transportation Disadvantaged	6 Minibuses	\$ 60,000*	Operating Expenses	\$ 51,000*
19	Department of Public Welfare	17 Cars	Fannin County	D-R	Clinets & Transportation Disadvantaged				
20	***	1 Station Wagon	Savoy, Texas	D-R	Elderly				
21	***	2 Automobiles 1 Minibus 1 Medium Bus	Fannin County	D-R	Veterans				
22	Minibus Service Texoma Regional Planning Commission	1 Station Wagon	Bonham & Fannin County	D-R	Transportation Disadvantaged				
23	Minibus Service Texoma Regional Planning Commission	1 Minibus	Honey Grove and 1/4 Fannin County	D-R	Transportation Disadvantaged				
24	Denton Meal-A-Day Center	1 Minibus	Franklin County	D-R	Meal-A-Day Center				
25	Hagansport Meal-A-Day Center	1 Staff Car 1 Minibus	North Franklin County	R-D D-R	Meal-A-Day Center				
26	***	1 Minibus	Hopkins County	F-R CH	Retarded Clients			Operating Expense	\$ 30,000
27	Hunt County Opportunity Center	2 Minibuses 3 16b(2) Vehicles	Hunt County	F-R	Transportation Disadvantaged	1 Minibus	\$ 10,000*	Operating Expense	\$ 8,500*
28	Volunteer Action Center	10 Private Cars	Hunt County	CH	Transportation Disadvantaged	1 Minibus	\$ 10,000*	Operating Expense	\$ 8,500*

DISTRICT 1  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
29	Salvation Army	1 Minibus	Hunt County	CH	Transportation Disadvantaged	1 Minibus	\$ 10,000*	Operating Expense	\$ 10,000
30	Park Haven Nursing Home	1 Minibus	City of Greenville	CH	Elderly	1 Minibus	\$ 10,000*	Operating Expense	\$ 8,500*
31	Retired Senior Volunteer Program	1 Minibus 1 Station Wagon	Paris & Lamar County	F-R	Elderly				
32	Lamar County Mental Retardation Center	2 Minibuses	Paris	F-R R-D CH	Retarded Clients				
33	Lamar Opportunity Center	1 Minibus 1 Car	Paris	R-D	Transportation Disadvantaged				
34	Parkview Convalescent Center	1 Station Wagon	Paris	D-R CH	Elderly				
35	***	2 Staff Cars	Lamar County	D-R	Elderly				
36	Pleasant Grove Nursing Home	3 Staff Cars	Lamar County	R-D	Elderly				
37	Rains County Minibus System	1 Minibus 3 Staff Cars	Rains County	R-D	Transportation Disadvantaged				
38	Paris Outreach Clinic	25 Private Cars	Paris	R-D	MH/MR Clients				
39	See Organization No. 6 in District 19		Red River County						
40	See Organization No. 7 in District 19		Red River County						

DISTRICT 1  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
41	Lamar County Human Resources Council, Inc.	2 16b(2) Vehicles	Lamar County	D-R	Will begin transporting needy persons when vehicles are delivered.				
TOTALS		29 Staff Cars 38 Volunteer Cars 15 Minibuses 24 Cars/Station Wagons 1 Medium Bus 5 16b(2) Vehicles				10 Minibuses	\$100,000	Operating Expense	\$116,500
*Denotes SDH&PT Estimate ***Requests Confidentiality									

DISTRICT 2  
Fort Worth - Tarrant County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Volunteer Center of Arlington	Volunteer Cars	Arlington - Eastern 1/2 of Tarrant County	D-R	Elderly & Handicapped				
2	Northwest Texas Chapter of the Arthritis Foundation	1 Specially-Equipped Minibus	Fort Worth	D-R	Physically Disabled				
3	Tarrant County American Red Cross	6 Cars/Station Wagons 2 Staff Cars	Tarrant County	F-R R-D D-R CH	Elderly, Handicapped, Low Income, Students & Youths				
4	Day Care Association of Fort Worth	32 Staff Cars 1 Minibus	Fort Worth, Arlington & Tarrant County	CH	Head Start, Low Income, Pre-School & Pre-Delinquent Girls	1 Minibus	\$ 10,000*	Operating Expense	\$ 8,500*
5	***	4 Cars/Station Wagons 21 Staff Cars 1 Small Transit Coach	Fort Worth & Tarrant County	F-R R-D D-R CH	Elderly & Handicapped	2 Minibuses 1 Base Station 7 Radios	\$ 30,000* (7 Radios @ \$8,750 & 1 Base Station @ \$1,250)	Operating Expense	\$17,000*
6	Goodrich Center for the Deaf, A Division of Tarrant County Services for the Hearing Impaired, Inc.	1 Car/Station Wagon 3 Staff Cars	Tarrant County	R-D	Elderly & Low Income Deaf Persons			1 Staff Person @ \$400/Month	\$ 4,800



DISTRICT 2  
Fort Worth - Tarrant County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
7	Trinity Valley MH/MR Center	4 Cars/Station Wagons 8 Staff Cars 4 Minibuses 2 Medium School Buses	Tarrant County, Fort Worth, Mansfield, Arlington, Richland Hills, Burleson, Crowley, & Everman	F-R CH	Mentally-Ill & Mentally-Retarded, Handicapped, Alcoholics	1 Specially-Equipped Minibus 1 Regular Minibus	\$ 23,000*	Operating Expenses	\$ 8,500*
8	Arlington Women's Club	1 Car/Station Wagon On Loan Volunteer Cars	Eastern Tarrant County	D-R	General Public, Elderly, Low Income, Handicapped, Mentally-Retarded				
9	Easter Seal Society of Tarrant County, Inc.	2 Cars/Station Wagons 2 Specially-Equipped Minibuses	Tarrant County	R-D	Handicapped				
	<u>Needs From The T.I.P. - City of Fort Worth</u>	Purchase of 5 Specially-Equipped Small Transit Vehicles to Transport Elderly & Handicapped	Fort Worth			5 Specially-Equipped Vehicles	\$354,000	Operating Expenses	\$42,500*
	TOTALS	2 Medium School Buses 5 Minibuses 3 Specially-Equipped Minibuses 66 Staff Cars 18 Cars/Station Wagons 1 Small Transit Coach Unspecified Number of Volunteer Cars				4 Minibuses 1 Specially-Equipped Minibus 1 Base Station 7 Radios 5 Specially-Equipped Vehicles	\$417,000	Operating Expenses	\$81,300
	*Denotes SDH&PT Estimate *** Requests Confidentiality								

DISTRICT 2  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
10	Watch & Work Circle - King's Daughters	Volunteer Cars	Johnson County to Fort Worth & Back	R-D	Elderly, Students & Youths, Low Income, Physically-Disabled, Mentally-Retarded, Title XIX Recipients				
11	Stephenville Senior Citizen Center, Inc.	1 Car/Station Wagon	City of Stephenville	D-R	Elderly				
12	***	1 Car/Station Wagon 1 Staff Car	Wise County	N/A	Clients to Rehabilitation Center	1 15-Passenger Van	\$7,500*	Operating Expense	\$8,500*
13	Concerned Citizens of Jack County	1 Staff Car	Jack County	D-R	Title XIX Recipients				
	TOTALS	2 Cars/Station Wagons 2 Staff Cars Unspecified Number of Volunteer Cars				1 Van	\$7,500	Operating Expense	\$8,500
	*Denotes SDH&PT Estimate *** Requests Confidentiality								

DISTRICT 3  
Wichita Falls - Wichita County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Senior Citizens Service of North Texas	1 Minibus 1 Staff Car	Wichita Falls Area	D-R	Elderly	1 Minibus	\$10,000*	Operating Expense	\$ 8,500*
2	The Community Volunteer & Referral Service - In Cooperation With the American Red Cross	1 Station Wagon Volunteer Cars	Wichita Falls Area	D-R	Elderly, Low Income, Handi-capped & Mentally-Retarded	2 Station Wagons	\$13,000*	Operating Expenses	\$17,000*
3	***	1 Car/Station Wagon	Wichita Falls Area	CH	Elderly, Handi-capped, Mentally-Retarded				
4	Senior Citizens, Electra	1 Staff Car	City of Electra & Wichita County	CH	Elderly	1 Minibus	\$10,000*	Operating Expense	\$ 8,500*
	TOTALS	1 Minibus 2 Cars/Station Wagons 2 Staff Cars Unspecified Number of Volunteer Cars				2 Minibuses 2 Station Wagons	\$33,000	Operating Expenses	\$34,000
	*Denotes SDH&PT Estimate ***Requests Confidentiality								

DISTRICT 3  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
5	Community Action Corp. of Wichita Falls and North Texas Area	3 Station Wagons 2 Minibuses 2 Small Transit Coaches 1 Medium School Bus 6 Staff Cars	Wichita, Clay, Archer, Montague, Young & Jack Counties	D-R	Elderly, Handicapped, Children, Title XIX Recipients, Low Income, Mentally-Retarded, Deaf			Operating Funds	\$40,000
6	Kiwanis Club of Gainesville	1 Radio-Equipped Leased Station Wagon	Gainesville & Cooke County	D-R	Elderly, Handicapped, Title XIX Recipients	1 Station Wagon	\$ 6,500*	Money to pay another driver	\$ 5,000* (Based on pay rate of \$2.50/hr)
7	Community Action Agency of Crowell	2 10-passenger Minibuses NOTE: Only one minibus is used in District 3 three days a week in Wilbarger County and one day a week in Baylor County. Also, local organizations reimbursed on mileage basis to provide transportation.	Baylor and Wilbarger Counties (Also four other counties outside of the District)	D-R	Elderly, Handicapped, Title XIX Recipients	Radio Equipment Six Base Stations, one for each county and two-way radios in each vehicle.	\$ 6,250* (2 Base Stations @ \$2,500 each and one radio for District 3)		
8	Community Action Agency in Taylor	Individuals are hired to provide transportation to clients.	Throckmorton County	D-R	Title XIX Recipients				
	TOTALS	4 Station Wagons 3 Minibuses 2 Small Transit Coaches 1 Medium School Bus 6 Staff Cars				1 Station Wagon Radio Equipment	\$12,750	Operating Expenses	\$45,000
	*Denotes SDH&PT Estimate								

DISTRICT 4  
Amarillo - Potter & Randall Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	State Center For Human Development	1 Medium School Bus 1 Large Bus 1 Van	Amarillo Area	F-R	Mentally-Retarded				
2	Amarillo Hospital District	None (Use Transit System)	Amarillo Area	N/A	Indigent Out-Patients				
3	Amarillo Senior Citizens Association	2 Flexette Buses	Amarillo Area	D-R	Elderly				
4	Amarillo Community Center	1 Minibus 1 Medium Bus 1 Car/Station Wagon	Amarillo Area	F-R	General Public & Students and Youth				
5	Goodwill Industries	2 Minibuses	Amarillo Area	R-D	Handicapped & Mentally-Retarded	1 Specially-Equipped Minibus Equip two Existing Vehicles With Lifts @ \$1,700 each	\$16,400*	Operating Expenses	\$ 8,500*
6	Maverick Boys Club of Amarillo, Texas, Inc.	2 Medium School Buses 2 Pick-ups 1 Jeep	Amarillo, Potter, & Randall Counties	F-R R-D D-R	Students, Youths & Low Income				
7	Y.W.C.A.	1 Minibus 2 Cars/Station Wagons	Amarillo Area	CH	General Public, Elderly, Low Income, Students, Mi-grants, Handi-capped & Retarded				

DISTRICT 4  
Amarillo - Potter & Randall Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
8	Y.M.C.A.	7 Cars/Station Wagons 1 Minibus	Amarillo Area	R-D	General Public, Students & Youth, Low Income				
9	***	1 Small Transit Coach	Amarillo	CH	Low Income				
10	***	1 Car/Station Wagon 2 Minibuses 1 Pick-up	Hemphill, Ochiltree, Potter & Randall Counties	R-D	Students & Youth				
TOTALS		4 Medium Buses 1 Large Bus 1 Van 9 Minibuses 11 Cars/Station Wagons 4 Various Vehicles 1 Small Transit Coach				1 Specially- Equipped Minibus 2 Lifts	\$16,400	Operating Expenses	\$8,500
*Denotes SDH&PT Estimate ***Requests Confidentiality									

DISTRICT 4  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
11	Texas Panhandle Community Action Corp.	2 Leased Station Wagons 2 Cars Has access to 1 Bus and 1 Van 3 16b(2) Vehicles	Dallam, Potter, Hutchinson, & Randall Counties	D-R	Primarily Elderly and/or Handicapped	1 Specially-Equipped Van	\$10,500*	Operating Expenses	\$8,500*
12	Satellite Workshop (Branch of State Center For Human Development)	1 Minibus	City of Borger & Hutchinson County	D-R	Mentally-Retarded				
13	Operation FISH (Volunteer Emergency Transportation Program)	Volunteer Cars	City of Dumas & Moore County	D-R	Transportation Needy				
14	Hereford Satellite Workshop	1 Minibus	Hereford & Deaf Smith County	F-R	Mentally-Retarded	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
15	Pampa Satellite School (State Center for Human Development Branch)	1 Dodge Maxi-Wagon	Pampa & Gray County	F-R	Mentally-Retarded Students				
16	Salvation Army of Pampa	1 Car 1 Minibus	Pampa & Gray County	F-R	Elderly, Handicapped, Youth, Low Income				
17	Volunteer Service	Volunteer Cars	Perryton & Ochiltree County	D-R	Elderly and Handicapped				
18	Senior Service Center - Dalhart	Volunteer Cars	Dallam & Hartley Counties	D-R	Elderly				
19	Senior Services of Gray County	Volunteer Cars	Gray County	D-R	Elderly				

DISTRICT 4  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
20	***	1 Minibus	Hemphill County	D-R	Elderly	1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*
21	Texas Panhandle Senior Services	Volunteer Cars	Hutchinson County	D-R	Elderly				
	TOTALS	5 Cars/Station Wagons 5 Minibuses Unspecified number of Volunteer Cars 3 16b(2) Vehicles				2 Minibuses 1 Specially-Equipped Van	\$30,500	Operating Expenses	\$25,500
	*Denotes SDH&PT Estimate *** Requests Confidentiality								



DISTRICT 5  
Lubbock - Lubbock County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	***	8 Cars 6 Minibuses 1 Medium School Bus 1 Pick-up	Lubbock County	D-R CH	Dependent & Neglected Children				
2	City of Lubbock Community Services Department	5 Staff Cars	Lubbock County	D-R	Low Income				
3	American Red Cross - Lubbock Contract Title XIX	2 Cars	Lubbock County	D-R	Title XIX Recipients				
4	American Red Cross Volunteers	1 Van 1 Station Wagon	Lubbock County	D-R	Persons needing transportation for medical reasons.				
5	Goodwill Industries	1 Van	Lubbock	F-R	Handicapped				
6	Southwest Lighthouse for the Blind	1 Specially-Equipped Minibus 1 Regular Minibus 1 Regular Bus	Lubbock	F-R	Handicapped & Blind				
	TOTALS	11 Cars/Station Wagons 7 Minibuses 1 Specially-Equipped Minibus 1 Medium School Bus 2 Vans 1 Regular Bus 1 Pick-up 5 Staff Cars							
	***Requests Confidentiality								

DISTRICT 5  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
7	South Plains Community Action Association	2 9-passenger Vans 4 10-passenger Vans 4 Large Station Wagons 7 Sedans Approved for 2 16b(2) Vehicles	Hockley, Lamb, Cochran, Garza, Lynn, Terry, Yoakum, & Bailey Counties	D-R	Title XIX Recipients, Elderly, & Indigent	Replacement Funds for 6 Vans, 4 Station Wagons, & 7 Sedans now in use.	\$106,000*	Costs for Maintenance & Drivers	\$144,500*
8	See Organization No. 11 in District 4		Castro, Parmer, & Swisher Counties						
9	Community Action Council of Floyd, Crosby & Dickens Counties	2 13-passenger Vans	Floyd & Crosby Counties in District 5	D-R	Elderly	Replacement Funds for 2 Vans	\$15,000*	Operating Funds	\$17,000*
10	Central Plains Community Action Program, Inc. (CPCA)	8 Sedans	Hale County	D-R F-R	Title XIX & Other Medical Trips	Replacement Funds for the 8 Sedans	\$40,000*		
11	***	1 Minibus	Hale County - Primarily Plainview	D-R F-R	Elderly	One Minibus	\$10,000*	Operating Expenses	\$ 8,500*
12	Central Plains Comprehensive Community MH/MR (CPCC MH/MR)	Approved for 2 16b(2) Vehicles	9-County Area with about 60% from Hale & Swisher Counties	N/A	Will begin transporting MH/MR Patients when vehicles are delivered.				
13	Green Thumb	1 Minibus	Dawson County	D-R	Elderly			Operational Costs	\$ 8,500*
14	Senior Citizen Center	1 Station Wagon	Dawson County	D-R	Elderly				
15	West Texas Opportunities, Inc.	Volunteer Cars	Dawson County	D-R	Title XIX Recipients				

DISTRICT 5  
Nonurbanized Counties

Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
16 Green Thumb	1 13-passenger Van	Hale County	D-R	Elderly				
17 Green Thumb	1 13-passenger Van	Swisher County	D-R	Elderly				
18 Green Thumb	1 13-passenger Van	Garza County	D-R	Elderly				
19 Green Thumb	1 13-passenger Van	Terry County	D-R	Elderly				
20 DPW	One individual on contract to DPW.	Gaines County	N/A	Title XIX Recipients			Need someone to replace this person.	
21 Hockley County Senior Citizen, Inc.	1 Minibus	Hockley County	D-R	Elderly			Full-time Driver	\$ 5,000* (Based on pay rate of \$2.50/hr)
TOTALS	12 Vans 20 Cars/Station Wagons 3 Minibuses Unspecified Number of Volunteer Cars 4 16b(2) Vehicles				8 Vans 15 Sedans 4 Station Wagons 1 Minibus	\$171,000	Operating Expenses	\$183,500
<p>*Denotes SDH&amp;PT Estimate ***Requests Confidentiality</p>								

DISTRICT 6  
Odessa-Midland - Ector & Midland Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Ector County Juvenile Probation Department	5 Cars/Station Wagons	Odessa & Ector County	F-R R-D	Students, Youths and Mentally-Retarded				
2	Action Line - FISH	20 Volunteer Cars	Midland & Midland County	D-R	Elderly & Low Income				
3	Casa de Amigos	2 Cars/Station Wagons 1 Minibus	Midland	D-R	General Public, Elderly, Handicapped, Low Income & Children	1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*
4	Midland Community Action Agency	Approved for 2 16b(2) Vehicles	Midland & Ector Counties	D-R F-R	Will begin transporting Title XIX Recipients when vehicles are delivered.				
5	Mental Health - Mental Rehabilitation	9 Minibuses 1 Car/Station Wagon	Midland & Ector Counties	D-R R-D	Mentally and Physically Handicapped				
	TOTALS	10 Minibuses 8 Cars/Station Wagons 20 Volunteer Cars 2 16b(2) Vehicles				1 Minibus	\$10,000	Operating Expenses	\$ 8,500
		*Denotes SDH&PT Estimate							

DISTRICT 6  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
6	Martin-Glasscock Neighborhood Center	2 Staff Cars/Station Wagons	Martin County	D-R F-R R-D CH	Elderly, Handicapped, Low Income, Mi-grants			Funds for Out-Of-Town Trips	
7	Community Council of Reeves County	5 Staff Cars/Station Wagons	Reeves County	D-R	Elderly & Low Income	1 Bus	\$13,000	Operating Funds	\$11,500
8	McCamey Senior Citizen Services	1 Car/Station Wagon	McCamey & Upton County	R-D	Elderly			Operating Funds	\$ 660
9	Rankin Senior Citizens	1 Car/Station Wagon	Rankin & Upton County	D-R	Elderly			Operating Funds	\$ 1,200
10	Upton County Multipurpose Center	2 Staff Cars/Station Wagons	McCamey & Upton County	R-D	Elderly, Handicapped, Low Income			Operating Funds	\$ 1,498* (Based on 780 miles/month @ 16¢/mile)
11	Monahans Senior Citizens Center	1 16-passenger Minibus	Monahans & Ward County	D-R	Elderly				
12	CETA Manpower Program	1 Staff Car/Station Wagon	City of Monahans & Ward, Winkler, Loving Counties	D-R F-R R-D CH	Low Income				
13	Winkler County For Winkler County Opportunity School	Faculty Staff Cars	Winkler County	D-R	Mentally-Retarded Students				
14	DPW Program-Fort Stockton	Individual Transportation Contracts for Title XIX Recipients to go to other cities for medical care.	Pecos County	D-R	Title XIX Recipients				

DISTRICT 6  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
15	Pecos County Community Action Agency	2 Cars/Station Wagons	Pecos County	D-R	Elderly and Handicapped				
	<u>District Office's Recommendations For Needs Through 1980:</u>		City of Andrews, Andrews County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			City of Fort Stockton, Pecos County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			City of Kermit, Winkler County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			City of Monahans, Ward County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			City of Pecos, Reeves County			3 Minibuses	\$30,000*	Operating Expenses	\$25,500*
			City of Crane, Crane County			1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*
			City of Mentone, Loving County			1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*
			City of Rankin, Upton County			1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*
			City of Sanderson, Terrell County			1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*



DISTRICT 7  
 San Angelo - Tom Green County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	MH/MR Center for Greater West Texas	14 Staff Cars 3 Minibuses	San Angelo & Tom Green County	D-R	Mentally-Retarded & Mentally-Disabled				
2	West Texas Boy's Ranch	3 Cars/Station Wagons 1 Minibus 1 Regular Transit Coach 1 Medium School Bus	Boys Ranch Residents in San Angelo & Tom Green County	F-R R-D	Dependent or Neglected Boys				
3	American Cancer Society - District 4 Office	Volunteer Cars	Tom Green County	N/A	Cancer Patients				
4	The Salvation Army	1 Car/Station Wagon 1 Minibus 1 Medium School Bus	San Angelo & Tom Green County	F-R D-R R-D CH	General Public, Low Income, Charity Recipients & Church Activities				
5	West Texas Light-house for the Blind	1 Transit Coach	San Angelo	F-R	Blind & Mentally-Retarded				
	TOTALS	5 Minibuses 14 Staff Cars 2 Regular Transit Coaches 2 Medium School Buses 4 Cars/Station Wagons Unspecified Number of Volunteer Cars							



DISTRICT 7  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
6	The Tom Green County Community Action Council	7 Staff Cars	San Angelo, Kimble County, & Coke County	D-R	Low Income, Elderly, Children, Title XIX Recipients,				
7	Texas Rehabilitation Commission	Provide transportation through third-party contracts with bus lines, city transit, family members, ambulance service, etc.	Coke, Concho, Crockett, Irion, McCulloch, Menard, Reagan, Runnels, San Saba, Schleicher, Sterling, Sutton, and Tom Green Counties	N/A	Handicapped, Mentally & Physically-Disabled, Retarded				
8	Concho Valley Council of Governments	Outreach Workers in Counties using personally owned cars on mileage reimbursement	Coke, Concho, Kimble, Menard, Reagan, Sterling, Sutton Counties	D-R	Elderly				
9	***	2 Staff Cars (District 7 Only)	Runnels and Concho County	D-R	Low Income, Elderly, Handicapped, Migrants, Title XIX Recipients			Operating Funds	\$4,800
10	***	1 Staff Car	Runnels County	D-R	Elderly				
11	Eden Multipurpose Center	1 Car/Station Wagon 1 Staff Car	Eden and Concho County	D-R	Elderly, Low Income, Migrants, Handicapped				
	TOTALS	11 Staff Cars 1 Car/Station Wagon						Operating Funds	\$4,800
	***Requests Confidentiality								

DISTRICT 8  
Abilene - Taylor County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	West Texas Rehabilitation Center	3 Specially-Equipped Vans Approved for 2 16b(2) Vehicles	Abilene & Taylor County, Dyess AFB	R-D	Handicapped, Elderly, Children, Low Income & Mentally-Retarded	4 Specially-Equipped Minibuses 3 Regular Minibuses**	\$ 82,000*	Operating Expenses	\$ 59,500*
2	Abilene Nutrition Program	3 Minibuses	Abilene Area	D-R	Elderly	2 Minibuses**	\$ 20,000*	Operating Expenses	\$ 17,000*
3	Big County Retired Senior Volunteer Program R.S.V.P.	1 Medium School Bus	Abilene & Taylor County	D-R	Elderly				
4	Taylor County Veterans Service Office	1 Staff Car	Abilene & Taylor County	CH	Veterans				
5	National Multiple Sclerosis	Volunteer Cars	Abilene	D-R	Physically-Disabled				
6	Abilene Youth Center	1 Car/Station Wagon 2 Staff Cars 1 Van	Abilene	CH	Youths under Psychiatric Care				
	<u>District Office's Recommendations for Other Social Service Organizations Needs through 1980:</u>								
			Abilene Area			3 Minibuses	\$ 30,000*	Operating Expenses	\$ 25,500*



DISTRICT 8  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
7	***	Volunteer Cars	Big Spring & Howard County	D-R	Elderly				
8	***	Volunteer Cars	Big Spring	D-R	Elderly				
9	Manpower - Human Resources	2 Staff Cars	Big Spring	D-R	Low Income				
10	Community Action Council of Nolan County	18 DPW Vehicles Approved for 1 16b(2) Vehicle	Nolan County	D-R	Title XIX Recipients, Other Elderly & Handicapped				
11	Kiwanis Clubs of Snyder & Colorado City	Approved for 2 16b(2) Vehicles	Scurry & Mitchell Counties	N/A	Will begin transporting elderly & handicapped when vehicles are delivered.				
12	Western Texas R.S.V.P.	1 Van	Snyder & Scurry County	D-R	Elderly				
13	Fisher County Aging Service	1 Car	Fisher County	D-R	Elderly & Low Income				
14	***	2 Staff Cars	Haskell County	D-R	Title XIX Recipients	1 Car	\$ 5,000*		
15	Kent County Extension Agency	Borrows School or Church equipment or provides money for commercial travel. Sometimes uses staff car.	Kent County	D-R	Transportation Needy				
16	Boy's Club of Big Spring	1 Medium School Bus	Big Spring	R-D	Low Income Boys				

DISTRICT 8  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	District Office's Recommendations for Needs through 1980:								
			Howard County			2 Minibuses	\$ 20,000*	Operating Expenses	\$ 17,000*
			Jones, Stone-wall, Haskell Counties			2 Minibuses 1 Specially-Equipped Minibus	\$ 33,000*	Operating Expenses	\$ 25,500*
			Callahan, Shackelford Counties			1 Minibus 1 Specially-Equipped Minibus	\$ 23,000*	Operating Expenses	\$ 17,000*
			Nolan, Fisher, Kent Counties			1 Minibus 1 Specially-Equipped Minibus	\$ 23,000*	Operating Expenses	\$ 17,000*
			Mitchell, Scurry, Borden Counties			2 Minibuses 1 Specially-Equipped Minibus	\$ 33,000*	Operating Expenses	\$ 25,500*
	TOTALS	1 Car 4 Staff Cars 18 DPW Vehicles 3 16b(2) Vehicles 1 Medium School Bus Unspecified Number of Volunteer Cars 1 Van				1 Car 8 Minibuses 4 Specially-Equipped Minibuses	\$137,000	Operating Expenses	\$102,000
	*Denotes SDH&PT Estimate *** Requests Confidentiality								

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DISTRICT 9

Waco and Killeen-Fort Hood - McLennan & Bell Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Central County Center for MH/MR	3 Minibuses 1 Specially-Equipped Minibus	Bell County	F-R D-R	Mentally-Ill & Mentally-Retarded				
2	CTCOG, R.O.A. - Bell County	1 Minibus 1 Van (leased) 1 Specially-Equipped Van (leased)	Bell County	R-D	Elderly & Title XIX Recipients	1 Van	\$ 7,300	Operating Expenses	\$ 8,500*
3	Sr. Citizens Act. Inc. (Harvest House)	1 Minibus	Bell County	D-R	Elderly	1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*
4	Sr. Citizens Act. Inc. (Friendship House)	1 Car	Bell County	D-R CH	Elderly	1 Van	\$ 7,300	Operating Expenses	\$ 8,500*
5	Bell County Chapter - American Red Cross	1 Car 3 Staff Cars	Bell County	D-R	General Public, Elderly, Handicapped, Students & Military	1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*
6	EOAC of Planning Region XI	28 Cars 1 Minibus 2 Buses	McLennan County	D-R	Low Income	1 Specially-Equipped Minibus	\$13,000*	Operating Expenses	\$ 8,500*
7	American Red Cross	1 Car	McLennan County	D-R R-D	General Public				
8	Police Community Relations	1 Minibus	McLennan County	CH	General Public and Students & Youths				
9	Salvation Army	2 Cars 1 Bus	McLennan County	F-R	Elderly, Students, Low Income, Handicapped, Migrants & Mentally-Retarded				

DISTRICT 9

Waco and Killeen-Fort Hood - McLennan & Bell Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
10	***	4 Vans 2 Station Wagons	McLennan County	D-R CH	Elderly, Youth, Low Income, Handicapped, Title XIX Recipients	Replacement Funds for 4 Vans & 2 Station Wagons 2 New Specially- Equipped Minibuses	\$69,000*	Operating Expenses	\$17,000*
11	Veterans Hospital	8 Cars 2 Minibuses 3 Buses 1 Ambulance	McLennan County	D-R	Handicapped, Low Income, Mentally- Retarded				
12	***	2 Cars 9 Minibuses 57 Staff Cars	McLennan County	F-R CH	Mentally- Retarded & Handicapped				
13	Waco Transit	1 Van (leased)	Waco & McLennan County	D-R	Title XIX Recipients & Semi-ambula- tory				
14	Methodist Home	10 Cars 10 Staff Cars 5 Minibuses 3 Large Buses	McLennan County	F-R R-D CH	Youth & Mentally- Retarded				
	<u>Needs From The T.I.P. - City of Waco</u>	Transit Services for the Elderly & Handicapped-- Title III, Section 16b(2) and Title XIX				Unspecified Capital Improvements	\$120,000		

DISTRICT 9

Waco and Killeen-Fort Hood - McLennan & Bell Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	TOTALS	3 Large Buses 6 Regular Buses 23 Minibuses 1 Specially-Equipped Minibus 6 Vans 1 Specially-Equipped Van 55 Cars/Station Wagons 70 Staff Cars 1 Ambulance				2 Minibuses 3 Specially-Equipped Minibuses 2 Vans Replacement Funds for 4 Vans & 2 Station Wagons Unspecified Capital Improvements worth \$120,000	\$236,600	Operating Expenses	\$59,500

\*Denotes SDH&PT Estimate  
 \*\*\*Requests Confidentiality



DISTRICT 9  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
15	***	1 Regular Transit Coach 3 Staff Cars	Bell & Coryell Counties	F-R D-R	Handicapped				
16	Bosque Senior Services	2 Vans (1 leased)	Bosque County	F-R D-R	Elderly, Title XIX Recipients	1 Vehicle to Transport Handicapped	\$10,300	1 Driver	\$5,000* (Based on pay rate of \$2.50 an hour)
17	City of Clifton	1 Car 1 Van	Bosque County	D-R CH	Elderly & Low Income				
18	Meridian Geriatric Center	1 Staff Car	Bosque County	D-R	Elderly, Handicapped, Mentally-Retarded	1 Vehicle to Transport Handicapped	\$10,300	Operating Expenses	\$ 8,500*
19	Office on Aging	1 Car 1 12-passenger Van (leased)	Coryell County	F-R R-D D-R	Elderly, Title XIX Recipients	1 Van	\$ 7,300	Operating Expenses	\$ 8,500*
20	Marlin-Falls County Commission for Health & Community Development	8 Staff Cars 3 Minibuses	Falls County	D-R F-R	Elderly, Low Income, Handicapped, Title XIX Recipients, Youth	1 Van 1 Specially-Equipped Vehicle	\$17,600	Operating Expenses	\$17,000*
21	R.O.A. County Coordinator	1 Car 1 12-passenger Van	Hamilton County	D-R	Elderly, Low Income, Title XIX Recipients	1 Van	\$ 7,300	Operating Expenses	\$ 8,500*
22	CAUSE - County Area United Service Enterp.	1 Station Wagon 1 Car 1 Minibus Staff Cars Approved for 1 16b(2) Vehicle (Plans to equip car with special equipment for handicapped) Taxi subsidy in Hillsboro	Hill County	R-D D-R	Indigent, Handicapped, Elderly, Title XIX Recipients	3 Station Wagons	\$21,600	Operating Expenses	\$25,500*



DISTRICT 10  
Tyler - Smith County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	MH/MR of East Texas	3 Minibuses	Tyler & Smith County	R-D	Patients & Mentally-Retarded				
2	***	1 Minibus 2 Cars 1 Van	Tyler & Smith County	F-R D-R	Medical Patients & Low Income				
3	Smith County Senior Citizens Transportation	3 Minibuses	Smith County	D-R CH	Elderly				
4	Teen Challenge of Tyler	1 Car/Station Wagon 3 Minibuses 1 Pickup	Tyler & Smith County	R-D	Students & Youth				
	TOTALS	10 Minibuses 3 Cars/Station Wagons 1 Van 1 Pickup							
	***Requests Confidentiality								

DISTRICT 10  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
5	Gregg County Association for Retarded Citizens	1 Minibus	Longview & Gregg County	CH	Retarded Citizens				
6	***	3 Cars/Station Wagons	Longview & Gregg County	CH	Elderly				
7	Gregg-Harrison MH/MR Center	2 Minibuses 2 Cars/Station Wagons 2 Staff Cars	Longview & Gregg County	F-R D-R	Patients & Mentally-Retarded				
8	***	5 Staff Cars	Cherokee County	R-D D-R	Migrants				
9	Rusk State Hospital	4 Cars/Station Wagons 1 Minibus 2 Medium School Buses	Cherokee County	CH	Patients of State Hospital				
10	Oak Hill Acres	1 Minibus	Henderson County	CH	Elderly, Handi-capped, Mentally-Retarded				
11	Hillview Nursing Home	1 Minibus	Wood County	CH	Elderly				
12	DPW	1 Minibus 2 Staff Cars	All of District 10	D-R	Title XIX Recipients				
13	See Organization No. 11 in District 19		Gregg County						
14	See Organization No. 12 in District 19		Gregg County						

DISTRICT 10  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
15	Henderson County Association for Retarded Citizens	1 16b(2) Vehicle	Henderson County	N/A	Will begin transporting retarded citizens when vehicle is delivered.				
	<u>District Office's Recommendations for Needs through 1980:</u>								
			Kilgore in Gregg County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			Gladewater in Gregg County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			Palestine in Anderson County			3 Minibuses	\$30,000*	Operating Expenses	\$25,500*
			Jacksonville in Cherokee County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			Rusk in Cherokee County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			Athens in Henderson County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			Henderson in Rusk County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
			Frankston in Anderson County			1 Minibus	\$10,000*	Operating Expenses	\$ 8,500*

DISTRICT 10  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
			Rusk in Cherokee County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
			Moore's Station in Henderson County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
			Poynor in Henderson County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
			Seven Points, Took & Gun Barrel City in Henderson County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
			Overton in Rusk County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
			Bullard in Cherokee County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
			Hawkins in Wood County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
			Yantis in Wood County			1 Minibus	\$ 10,000*	Operating Expenses	\$ 8,500*
	TOTALS	7 Minibuses 9 Cars/Station Wagons 9 Staff Cars 2 Medium School Buses 1 16b(2) Vehicle				24 Minibuses	\$240,000	Operating Expenses	\$204,000
	*Denotes SDH&PT Estimate ***Requests Confidentiality								

DISTRICT 11

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	DPW	Contract with Lufkin Based Taxi Company	Angelina County	D-R	Title XIX Recipients				
2	Lufkin Council For Retarded Children	Approved for 2 16b(2) Vehicles	Angelina County	F-R D-R	Mentally-Retarded	Capital Improvements	\$50,000	Operating Funds	\$50,000
3	Lufkin Workshop & Opportunity Center	1 Minibus Approved for 1 16b(2) Vehicle	Angelina County	F-R	Elderly, Handi-capped, Low Income			Operating Funds	\$15,000
4	Lift, Inc. (Houston County Child, Inc.)	1 12-passenger Van 5 Staff Cars	Houston County	D-R	AFDC Recipients				
5	DPW	1 Car	Houston County	D-R	Title XIX Recipients				
6	DPW	3 Cars	Nacogdoches County	D-R	Title XIX Recipients	3 Vans	\$24,000	Operating Expenses	\$ 5,031
7	Project "Imagine"	Staff Cars	Nacogdoches County	F-R	AFDC Recipients				
8	Community Action Nacogdoches, Inc.	Approved for 1 16b(2) Vehicle	Nacogdoches County	R-D	Elderly, Handi-capped, Low Income				
9	Nacogdoches Treatment Center	1 Specially-Equipped Van Approved for 1 16b(2) Vehicle	Nacogdoches County	F-R	Patients of Center	1 Specially-Equipped Van	\$13,000*	Operating Expenses	\$10,000
10	Polk County Child Development Center	1 Minibus 2 Staff Cars	Polk County	F-R	Under-privileged Children				
11	***	1 Minibus	Polk County	D-R	Elderly, Children				

DISTRICT 11

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
12	DPW	1 Car	Polk County	D-R	Title XIX Recipients				
13	Sabine County Nutrition Program	2 Staff Cars	Sabine County	R-D	Transportation Needy				
14	Tri-County Community Action, Inc.	10 Staff Cars Approved for 1 16b(2) Vehicle	Sabine, San Augustine & Shelby Counties	F-R	S.S.I., AFDC, and Title XIX Recipients and other Elderly				
15	Senior Citizens	1 Minibus	San Jacinto County	D-R	Elderly				
16	DPW	1 Car	San Jacinto County	D-R	Title XIX Recipients				
17	DPW	1 Car	Trinity County	D-R	Title XIX Recipients				
18	Groveton Lions Club	Approved for 1 16b(2) Vehicle	Trinity County	D-R	Transportation Needy				
19	Polk County	Indigent Travel Assistance Fund	Polk County	D-R	Indigent				
	TOTALS	4 Minibuses 1 Van 19 Staff Cars 7 Cars 1 Specially-Equipped Van 7 16b(2) Vehicles				3 Vans 1 Specially-Equipped Van Other Capital Improvements worth \$50,000	\$87,000	Operating Expenses	\$80,031
	*Denotes SDH&PT Estimate ***Requests Confidentiality								



DISTRICT 12  
Houston and Galveston - Harris & Galveston Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	***	46 Vans 2 Specially-Equipped Vans 18 Medium School Buses 5 Large School Buses	Harris County	F-R R-D	Children & Elderly				
2	Gulf Coast Community Services Assoc.	6 Station Wagons 2 Minibuses 4 Medium School Buses 2 Large School Buses	Harris County	F-R R-D	Low Income	10 Minibuses	\$100,000*	Operating Expenses	\$85,000*
3	Harris County Senior Citizen Project	3 Station Wagons 11 Vans 6 Staff Cars	Harris County	F-R R-D	Elderly				
4	***	2 Station Wagons	Harris County	F-R R-D	Non-emergency Medical Patients				
5	Harris County Department of Social Services	2 Station Wagons 3 Specially-Equipped Station Wagons 6 Vans	Harris County	F-R R-D	Elderly, Low Income, Handicapped				
6	Harris County Hospital District	7 Station Wagons 9 Vans	Harris County	F-R R-D	Inter-Hospital Patients				
7	***	4 Station Wagons 2 Specially-Equipped Vans 10 Staff Cars 4 16b(2) Vehicles	Harris County	D-R CH	Handicapped				
8	American Red Cross - Houston-Harris County Chapter	6 Station Wagons	Harris County	D-R	Handicapped, Children, & Elderly	2 Cars	\$10,000*	Operating Expenses	\$17,000*

DISTRICT 12  
Houston and Galveston - Harris & Galveston Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
9	American Cancer Society	45 Volunteer Cars	Harris County	D-R	Cancer Patients				
10	Houston Heights FISH Organization	25 Volunteer Cars	Harris County	D-R	Elderly, Disabled, & Indigent				
11	Model City	5 Station Wagons 3 Minibuses 1 Small Transit Coach 4 Medium School Buses 9 Staff Cars	Harris County	D-R	Clients of Model City	3 Small Transit Coaches 2 Minibuses	\$56,000*	Operating Expenses	\$42,500
12	Spring Branch Council for Exceptional Children	1 Van	Harris County	F-R R-D	Handicapped Children				
13	Houston Metropolitan Ministries	1 Minibus (leased) 1 Van	Harris County	F-R R-D	Foster Grandparents, Senior Volunteers				
14	St. Elizabeth Hospital	2 Vans (leased)	Harris County	D-R	Non-emergency Medical Patients				
15	Houston Light-house for the Blind	2 Cars 1 Van	Harris County	D-R	Mobility training for blind people				
16	Easter Seal Society	3 Vans 1 Station Wagon	Harris County	D-R	Crippled Children & Adults				
17	Galveston County Community Action Council	4 Vans	Galveston County	D-R	Low Income & Elderly				

DISTRICT 12  
Houston and Galveston - Harris & Galveston Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
18	Headstart - Galveston County	8 Vans	Galveston County	R-D	Low Income Children				
19	Commissioners Court - Galveston County	1 Van	Galveston County	D-R	Senior Citizens Title III				
	<u>District Office's Recommendations For Needs Through 1980:**</u>								
						58 Minibuses	\$580,000*	Operating Expenses	\$493,000*
	TOTALS	7 Large Buses 26 Medium School Buses 6 Minibuses 1 Small Transit Coach 93 Vans 4 Specially-Equipped Vans 38 Cars/Station Wagons 3 Specially-Equipped Station Wagons 25 Staff Cars 70 Volunteer Cars 4 16b(2) Vehicles				70 Minibuses 3 Small Transit Coaches 2 Cars	\$746,000	Operating Expenses	\$637,500
	<p>*Denotes SDH&amp;RT Estimate  **Interviews conducted by the District Office indicated that at least 75 more vehicles would be needed by the social service agencies to the year 1980. Different agencies identified a need for 17 vehicles specifically and then 58 more vehicles were added to this to total the 75 that were indicated in the interviews.  ***Requests Confidentiality</p>								

DISTRICT 12  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
20	Economic Action Committee of Matagorda County	1 Van	Matagorda County	R-D	Elderly & Low Income				
21	Edith Armstrong Opportunity Center	1 Van	Matagorda County	R-D	Mentally-Retarded				
22	Brazoria County Council for Retarded Citizens	2 Minibuses	Brazoria County	F-R	Mentally-Retarded	2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
23	Headstart - Matagorda County	1 Van	Matagorda County	R-D	Low Income Children				
24	Headstart - Fort Bend County	1 Van	Fort Bend County	R-D	Low Income Children				
25	Commissioners Court - Austin County	1 Van	Austin County	R-D	Elderly Title III				
26	Community Welfare Planning Council	1 Van	Brazoria County	D-R	Elderly Title III				
27	Commissioners Court - Fort Bend County	1 Van	Fort Bend County	D-R	Elderly Title III				
28	Bay City Community Action Council	1 Van	Matagorda County	R-D	Elderly Title III				
29	Committee on Aging	1 Van	Montgomery County	D-R	Elderly Title III				

DISTRICT 12  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
30	Commissioners Court - Waller County	1 Van	Waller County	D-R	Elderly Title III				
31	Galveston Red Cross	4 Vans 1 Auto	Brazoria, Galveston, & Matagorda Counties	D-R	DPW Titles XIX and XX Recipients				
32	***	3 Vans	Austin, Fort Bend & Waller Counties	D-R	DPW Titles XIX and XX Recipients				
33	Austin County Library	1 Minibus 2 Staff Cars	Austin County	D-R	Transport books to Nursing Homes and shut-ins. Provide transportation to elderly to get to library.				
34	See Organization No. 4 in District 17		Montgomery County						
	<u>Needs From T.I.P.:</u>	Transportation Capital Improvement Projects and Operating Assistance.							
			Matagorda County			Vehicles, Office & Dispatching Equipment	\$35,200	Operating Expenses	\$26,750
			Austin, Colorado, Fort Bend, Waller & Wharton Counties			Vehicles, Office Equipment & Shelters	\$45,000	Operating Expenses	\$70,810

DISTRICT 12  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
			Austin, Brazoria, Fort Bend, Galveston, Matagorda, Montgomery & Waller Counties					Operating Assistance for Titles XIX and XX Transportation	\$995,000
			Austin, Brazoria, Fort Bend, Galveston, Matagorda, Montgomery & Waller Counties					Operating Assistance for Title III Transportation	\$ 46,800
	TOTALS	17 Vans 3 Minibuses 2 Staff Cars 1 Car				Capital Improvements	\$100,200	Operating Expenses	\$1,156,360
	*Denotes SDH&PT Estimate ***Requests Confidentiality								

DISTRICT 13

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	***	14 Cars/Station Wagons	Colorado County	D-R	Elderly				
2	Combined Community Action, Inc.	3 Vans	Fayette County	D-R	Elderly				
3	***	1 Specially-Equipped Car 2 Specially-Equipped Minibuses	Gonzales County	D-R R-D	Handicapped				
4	Area Agency on Aging	3 12-passenger Vans	Goliad, Jackson, Victoria, DeWitt, Gonzales, Lavaca & Calhoun Counties	D-R	Elderly & Handicapped	1 Van	\$10,000	Operating Expenses	\$8,500*
5	Community Action Services	1 30-passenger Bus 2 Cars Approved for 2 16b(2) Vehicles	Victoria, DeWitt, Jackson & Lavaca Counties	D-R	Elderly, Handicapped, Title VII Nutrition Program	2 Vans (1 for Lavaca County and 1 for Jackson County)	\$22,000	Operating Expenses	\$17,000*
6	DPW	DPW contracted with various agencies outside of District 13 to provide this transportation to the entire District.	All of District 13	D-R	Title XIX Recipients				
7	Wharton County Senior Citizens Program	1 Van	Wharton County	D-R	Elderly	1 Specially-Equipped Van	\$13,000	Operating Expenses	\$8,500*
8	Children Services of Victoria	1 Car 11 Staff Cars	City of Victoria	R-D D-R	Low Income Children				
9	CARTS (Capital Area Rural Transportation System)	SEE DISTRICT 14	Fayette County						

DISTRICT 13

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
10	See Organization No. 17 in District 14		Fayette County						
	TOTALS	17 Cars/Station Wagons 7 Vans 1 30-passenger Bus 11 Staff Cars 1 Specially-Equipped Car 2 Specially-Equipped Minibuses 2 16b(2) Vehicles				3 Vans 1 Specially-Equipped Van	\$45,000	Operating Expenses	\$34,000
	*Denotes SDH&PT Estimate ***Requests Confidentiality								



DISTRICT 14  
Austin - Travis County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Austin Transit	5 Specially-Equipped Minibuses	Austin Area	D-R	Elderly & Handicapped				
2	Austin Parks & Recreation Department	1 Staff Car 2 Small Transit Coaches 2 Regular Transit Coaches 1 Specially-Equipped Van	Austin Area	D-R R-D F-R CH	Elderly, Handicapped, Mentally-Retarded				
3	Austin State Hospital	8 Cars/Station Wagons 3 Minibuses 2 Large School Buses 2 Regular Buses 15 Pickups 4 Scotters 6 Medium Duty Trucks 8 Heavy-Duty Trucks (1-1/2 Ton) Has 2 Specially-Equipped Vans on Order.	Austin Area & transfers patients to other MH/MR's in other counties.	D-R	Patients, Handicapped, & Mentally-Retarded	Replacement Funds for several Vehicles	\$150,000*		
4	Shoal Creek Rehabilitation Hospital	1 Medium School Bus	Austin Area	CH	Patients, Psychiatric Inpatients				
5	The Settlement Club Home for Midly Emotionally Disturbed Teenagers	1 Medium School Bus 9 Staff Cars	Austin Area & Travis County	D-R	Patients, Students & Youth				
6	United Cerebral Palsey Assoc.	1 16b(2) Vehicle	Travis County	N/A	Will begin transporting clients when vehicle is delivered.				



DISTRICT 14  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
7	Stonewall Headstart	1 Minibus	Stonewall & Gillespie County	F-R	Low Income Kindergarten Children				
8	Luke Martin Special Education Supervision	Transportation provided by contracts with students' parents.	Kyle & Hays County	D-R	Exceptional Children				
9	Mason County Community Action Assoc., Inc.	Volunteer Cars	Mason County	D-R	Low Income				
10	***	1 Staff Car	Mason County	D-R	Low Income			Operating Funds for Mileage Reimbursement	\$864* (Based on 450 miles per month @ 16¢/Mi)
11	***	1 Volunteer Car	Mason County	D-R	Elderly, Low Income, Handicapped				
12	The Mason County Retired Senior Volunteer Program	Has 36 volunteers who share transportation with each other and provide it for elderly who are less fortunate.	Mason County	R-D CH	Elderly				
13	Williamson-Burnet County Opportunities, Inc.	1 12-passenger Van	Williamson & Burnet Counties	D-R	Elderly & Low Income				
14	Scheib Opportunity Center	1 Specially-Equipped Minibus	San Marcos & Hays County	F-R	Mentally-Retarded	2 Specially-Equipped Minibuses	\$26,000*	Operating Expenses	\$17,000*

DISTRICT 14  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
15	San Marcos Treatment Center of Brown Schools	1 Car 4 Minibuses 1 Medium School Bus	San Marcos Area	D-R	Mentally-Retarded Patients				
16	***	22 Cars 2 Minibuses 2 Small Transit Coaches 20 Medium School Buses 79 (Fire Trucks, Pickups, Carry-alls, etc.)	San Marcos Area	CH D-R	Youth from Low Income Areas				
17	Combined Community Action Inc.	3 Minibuses 3 Station Wagons on Loan 5 Staff Cars	Bastrop and Fayette Counties	D-R	Elderly, Low Income & Handicapped	Replacement of 3 Station Wagons with Specially-Equipped Vans	\$30,000		
18	DPW	1 Car	Fredericksburg Area & Gillespie County	D-R	Elderly, Handicapped & Title XIX Recipients	1 Station Wagon	\$ 6,500*		
19	Fredericksburg Child Development Agency (Headstart)	1 Minibus	Fredericksburg Area	F-R	Low Income Children				
20	Information & Referral Station Gillespie County	1 Car/Station Wagon 2 Staff Cars	Gillespie County	D-R	Elderly	1 Car	\$ 5,500	1 Driver	\$5,700
21	Outreach Worker	1 Staff Car	Mason County	D-R	Medical Trips				
22	AACOG Rural Transportation System	SEE DISTRICT 15	Gillespie County						

DISTRICT 14  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
23	Capital Area Rural Transportation System (CARTS)	11 Regular Vans 6 Specially-Equipped Vans	Llano, Blanco, Williamson, Lee, Bastrop, Hays, Caldwell, Burnet, Rural Travis and Fayette Counties	D-R	Elderly, Handicapped and Low Income				
24	See Organization No. 17 in District 15		Gillespie County						
25	Capital Area Human Services, Inc.	Approved for 2 16b(2) Vehicles (Will integrate with CARTS)	Hays, Bastrop, & Williamson Counties	N/A	Will begin transporting elderly & handicapped when vehicles are delivered.				
26	Lockhart Senior Services	Approved for 1 16b(2) Vehicle	Caldwell County	N/A	Will begin transporting elderly & handicapped when vehicle is delivered.				
	TOTALS	2 Small Transit Coaches 11 Minibuses 28 Cars/Station Wagons 9 Staff Cars 1 Volunteer Car 21 Medium School Buses 1 Van 1 Specially-Equipped Minibus 79 Various Vehicles 3 16b(2) Vehicles <u>CARTS:</u> 11 Regular Vans & 6 Specially-Equipped Vans				2 Specially-Equipped Minibuses 3 Specially-Equipped Vans 1 Station Wagon 1 Car	\$68,000	Operating Expenses	\$23,564

\*Denotes SDHEPT Estimate  
\*\*\*Requests Confidentiality

DISTRICT 15  
San Antonio - Bexar County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Nutrition Program - City of San Antonio	20 Vans	24 Sites in Bexar County	N/A	Elderly				
2	Information & Referral - Title III (City of San Antonio)	6 Cars 1 Specially-Equipped Van	San Antonio	N/A	Medical Trips				
3	Senior Community Services, Inc. Title III	4 Vans	San Antonio	N/A	Elderly living in San Antonio Housing Authority				
4	Senior Opportunity Services	1 Specially-Equipped Van	San Antonio	N/A	Elderly				
5	Transportation Consortium (Five Social Service Agencies headed by Goodwill of San Antonio)	Approved for 10 16b(2) Vehicles	San Antonio & Bexar County	D-R & Subscription	Elderly & Handicapped				
6	Handi-Trans (Division of San Antonio Goodwill)		San Antonio	N/A	Title XIX Recipients				
7	City of San Antonio	3 Minibuses 36 Staff Cars/Station Wagons Lease transit coaches for elderly shopping trips	Elderly served in San Antonio & Bexar County. Youth only in San Antonio	D-R	Elderly (Health Financial Services) Youth (Juvenile Delinquency Prevention)				

DISTRICT 15  
San Antonio - Bexar County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
8	***	2 Station Wagons 7 Minibuses 1 Medium Bus 1 Large Bus	San Antonio & Bexar County	F-R D-R	Title XIX Recipients, Elderly, Handicapped, Mentally Retarded				
9	Area Office on Aging of AACOG	6 Cars/Station Wagons 9 Staff Cars 25 Minibuses 1 Specially-Equipped Minibus 27 Regular Buses (leased) 1 Medium School Bus	San Antonio & Bexar County	F-R D-R CH	Elderly	5 Minibuses	\$50,000*	Operating Expenses	\$42,500*
10	Good Samaritan Center	9 Staff Cars 1 Minibus 1 Medium Bus	Bexar County	F-R D-R CH	Low Income				
11	MaDonna Neighborhood Center	1 Car 2 Minibuses 1 Staff Car	Bexar County	D-R	Low Income				
12	***	2 Staff Cars 1 Minibus 1 Medium Bus	Bexar County	R-D D-R	General Public & Elderly				
13	Salvation Army Home for Girls	1 Car 1 Minibus	San Antonio	D-R	Students & Youth				
14	Kenwood Community Center	3 Minibuses	Bexar County	F-R D-R CH	Elderly, Low Income, Handicapped, Mentally Retarded				
15	Jewish Community Center	4 Staff Cars 1 Medium Bus	San Antonio	R-D	Elderly & Students				

DISTRICT 15  
 San Antonio - Bexar County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	<u>Needs From The T.I.P. - City of San Antonio</u>	Transportation for Elderly & Handicapped				11 Small Special Service Buses**	\$440,000	Operating Expenses	\$93,500*
	TOTALS	1 Large Bus 5 Medium Buses 27 Regular Transit Coaches 43 Minibuses 1 Specially-Equipped Minibus 24 Vans 2 Specially-Equipped Vans 16 Cars/Station Wagons 61 Staff Cars 10 16b(2) Vehicles				5 Minibuses 11 Small Special Service Buses	\$490,000	Operating Expenses	\$136,000
	<p>*Denotes SDH&amp;PT Estimate  **In order to estimate operating expenses for these new vehicles, an estimate of \$40,000 capital expense per vehicle was used for a total of 11 vehicles.  ***Requests Confidentiality</p>								



DISTRICT 15  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
16	AACOG Rural Transportation System	3 Station Wagons 14 Vans 6 Specially-Equipped Vehicles Plus Existing Vehicles in Other Agencies	Atascosa, Bexar, Bandera, Comal, Frio, Karnes, Gillespie, Guadalupe, Kendall, Kerr, Medina and Wilson Counties	D-R	Elderly, Low Income, Handi-capped				
17	The Dietart Claim	3 Station Wagons 6 Staff Cars	Kerr, Bandera, Gillespie, & Kendall Counties	R-D	Elderly	1 Car	\$5,500	1 Driver	\$5,700
18	Community Council of South Central Texas	2 Vans 3 Minibuses 10 Station Wagons (leased) Approved for 3 16b(2) Vehicles	Comal, Karnes, Guadalupe, Atascosa & Wilson Counties	D-R F-R	Title XIX Recipients, Elderly, Handi-capped, Low Income, & Children				
19	***	1 Minibus 5 Staff Cars	Frio & Medina Counties	F-R	Elderly				
20	Seguin-Guadalupe County Activity Center	1 Medium Bus	Seguin Area	R-D	Youth				
	TOTALS	2 Vans 13 Station Wagons 11 Staff Cars 4 Minibuses 1 Medium Bus 3 16b(2) Vehicles <u>AACOG SYSTEM</u> 3 Station Wagons 14 Vans 6 Specially-Equipped Vehicles				1 Car	\$5,500	Operating Expenses	\$5,700
						***Requests Confidentiality			

DISTRICT 16  
 Corpus Christi - Nueces County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Senior Community Services	2 Vans	Robstown Area	R-D	Elderly & Title XIX Recipients				
2	Nueces County Community Action Agency	1 Van	Nueces County - To & From Corpus Christi	N/A	Sick, Handicapped & Elderly				
3	Nueces County MH/MR Center	9 Vans	Rostown Area	R-D	Retarded Adults & Children & Elderly				
4	Wesley Community Center	1 Van	Rostown Area	F-R	Handicapped Youth				
5	Senior Community Services	12 Staff Cars 11 Minibuses	Corpus Christi Area	D-R	Elderly				
6	Salvation Army	3 Station Wagons 1 Medium School Bus	Corpus Christi Area	R-D	Elderly & Students				
7	Neighborhood Center of Corpus Christi	1 Van 1 40-passenger Bus	Corpus Christi Area	CH	Youths, General Public & Low Income				
	Corpus Christi -Robstown Study proposes a system to link the two cities. The study made particular emphasis on meeting the needs of low income.					3 35-passenger Buses	\$90,000*	Operating Expenses	\$25,500*

DISTRICT 16  
 Corpus Christi - Nueces County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	<u>Needs From The T.I.P. - City of Corpus Christi</u>	Transportation for Elderly & Handicapped				1 15-20 passenger Specially Equipped Bus 2 Replacement Vans	\$38,000	Operating Expenses for 1 New Vehicle	\$8,500*
	TOTALS	1 Regular Transit Coach 1 Medium School Bus 11 Minibuses 14 Vans 12 Staff Cars 3 Cars/Station Wagons				3 35-passenger Buses 1 15-20 passenger Specially Equipped Bus 2 Replacement Vans	\$128,000	Operating Expenses	\$34,000
		*Denotes SDH&PT Estimate ***Requests Confidentiality							

DISTRICT 16  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
8	Rural Economic Assistance League (REAL, Inc.)	1 12-passenger Van 5 Staff Cars 2 Vans on order to replace staff cars	Alice and Jim Wells County	D-R F-R	Elderly				
9	Social Security Office	Catholic Nuns come to Alice once a month to take medical patients back to Corpus Christi for treatment.	Alice	N/A	Medical Patients				
10	Jim Wells County Welfare Department	Provides transportation to John Seally Hospital in Galveston. Also gasoline for medical trips and bus ticket discounts.	Jim Wells County	N/A	Medical Patients				
11	Kingsville Housing Authority	1 Pickup Staff Cars	Kingsville	D-R	Elderly				
12	Community Action Corp.	1 12-passenger Van	Kingsville & Kleberg County	D-R	Title XIX Recipients			Needs full-time Driver to relieve Staff Workers	\$5,000* (Based on pay rate of \$2.50 per hour)
13	COG	1 12-passenger Van Staff Cars	Kingsville & Kleberg County	D-R	Title XIX Recipients	1 Van 1 Specially-Equipped Van	\$22,000	Operating Expenses	\$14,000
14	Rehabilitation Commission	Staff Cars	Kingsville & Kleberg County	D-R	Disabled				
15	Area Agency on Aging	1 Van	Goliad Area & once a month to Victoria	D-R F-R	Elderly				

DISTRICT 16  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
16	DPW	1 Minibus	Goliad County	D-R F-R	Title XIX Recipients				
17	Veteran Affairs	Anyone being admitted to VA Hospitals are reimbursed at a rate of 12¢/mile	Goliad County	N/A	Veterans				
18	Family Planning Center	1 Staff Car	Goliad County	D-R	Enrollees of Family Planning Center				
19	Refugio Family Planning Center	1 Staff Car	Refugio County	D-R	Enrollees of Family Planning Center				
20	Veteran Affairs	Veterans reimbursed at a rate of 12¢/mile.	Refugio County	N/A	Veterans				
21	Jim Wells County Mental Health Clinic	1 Station Wagon shared with 5 other counties 3 Staff Cars	Jim Wells County	D-R	Mentally Ill and Mentally-Retarded				
22	Community Action Agency	1 Van Staff Cars Another Van on Order	Alice and Jim Wells County	D-R	Title XIX Recipients & Elderly				
23	Jim Wells County Commissioners Court	The County helps needy with transportation to hospitals. County pays sheriff 15¢/mile to transfer mental patients.	Jim Wells County	N/A	Needy				
24	Kleberg County	Transportation for aged, ill, and indigent through its Welfare Department 1 Emergency Car	Kleberg County	D-R	Aged, Ill, & Indigent				

DISTRICT 16  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
25	Veterans Assistance	Reimbursement for mileage to Veterans or purchasing bus tickets.	Kleberg County	N/A	Veterans				
26	Rural Legal Aid	Staff Cars	Kleberg County	D-R	Rural Legal Aid Clients				
27	Community Council of Bee County	5 Minibuses 2 Specially-Equipped Minibuses 2 Large School Buses 1 Staff Car Approved for 2 16b(2) Vehicles	Bee, Goliad, Karnes, Live Oak, San Patricio, and Refugio Counties	D-R F-R R-D	Elderly, Handicapped, Title XIX Recipients				
28	Community Action Agency of Sinton	2 Volunteer Cars	Sinton Area & San Patricio County	D-R	Welfare Recipients & Elderly				
29	San Patricio County Welfare Department	Provides money for gasoline and certificates for bus discounts.	San Patricio County	N/A	Needy				
30	Aransas Pass Nursing Convalescent Center	Volunteer Cars	San Patricio County & Aransas Pass	D-R	Elderly				
31	Aransas County Council for the Aging	Volunteer Cars	Aransas Pass & San Patricio County	D-R	Elderly & Medicaid				
32	Multipurpose Center of Mathis	1 12-passenger Van	Mathis & San Patricio County	D-R	Medicaid, Elderly & Low Income				
33	Senior Community Services	1 Station Wagon	Live Oak County	D-R	Elderly				

DISTRICT 16  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
34	***	1 Car	Retama & Jim Wells County	F-R	Elderly				
35	***	2 Cars 1 Specially-Equipped Van	Premont & Jim Wells County	F-R	Elderly & Handicapped				
36	Beeville Adult Activity Center	1 Minibus	Bee, Live Oak, & San Patricio Counties	R-D	Mentally-Retarded & Handicapped				
37	County Welfare Department	Provide bus tickets or reimbursement for travel. Volunteer Cars	Refugio County	D-R	Clients as well as Salvation Army, Red Cross & American Cancer Society Clients				
38	The Community Council of South Texas	1 Minibus	Kenedy & Karnes County	R-D D-R	Elderly				
39	Colonial Hills Nursing Home	1 Medium School Bus	Karnes City	R-D	Elderly				
40	MH/MR - Kleberg County	1 9-passenger Vehicle shared with 5 other counties Staff Cars	Kleberg County	D-R	Mentally-Retarded	1 Van	\$7,000	1 Driver	\$5,000* (Pay Rate of \$2.50)
41	***	20 Staff Cars Approved for 1 16b(2) Vehicle	Brooks, Duval, Jim Wells, Kenedy & Kleberg Counties	D-R	Elderly, Handicapped & Low Income				
42	San Patricio County Committee on Youth Education & Job Opportunities	Approved for 1 16b(2) Vehicle	San Patricio County	D-R	Low Income Youth				

DISTRICT 16  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
43	AACOG Rural Transportation Program	SEE DISTRICT 15	Karnes County						
44	See Organization No. 18 in District 15		Karnes County						
	TOTALS	9 Vans 1 Specially-Equipped Van 31 Staff Cars 1 Pickup 8 Minibuses 2 Specially-Equipped Minibuses 7 Cars/Station Wagons 2 Large School Buses 1 Medium School Bus 2 Volunteer Cars 4 16b(2) Vehicles Unspecified number of staff and volunteer cars				2 Vans 1 Specially-Equipped Van	\$29,000	Operating Expenses	\$24,000
	*Denotes SDH&PT Estimate ***Requests Confidentiality								



DISTRICT 17  
 Bryan-College Station - Brazos County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Retired Senior Volunteer Program	1 Van	Bryan	D-R	Senior Citizens as needed to perform social work in the community.				
2	Brazos County Community Council	15 Cars/Station Wagons On Loan	Brazos County	D-R	Elderly				
	TOTALS	1 Van 15 Cars/Station Wagons							

DISTRICT 17

Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
3	Senior Citizens Aging Program	1 12-passenger Van	Huntsville & Surrounding Area	D-R	Elderly	1 Minibus to enable them to serve the New Waverly Area	\$10,000*	Operating Expenses	\$8,500*
4	DPW	1 12-passenger Van	Walker & Montgomery Counties	D-R	Title XIX Recipients				
5	Texas Department of Mental Health & Mental Retardation	2 60-passenger Buses 1 12-passenger Van	Brenham Area	D-R	Residents of Brenham State School				
6	Brazos Valley Community	9 Vans Approved for 3 16b(2) Vehicles	Brazos, Grimes, Burleson, Leon, Madison, Robertson and Washington Counties	D-R	Title XIX Recipients, Elderly & Handicapped				
7	Green Thumb	1 Van	Milam County	F-R	Title XIX Recipients & Elderly	Program discontinued 7/1/76 and needs to be reestablished. 1 Additional Minibus	\$10,000*	Operating Expenses for 2 Vehicles	\$17,000*
8	Freestone County Senior Supportive Services	2 12-passenger Vans	Freestone County	D-R	Title XIX Recipients, Elderly & Handicapped	1 Minibus 1 Specially-Equipped Minibus	\$23,000*	Operating Expenses	\$17,000*
	TOTALS	15 Vans 2 60-passenger Buses Approved for 3 16b(2) Vehicles				3 Minibuses 1 Specially-Equipped Minibus	\$43,000  *Denotes SDH&PT Estimate	Operating Expenses	42,500

DISTRICT 18  
Dallas - Dallas County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	American Cancer Society	Volunteer Cars	Dallas County	N/A	Cancer Clients				
2	Collier Center for Communication Disorders	1 Van	Dallas	N/A	Deaf Clients				
3	Community Action Committee	10 Vans	Dallas County	N/A	Elderly & Handicapped				
4	Dallas Area Agency on Aging	19 Vans	Dallas	N/A	Elderly				
5	Dallas Epilepsy Association	2 Specially-Equipped Vans	Dallas County	D-R R-D	Clients	1 Specially-Equipped Van	\$10,500*	Operating Expenses	\$8,500*
6	Dallas Rehabilitation Institute	7 Vans	West Dallas, Garland	N/A	Handicapped				
7	FISH (Friends in Search of Help)	Volunteer Cars	Oak Cliff, West Dallas	N/A	Elderly & Handicapped				
8	Goodwill Industries	1 Van	West Dallas, South Dallas County	N/A	Handicapped				
9	Martin Luther King, Jr. Community Center	7 Vans 1 Specially-Equipped Van	South & South-east Dallas	D-R	Elderly & Handicapped				
10	Medical Transport Company	12 Vans 3 Station Wagons	Dallas County	N/A	Elderly & Handicapped-State Welfare Clients				

DISTRICT 18  
Dallas - Dallas County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
11	National Multiple Sclerosis Society	5 Cars	Dallas County	N/A	M.S. Patients				
12	Red Cross	4 Vans	Irving, Grand Prairie, & Dallas	N/A	Elderly & Handicapped				
13	Senior Transportation System	17 Vans	Dallas County	N/A	Elderly				
14	Variety Club	4 Cars 6 Vans 2 Buses 2 Other Vehicles 8 16b(2) Vehicles	Dallas & Tarrant Counties	N/A	Other Agency Elderly & Handicapped				
15	Visiting Nurse Association of Dallas	5 Cars	Dallas County	N/A	Elderly & Handicapped				
16	Jewish Family Service	1 Car	Dallas Urban Area	D-R	Aged, Handicapped & Others	1 Car	\$5,000*	Operating Expenses	\$8,500*
17	Personal Services, Inc.	8 Cars/Station Wagons 1 Van	Dallas Urban Area	R-D D-R CH	Aged, Handicapped & Mentally-Retarded	2 Station Wagons 2 Specially-Equipped Vans 2 Vans	\$49,000*	Operating Expenses	\$51,000*
18	Angels, Inc.	2 Minibuses 1 Medium School Bus	Dallas Urban Area	F-R R-D D-R CH	Mentally-Retarded				

DISTRICT 18  
 Dallas - Dallas County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
19	***	1 Car/Station Wagon	Dallas Urban Area	F-R R-D D-R CH	Clients	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
20	Dallas County DPW	1 Minibus	Dallas Urban Area	D-R	Title XIX Recipients				
21	Friendly Visitors	Volunteer Cars	Dallas Urban Area	N/A	Social Agency Recipients				
22	Dallas Assoc. for Retarded Citizens	10 Cars 4 Minibuses	Dallas Urban Area	F-R CH	Retarded Children	2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
23	Women in Community Service	Volunteer Cars	Dallas Urban Area	CH	Students, Youth & Low Income				
24	Garland Assistance Program	1 Station Wagon	Garland	F-R R-D D-R	Indigent				
25	***	1 Minibus	Dallas Urban Area	CH	Psychiatric Patients				
26	Buckner Baptist Benevolences	32 Cars/Station Wagons 18 Minibuses 2 Medium School Buses 7 Large School Buses 29 Trucks	Dallas Urban Area	CH	Elderly & Children				
27	***	1 Regular Transit Coach 40 Cars	Dallas Urban Area	CH	Charitable Uses				

DISTRICT 18  
 Dallas - Dallas County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
28	Highland Hills Transportation Service	9 Minibuses	Dallas Urban Area	F-R CH	General Public, Low Income & Mentally-Retarded				
29	M.E.F. Leasing Company, Inc.	19 Minibuses 1 Regular Transit Coach 1 Medium School Bus	Dallas Urban Area	D-F R-D CH	General Public & Elderly				
30	City of Garland	1 Van	Garland	D-F	Elderly			More Staff	\$50,000
31	Juliette Fowler Homes	2 Cars 1 Medium School Bus	Dallas Area	R-D	Elderly & Children				
	<u>Needs From The T.I.P. - City of Dallas</u>	Elderly & Handicapped Transportation - City of Dallas: This program will provide a fleet of specially-equipped vehicles to provide transportation to the aged and disabled citizens unable to use conventional transit service.				Vehicles, Communications, Fare Collection Equipment. The T.I.P. estimate for each vehicle is \$50,000 therefore, approximately 19 vehicles will be purchased by 1980.	\$997,000 (\$950,000 for vehicles, \$33,000 for Communications, & \$14,000 for Fare Collection)	Operating Expenses for 19 Vehicles	\$161,500*
		Service to Elderly & Handicapped - City of Garland: Purchase 2 Vehicles				2 Specially-Equipped Vehicles	\$100,000	Operating Expenses	\$17,000*

DISTRICT 18  
 Dallas - Dallas County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
		Purchase vans for subscription service to elderly & handicapped - City of Grand Prairie				8 Specially-Equipped Vans (@ \$22,500 in 1977 & \$25,000 in 1979)*	\$190,000	Operating Expenses	\$68,000*
	TOTALS	7 Large School Buses 2 Regular Transit Coaches 5 Medium School Buses 56 Minibuses 86 Vans 3 Specially-Equipped Vans 112 Cars/Station Wagons 31 Other Vehicles 8 16b(2) Vehicles Unspecified number of Volunteer Cars				11 Specially-Equipped Vans 1 Car 2 Station Wagons 2 Vans 3 Minibuses 21 Specially-Equipped Vehicles	\$1,381,500	Operating Expenses	\$390,000
		*Denotes SDH&PT Estimate ***Requests Confidentiality							

DISTRICT 18  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
32	Community Services, Inc.	7 Cars 3 Minibuses	Navarro, Collin, Denton, Ellis, Kaufman & Rockwall Counties	D-R	Elderly, Title XIX Recipients, Low Income, Handicapped & Migrants				
33	Service Program for Aging Needs (SPAN)	1 11-passenger Van Approved for 2 16b(2) Vehicles	Denton County	D-R	Elderly				
34	Committee on Aging, Kaufman County	1 Van	Kaufman County	D-R	Elderly				
	Commissioner's Court in Kaufman County sees a need for one vehicle to serve the elderly and handicapped.					1 Station Wagon	\$6,500*	Operating Expenses	\$8,500*
	The City Manager's Office in McKinney expressed need for a city and rural bus program to provide transportation to the elderly.					2 Vans	\$12,000	Operating Expenses	\$17,000*





DISTRICT 19  
 Texarkana - Bowie County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Texarkana Human Development Center	4 Minibuses	Texarkana Area through five agencies & Bowie County	D-R R-D	Elderly, Handicapped, Low Income & Mentally-Retarded	3 Vans	\$22,500*	Operating Expenses	\$25,500*
2	Muscular Dystrophy Association	1 Car 3 Specially-Equipped Cars 1 Minibus	Texarkana to Shreveport, La.	D-R	Physically-Disabled				
3	Volunteer Service Bureau	16 Volunteer Cars	Texarkana Area	D-R	Primarily Elderly, Low Income, Handicapped & Mentally-Retarded				
4	***	2 Station Wagons 3 Small Transit Coaches	Texarkana & Bowie County	D-R	Elderly	1 Van	\$7,500*	Operating Expenses	\$8,500*
5	American Red Cross - Texarkana	1 Car/Station Wagon 1 Staff Car	Texarkana	D-R	General Public, Low Income, Elderly, Children, Migrants, Handicapped & Mentally-Retarded				
6	Community Action Resource Services, Inc. (CARS)	1 Medium School Bus 1 Large School Bus 4 Minibuses 4 Small Transit Coaches 16 Staff Cars	Texarkana, Bowie County & Red River County	F-R D-R R-D CH	Children, Title XIX Recipients, Elderly and Handicapped	2 Minibuses	\$20,000*	Operating Expenses	\$17,000*

DISTRICT 19  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
7	***	6 Staff Cars 2 Station Wagons 2 Minibuses 2 Small Transit Coaches 2 Medium Buses 1 Large School Bus	Bowie, Cass & Red River Counties	F-R D-R	Title XIX Recipients, Elderly, Handicapped & Low Income				
8	DPW	Taxicab Company contracts with DPW to provide transportation to Title XIX Recipients	Camp County	D-R	Title XIX Recipients				
9 c	Community Action Council for Cass, Marion & Morris Counties	11 Volunteer Cars	Cass, Marion & Morris Counties	R-D	Elderly, Handicapped, & Disadvantaged				
10	***	1 Staff Car	Atlanta Area	D-R	Elderly, Low Income, Physically-Disabled	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
11	East Texas Human Development Corp. (HUDCO)	2 Minibuses 2 Small Transit Coaches 2 Medium School Buses 22 Staff Cars 3 Cars Approved for 2 16b(2) Vehicles	Panola, Gregg, Upshur & Harrison Counties	D-R	Title XIX Recipients, Elderly & Handicapped				

DISTRICT 19  
 Texarkana - Bowie County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	<u>District Office's Recommendations For Needs Through 1980:</u>		Bowie County			1 Specially-Equipped Minibus**	\$13,000*	Operating Expenses	\$8,500*
	TOTALS	9 Minibuses 17 Staff Cars 7 Small Transit Coaches 4 Cars/Station Wagons 3 Specially-Equipped Cars 16 Volunteer Cars 1 Medium School Bus 1 Large School Bus				4 Vans 1 Specially-Equipped Minibus 2 Minibuses	\$63,000	Operating Expenses	\$59,500
	*Denotes SDH&PT Estimate **This assumes that 5 minibuses being applied for under Section 16b(2) are purchased. ***Requests Confidentiality								

DISTRICT 19  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
12	Gregg-Harrison MH/MR Center	2 Station Wagons 2 Minibuses 2 Staff Cars	Harrison & Gregg Counties	F-R D-R	Elderly, Low Income, Children, Handicapped	2 Station Wagons 2 Minibuses 2 Cars	\$43,000*	Operating Expenses	\$51,000*
13	American Cancer Society	Provides bus or plane fare for needy patients.	Harrison County	N/A	Cancer Patients				
14	***	1 Staff Car	Harrison County	N/A	Elderly				
15	Community Action Council	Staff Cars	Marion County	N/A	Elderly				
16	City of Jefferson	1 Minibus	Jefferson & Marion Counties	F-R	Elderly & Disadvantaged				
17	Senior Citizens Center	Volunteer Cars	Omaha & Morris County	N/A	Elderly				
18	Senior Citizens Center	Volunteer Cars	Lone Star & Morris County	N/A	Elderly				
19	***	1 Minibus	Carthage & Panola County	F-R	Elderly				
20	North East Texas Opportunities (NETO)	Volunteer Cars	Titus County	N/A	Elderly				
21	White Oak Helping Hands	Volunteer Cars	Titus County	N/A	Elderly				
22	Wilkinson Meal-A-Day Center	Volunteer Cars	Titus County	N/A	Elderly				
23	Mt. Pleasant Senior Citizens Center	Volunteer Cars	Titus County	N/A	Elderly				

DISTRICT 19  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
24	Piney Willing Workers Club	Volunteer Cars	Titus County	N/A	Elderly				
25	***	2 Staff Cars	City of Atlanta	R-D	Elderly & Handicapped				
26	See Organization No. 18 in District 1		Titus County						
	<u>District Office's Recommendations for Needs through 1980:</u>								
			Camp County			1 Minibus	\$10,000*	Operating Expenses	\$8,500*
			Cass County			3 Minibuses	\$30,000*	Operating Expenses	\$25,500*
			Harrison County			3 Minibuses	\$30,000*	Operating Expenses	\$25,500*
			Marion County			1 Minibus	\$10,000*	Operating Expenses	\$8,500*
			Morris County			1 Minibus	\$10,000*	Operating Expenses	\$8,500*
			Panola County			1 Minibus	\$10,000*	Operating Expenses	\$8,500*
			Titus County			3 Minibuses	\$30,000*	Operating Expenses	\$25,500
			Upshur County			2 Minibuses	\$20,000*	Operating Expenses	\$17,000*



DISTRICT 20

Beaumont-PortArthur - Jefferson County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Economic Opportunity Commission of South East Texas	3 Minibuses 10 Staff Cars Approved for 6 16b(2) Vehicles	Jefferson County	D-R	Title XIX Recipients, Handicapped, Students & some Elderly to Title VII Nutrition Sites				
2	Jefferson County Welfare Department	1 Minibus	Jefferson County	D-R	Low Income	1 Medium Bus	\$30,000*	Operating Expenses	\$8,500*
3	Beaumont Association for Senior Citizens	1 Minibus	Jefferson County	D-R	Elderly	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
4	***	5 Cars/Station Wagons	Jefferson County	R-D	Elderly				
5	***	1 Car 1 Minibus	Jefferson County	D-R	Elderly				
6	Hughen School for Crippled Children	1 Car 1 Large Specially-Equipped School Bus	Jefferson County	D-R	Crippled Children & Adult Out-patients				
7	Beaumont State Center for Human Development	11 Cars 7 Minibuses 2 Medium School Buses 1 Specially-Equipped Medium School Bus	Jefferson County	F-R	Mentally-Retarded				
8	Land Manor, Inc.	Approved for 1 16b(2) Vehicle	Jefferson County	N/A	Will begin transporting Elderly & Handicapped when vehicle is delivered.				





DISTRICT 20  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
10	Hankamer Human Development Center	8 Staff Cars	Chambers County	F-R D-R R-D CH	Low Income Parents with Disadvantaged Children such as Mentally-Retarded	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
11	***	Volunteer Cars	All of District 20	D-R	Vocational Rehabilitation for Handi-capped Persons	2 Specially-Equipped Minibuses	\$26,000*	Operating Expenses	\$17,000*
12	DPW	2 Cars	All of District 20	D-R	Title XIX Recipients				
13	Liberty County Project for the Aging	Staff Cars	Liberty County	CH	Elderly	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
14	Orange County Transportation Project	4 Minibuses 1 Staff Car	Golden Triangle Area	D-R	Elderly				
15	***	1 Staff Car	Orange County	D-R	Clients Treatment & Rehabilitation				
16	***	1 Minibus	Woodville & Tyler County	R-D	Elderly & Handicapped				
17	***	1 Leased Station Wagon	Newton County	D-R	Alcoholics				

DISTRICT 20  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	TOTALS	5 Minibuses 10 Staff Cars 3 Cars/Station Wagons Unspecified Number of Volunteer and Staff Cars				2 Minibuses 2 Specially-Equipped Minibuses	\$46,000	Operating Expenses	\$34,000
	*Denotes SDH&PT Estimate ***Requests Confidentiality								

DISTRICT 21

McAllen-Pharr-Edinburg, Laredo, Brownsville & Harlingen-San Benito  
Cameron, Hidalgo & Webb Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	***	2 Minibuses	Webb County	D-R	Title XIX Recipients				
2	Associated City/County Economic Development Corp. (ACCEDC)	9 Cars/Station Wagons 17 Pickups 28 Staff Cars 6 24-Passenger Buses	Hidalgo & Cameron Counties	D-R	Low Income, Migrants, Elderly & Handicapped	12 Minibuses**	\$120,000*	Operating Expenses	\$102,000*
3	Webb County Community Action Agency (WCCAA)	5 Minibuses 2 25-passenger Buses	Webb County	F-R	Children of Low Income Parents & Elderly				
4	Laredo-Webb County Health Department	1 Minibus	Laredo	D-R	Low Income & General Public	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
5	Ruth B. Cowl Rehabilitation Center	1 Station Wagon 2 Minibuses 1 Staff Car	Laredo & Webb County	D-R	Elderly, Low Income, Migrants, Handicapped & Mentally-Retarded	2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
6	***	5 Staff Cars 3 Minibuses	Laredo & Webb County	F-R	Low Income Preschool Child Development				
7	CDA Home/Chore Program	1 Minibus 2 Staff Cars	Laredo	D-R	Elderly, Handicapped, Blind, Physically-Disabled	1 Van	\$7,500*	Operating Expenses	\$8,500*
8	Colonias Del Valle, Inc.	2 Minibuses	Hidalgo County	R-D	Low Income Children				

DISTRICT 21  
 McAllen-Pharr-Edinburg, Laredo, Brownsville & Harlingen-San Benito  
 Cameron, Hidalgo & Webb Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
9	Life Matters	1 Station Wagon	City of McAllen & Hidalgo County	D-R	Students, Youth, Low Income, Migrants & Pregnant Women				
10	Human Resources Center - ACCEDA	8 Cars/Station Wagons 26 Staff Cars 5 Minibuses	Hidalgo County	D-R	General Public Elderly, Low Income, Handicapped, Children, Migrants & Mentally-Retarded	5 Minibuses	\$50,000*	Operating Expenses	\$42,500*
11	Retired Service Volunteer Program - ACCEDC	1 Car/Station Wagon 2 Staff Cars	Hidalgo County	D-R	Elderly			One Staff Person	\$8,500
12	Child Development of ACCEDC	51 Cars/Station Wagons 3 Staff Cars 1 Medium School Bus	Hidalgo County	R-D	Low Income, Students & Youth	2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
13	Bilingual Child Program-ACCEDC	1 Regular Transit Coach	City of Edinberg & Hidalgo County	F-R	Low Income & Migrant Children				
14	Chore Program-ACCEDC	21 Staff Cars	Hidalgo County	D-R	Elderly & Handicapped				
15	***	7 Staff Cars 2 Pickups	Hidalgo County & Edinburg	D-R	Elderly, Low Income & Migrants	2 Vans	\$15,000*	Operating Expenses	\$17,000*



DISTRICT 21  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
17	Rural Transportation System	A total of 13 Vehicles but only 1 24-passenger vehicle will serve Willacy County	Willacy County	F-R	Elderly, Handicapped, Low Income				
18	Amigos del Valle, Inc.	10 36-passenger Buses 20 Staff Cars Approved for 4 16b(2) Vehicles	Willacy, Hidalgo & Cameron Counties	R-D	Elderly & Handicapped	None if 1976 16b(2) application is approved		Operating Funds	\$125,000
19	Econo Car (DPW)	7 DPW Vehicles	Willacy, Hidalgo & Cameron Counties	D-R	Title XIX Recipients				
20	Jim Hogg County Commissioners Court	1 Car/Station Wagon Sometimes Rents Cars	Jim Hogg County	D-R	Title XIX Recipients & Low Income				
21	Brooks County Commissioners Court	2 Cars/Station Wagons 1 Minibus	Brooks County	D-R	Title XIX Recipients				
22	Texas Migrant Council	20 Minibuses 3 Medium School Buses	Webb, Hidalgo, Cameron, Starr, & Willacy Counties	R-D	Preschool Migrant Children	1 Medium School Bus	\$13,000*	Operating Expenses	\$8,500*
23	***	9 Minibuses	Starr, Zapata, & Jim Hogg Counties	R-D	Title XIX Recipients, Elderly & Children				
24	***	5 Cars/Station Wagons	Jim Hogg County	F-R R-D	Elderly, Low Income, Handicapped & Title XIX Recipients				

DISTRICT 21  
Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
25	Transportation Committee	1 24+passenger Bus	Hebbronville & Jim Hogg County	F-R	School Children of Low Income Parents	1 Small School Bus	\$11,000*	Operating Expenses	\$8,500
26	***	2 Minibuses 5 Staff Cars	Willacy & Cameron Counties	D-R	Low Income Families & Migrants	2 Vans	\$15,000*	Operating Expenses	\$12,000
27	See Organization No. 41 in District 16		Brooks, Duval & Kenedy Counties						
	TOTALS	25 Staff Cars 8 Cars/Station Wagons 7 DPW Vehicles 32 Minibuses 14 Medium Buses 4 16b(2) Vehicles  <u>Rural Transportation System:</u> 12 Vehicles to serve Cameron & Hidalgo Counties 1 Vehicle to serve Willacy County				1 Medium School Bus 1 Bus 2 Vans	\$39,000	Operating Expenses	\$154,000
	*Denotes SDH&PT Estimate ***Requests Confidentiality								



DISTRICT 22

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Community Council of the Southwest	13 Station Wagons 2 Small Transit Coaches 7 Staff Cars	Uvalde, Edwards, Kinney, Real & Zavala Counties	D-R	Elderly, Handicapped, Title XIX Recipients, Children, Low Income & Mentally-Retarded				
2	City Social Services	1 Minibus	Eagle Pass & Maverick County	F-R R-D	Elderly, Low Income, & Handicapped	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
3	***	1 Station Wagon	Maverick County	R-D	Veterans, Elderly & Handicapped				
4	Texas Migrant Council	1 Minibus	Maverick County	D-R	Young, Indigent & Migrants				
5	Val Verde County Referral Service	1 Station Wagon	Val Verde County	D-R R-D	Elderly, Handicapped, Indigent & Title XIX Recipients	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
6	***	1 Minibus	Del Rio & Val Verde County	F-R	Indigent Children				
7	Zavala County Mental Health	1 Minibus	Zavala County	N/A	Mentally Ill & Mentally-Retarded				
8	Cento de Salud	1 Minibus	Zavala County	N/A	Clients				
	<u>District Office's Recommendations For Needs Through 1980:</u>								



DISTRICT 23

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	***	1 Minibus	Goldthwaite & Mills County	D-R	Elderly				
2	Shuffield Rest Home	1 Winnebago Motor Home	Brady & McCulloch County	CH	Elderly				
3	Hill Country Community Action Association, Inc.	3 Staff Cars	McCulloch & San Saba Counties	D-R	Elderly & Low Income	2 Minibuses	\$20,000*	Operating Expenses	\$17,000*
4	Central Texas Council of Governments	1 Minibus	City & County of Lampasas	D-R	Elderly				
5	Senior Citizens Center	1 Leased Car/Station Wagon	City & County of Comanche	D-R	Elderly & Title XIX Recipients				
6	***	1 Minibus	City & County of Comanche	F-R	Physically-Disabled & Mentally-Retarded Children				
7	***	6 Cars/Station Wagons	Brown, McCulloch, Coleman, Stephens, Eastland, Comanche, Concho, Callahan, & Runnels Counties	D-R	Title XIX Recipients				
8	Twilight Nursing Home	1 Car/Station Wagon	Bangs to Brownwood	CH	Elderly				
9	***	2 Staff Cars	Brownwood	CH	Elderly	1 Minibus	\$10,000*	Operating Expenses	\$8,500*

DISTRICT 23

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
10	***	1 Staff Car	Brownwood	CH	Elderly				
11	***	1 Car/Station Wagon 1 Staff Car	Brownwood	CH	Elderly				
12	DPW	1 Car	Breckenridge & Stephens County	D-R	Title XIX Recipients				
13	DPW	1 Car	Coleman County	D-R	Title XIX Recipients				
14	DPW	1 Car	Lampasas County	D-R	Title XIX Recipients				
15	DPW	1 Car	Eastland County	D-R	Title XIX Recipients				
16	Brown County Association for Retarded Citizens	1 Minibus Approved for 2 16b(2) Vehicles	Brownwood	F-R	Multihandicapped to school & sheltered work employment			Operating Money to fund about half of cost for 16b(2) Vehicles	\$2,500
17	DPW	1 Car	Brownwood & Brown County	D-R	Title XIX Recipients				
18	Brown County Senior Citizens and Referral Service	2 Staff Cars	Brownwood	D-R	Elderly	2 Cars	\$10,000*	Operating Expenses	\$17,000*
19	Central Texas MH/MR Center	2 Minibuses	Brown & Eastland Counties	R-D CH	MH/MR Clients	1 Minibus	\$10,000*	Operating Expenses	\$8,500*
20	Brownwood State Home & School	7 Cars 1 Small Transit Coach 2 Medium Buses	Brownwood	D-R	Youth of Brownwood State Home & School				

DISTRICT 23

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	<u>District Office's Recommendations For Needs Through 1980:</u>								
			Comanche County			1 Minibus	\$10,000*	Operating Expenses	\$8,500*
			Eastland County			1 Minibus	\$10,000*	Operating Expenses	\$8,500*
			San Saba County			1 Minibus	\$10,000*	Operating Expenses	\$8,500*
	TOTALS	6 Minibuses 9 Staff Cars 21 Cars/Station Wagons 1 Winnebago Motor Home 1 Small Transit Coach 2 Medium Buses 2 16b(2) Vehicles				2 Cars 7 Minibuses	\$80,000	Operating Expenses	\$79,000
	*Denotes SDH&PT Estimate ***Requests Confidentiality								

DISTRICT 24  
 El Paso - El Paso County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	El Paso Community Action Program (Project BRAVO)	77 Staff Cars 3 Leased Cars/Station Wagons 7 Vans 5 Leased Vans 1 Large School Bus 1 3/4 Ton Truck	City & County of El Paso	D-R	Elderly, Handicapped, Low Income, Children, Migrants & Mentally-Retarded	Replacement Funds for 10 Minibuses & 10 New Minibuses	\$200,000*	Operating Expenses	\$85,000*
2	City-County Nutrition Program	9 Vans	Six Nutrition Sites in El Paso	R-D	Elderly				
3	Memorial Park School for Mentally Handicapped	1 Large School Bus 2 Small Transit Coaches 1 Minibus	El Paso	N/A	Mentally Handicapped				
4	El Paso County Association for the Blind	2 Cars/Station Wagons	City & County of El Paso	N/A	Handicapped				
5	El Paso MH/MR Services	1 Van 1 Pick-up	El Paso	N/A	Mentally-Retarded				
6	Jewish Community Center	1 Van	N/A	N/A	N/A				
7	Lutheran Social Services of Texas	1 Van	N/A	N/A	N/A				

DISTRICT 24  
 El Paso - El Paso County

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
	TOTALS	77 Staff Cars 5 Cars/Station Wagons 1 Minibus 24 Vans 2 Large School Buses 2 Small Transit Coaches 1 3/4 Ton Truck 1 Pick-up				Replacement Funds for 10 Minibuses & 10 New Minibuses	\$200,000	Operating Expenses	\$85,000
*Denotes SDH&PT Estimate									

DISTRICT 24  
 Nonurbanized Counties

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Big Bend Community Action Program	3 Station Wagons	Rural 5-County Area	R-D	Elderly, Handicapped, & Low Income				
	TOTALS	3 Station Wagons							
<p><u>NOTE:</u> El Paso Area Chapter of the American Red Cross has one van and seven station wagons; however, they have discontinued operating any transportation services. This agency has also been approved to receive seven 16b(2) vehicles under the 1975 Program. There is a possibility they will decide to subcontract these vehicles to another agency but no final decision has been made at this time; therefore, the vehicles are not counted in the total.</p>									



DISTRICT 25

No.	Organization	Number & Type of Vehicles	Area Served	Type Service	People Served	Anticipated Capital Needs	Estimated Costs	Anticipated Operating Needs	Estimated Costs
1	Childress Satellite School	1 Van	Childress	D-R	Retarded Students				
2	Senior Citizens-Memphis, Silverton, Shamrock, Turkey, Wellington and Wheeler	Volunteer Cars	Hall, Briscoe, Wheeler & Collingsworth Counties	D-R	Elderly				
3	Economic Opportunities Advancement Corp. (EOAC)	2 Vans	Childress, Cottle, Foard & Hardeman Counties	D-R	Title XIX Recipients & Elderly				
4	Green Thumb Rural Transportation Program	2 Vans	Dickens, Motley & Briscoe Counties	D-R	Elderly			Operating Expenses for the 2 Vans	\$17,000*
5	Community Action Agency of Crowell	2 Minibuses NOTE: Only one minibus is used in District 25	Childress, Hardeman, Foard & Cottle Counties plus two other counties outside of the District	D-R	Elderly, Handicapped, & Title XIX Recipients	Radio Equipment (Six Base Stations - 1 for each county & two-way radios in each vehicle)	\$11,250* (4 Base Stations & 1 Radio)		
	TOTALS	5 Vans 1 Minibus Unspecified Number of Volunteer Cars				Radio Equipment	\$11,250	Operating Expenses	\$17,000
	*Denotes SDH&PT Estimate								