

PLANS  
FOR  
PUBLIC TRANSPORTATION IN TEXAS

PREPARED BY  
THE STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION

IN COOPERATION WITH  
THE URBAN MASS TRANSPORTATION ADMINISTRATION  
DEPARTMENT OF TRANSPORTATION

OCTOBER 1988







COMMISSION

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**STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION**

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11TH & BRAZOS  
AUSTIN, TEXAS 78701-2483

October, 1988

ENGINEER-DIRECTOR  
R. E. STOTZER, JR., P.E.

IN REPLY REFER TO

Governor William P. Clements  
Lieutenant Governor William P. Hobby  
Members of the 71st Legislature

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

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

The information contained within the 1988 report reflects the current status of transit and intercity passenger transportation in the State and the transit improvements planned to provide an alternate form of mobility for the citizens of the State.

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

Sincerely,

A handwritten signature in cursive script that reads "R. E. Stotzer, Jr.".

R. E. Stotzer, Jr., P. E.  
Engineer-Director



## SUMMARY

A major portion of the following report relates the expected needs of the public transportation industry for the next five years, as well as describing the activities within the Public Transportation Fund (PTF) for the years 1986 through 1988. The report details the activities of the industry in Texas for the years 1986 through 1988, describing its improvements and expenditures for that period. Also included is information pertinent to the activities of the Municipal Transit Systems, the Taxicab Industry, the Human Services Transportation Systems and finally all other Paratransit Systems. The report includes a segment on Intercity Transportation by both Bus and Passenger Rail Service. Finally, there is a section concerning the issues and recommendations of the Department based on data received from all concerned parties.

The final section of the report is a cumulation of each individual Districts Office's summary of transit activity for their area. This consists of anywhere between 5 and 24 pages of information about public transportation events within their area only.



## ACKNOWLEDGEMENTS

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

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



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## INTRODUCTION AND BACKGROUND

## INTRODUCTION

The State Department of Highways and Public Transportation is a multimodal Department with a single mission - to provide the best transportation possible for the people of Texas. This is accomplished through a decentralized organization comprised of a main office in Austin and twenty-four District Offices located in strategic points throughout the State. The District Offices are directly responsible for all highway and public transportation activities in their particular area. This includes assisting cities in planning and development of mass transportation programs, cooperating with local agencies in recommending expenditures for public transportation capital improvements and various other functions associated with public transportation. The Public Transportation Division is responsible for coordinating public transportation efforts on a statewide basis. Therefore, the 1988 Plans for Public Transportation in Texas represents twenty-four individual public transportation plans that demonstrate the needs of their particular locality and are coordinated into a statewide plan for public transportation.

This report contains planned transit projects, including estimated costs of these projects. The Department requested estimates projecting five year funding for Fiscal Years 89 through 93 be obtained from the governing boards of the various transit systems in the State. These cost figures are included in Tables III and IV.



## BACKGROUND

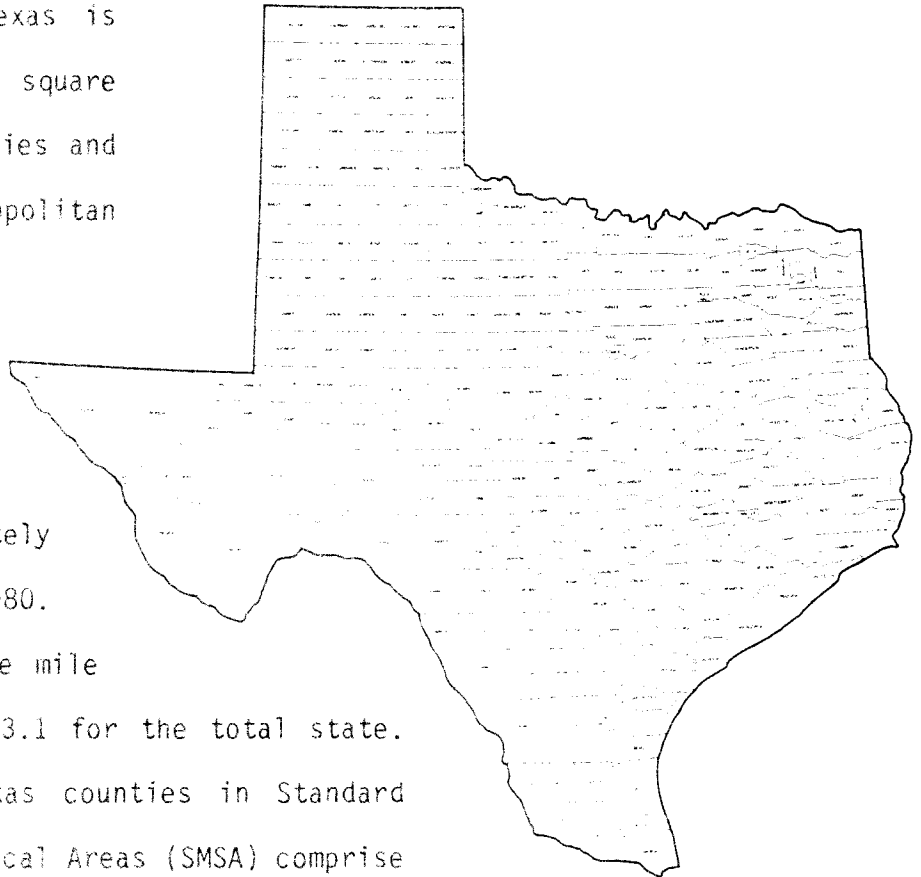
The State of Texas is comprised of 267,338 square miles with 254 counties and 26 Standard Metropolitan Statistical Areas.

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

Population per square mile would then average 53.1 for the total state.

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

only 50,378 square miles and had a 1980 population of approximately 11.4 million. Texas counties outside SMSA, which comprise 81 percent of the State's land area, or 216,960 square miles, had a 1980 population of about 2.8 million. Therefore, urbanized counties had 227 persons per square mile in 1980 and non-urbanized counties had 13 persons per square mile in that same year.



### Rural Systems

The 1980 Census revealed that Texas has the largest non-urbanized population of all States. The 1988 public transportation plan indicates there are 35 rural systems receiving Federal assistance. This number

has increased during the last two years (see District summaries) as various legal, financial and regulatory issues have been resolved. Federally-funded systems now serve 154 of the 254 counties and both the area served and the number of systems are expected to increase in the future.

These rural and small urban public transportation systems are becoming increasingly sophisticated, adopting many of the management techniques and operations characteristics of the urbanized transit systems. Federal technical assistance funds have been used to perform various feasibility studies and to provide training to the managers.

The scarcity of local matching funds continues to be a problem in some areas of the State, although the improvements in and expansion of service have solidified the financial base of the majority of the rural and small urban systems. Continued expansion of the Section 18 program in Texas is limited only by the availability of Federal funds. However, the possibility exists that Federal funds that are not used by urbanized areas may be transferred to the Section 18 program.

#### Municipal Systems

Today, there are 19 publicly owned municipal transit systems in the State. The only private operations left which operate within Texas are two intercity bus companies offering some limited intracity service, and four small municipal systems. (See section on "Special" Systems.) The increase in congestion in the state's largest cities has led to an increase in public awareness of the need and desirability for convenient transit service. In addition, concern over the availability of energy and energy conservation has led to more public awareness of the need for

transit service and its potential for use in a crisis situation such as the one experienced during the Organization of Petroleum Exporting Countries (OPEC) oil embargo of 1973. Increased funding levels have allowed cities to update their transit equipment and facilities while expanding service levels.

Municipal transit operations are planning to expand and be improved over the next five years to assist in dealing with the State's population growth, increasing traffic congestion, concern over air quality, and concern over energy consumption.





TEXAS PUBLIC TRANSPORTATION

## PUBLIC TRANSPORTATION SERVICE IN TEXAS

Public transportation services for urban areas of the State are provided by metropolitan transit authorities and local city governments. Non-urbanized and rural area public transportation services are provided by non-profit agencies and local city and county governments. These entities provide transportation services which enable people without vehicles a way to reach employment, medical and social service opportunities, as well as provide to people who do not want to deal with street and highway congestion during the rush hour periods an alternative transportation mode to reach their work place or other destinations.

### Metropolitan Transit Authorities

Metropolitan Transit Authorities, commonly referred to as MTA's, are created by Article 1118x and 1118y, V.A.C.S., to provide public transportation services in a special geographical area and must be approved by a majority vote of the populace in the area. The voters also can approve financing of the MTA through levy of a sales tax. This sales tax can be 1/4, 1/2, 3/4 or 1 percent on the dollar. Since 1979, six urban areas have approved creation of MTA's which are governed by directors who are appointed by elected city and county government officials. Table I details general information of the six existing MTA's.

A seventh city, El Paso, created on November 7, 1987 a City Transit Department as permitted by Article 1118z, V.A.C.S. This law allows city voters to create a city transit department which is financed by 1/4% or

TABLE I  
TEXAS METROPOLITAN TRANSIT AUTHORITIES

METROPOLITAN TRANSIT AUTHORITIES	ELECTION DATE	OPERATIONAL DATE	SALES TAX RATE
VIA METROPOLITAN TRANSIT (San Antonio)	11/08/77	03/06/78	1/2%
METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY (Houston)	08/12/78	01/01/79	1%
DALLAS AREA RAPID TRANSIT	08/19/83	01/01/84	1%
FORT WORTH TRANSPORTATION AUTHORITY	11/08/83	04/01/84	1/4%
CAPITAL METROPOLITAN TRANS- PORTATION AUTHORITY (Austin)	01/19/85	07/01/85	1%
CORPUS CHRISTI REGIONAL TRANSIT AUTHORITY	08/10/85	01/01/86	1/2%

1/2% sales tax and is governed by the City Council. El Paso's voters approved a 1/2% sales tax rate which went into effect on April 1, 1988.

Local City Governments

City governments have had a long time interest in providing and financing public transportation services for their residents. Prior to the creation of MTA's, each of the respective city governments provided public transportation services as part of their responsibilities. Currently, 17 city governments provide these services to their residents (See Table II).

TABLE II  
CITY GOVERNMENTS PROVIDING PUBLIC TRANSPORTATION SERVICES

Abilene	Howe
Amarillo	Laredo
Arlington	Lubbock
Beaumont	Port Arthur
Brownsville	San Angelo
Cleburne	Teague
Denison	Tyler
Galveston	Waco
	Wichita Falls

Non-Urbanized and Rural Area Public Transportation

A. General Information

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

The goals of the Section 18 program are to enhance the access of people in non-urbanized areas for purposes such as health care, shopping, education, recreation, public services and employment by encouraging the maintenance, development, improvement and use of passenger systems.

B. Matching Ratios

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

### C. Grants Approved

Since 1978, over \$53 million in Section 18 assistance has been obligated in Texas, which has the largest non-urbanized population. Thirty-five (35) systems are in operation (see Figure 1).

#### Need for State Financial Assistance

Over the past 15 years, the Legislature, realizing the need for State involvement and coordination in public transportation, has set in motion several programs to meet this demand. In 1973, the Legislature activated the Texas Mass Transportation Commission. The Commission's role was to "...encourage, foster and assist in the development of public mass transportation, both intracity and intercity, in this state...". In 1975, the Legislature merged the operations of the Commission with the Highway Department to create the State Department of Highways and Public Transportation. Also in 1975, the Legislature created and provided monies for state financial assistance through the Public Transportation Fund. Additionally, the Legislature in 1973 authorized legislation that allowed the creation of metropolitan transit authorities financed through a sales tax and further amendments now allow cities with more than 56,000 in population to create city transit departments financed by a sales tax not to exceed 1/2 of 1%.

These actions by the Legislature over the years has allowed city governments to provide high quality public transportation services. The State's primary involvement in providing direct state financial assistance to the State's Public Transportation providers has been through the Public Transportation Fund.

# SECTION 18 SYSTEMS

August 11, 1988

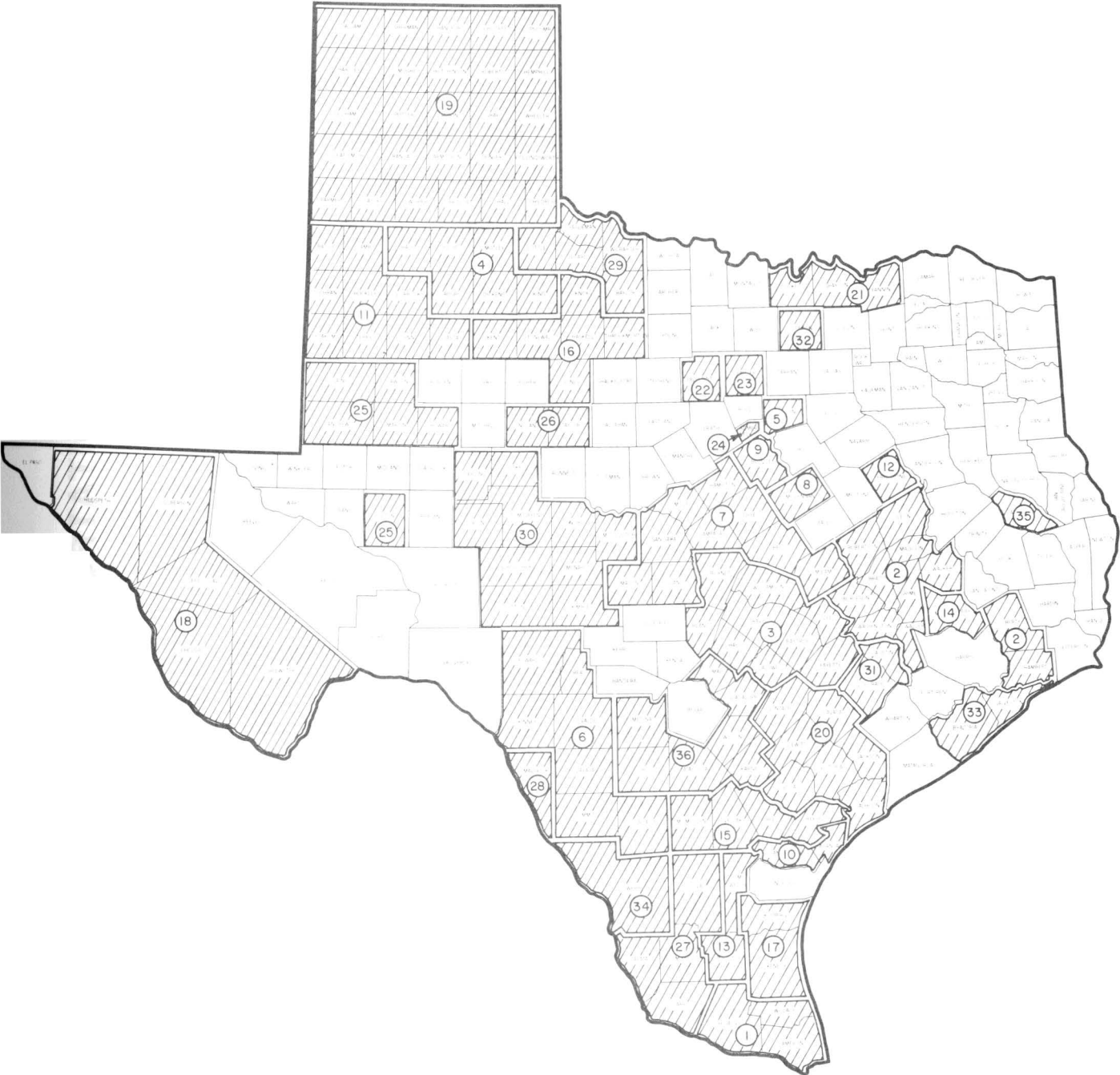


Figure 1

## 1987-1988 PUBLIC TRANSPORTATION IMPROVEMENTS

### Public Transportation Fund

#### -History

In June of 1975, the 64th Texas Legislature passed Senate Bill 762. This bill authorized the creation and funding of the Public Transportation Fund (PTF). Over the years the Legislature has authorized expenditures of almost \$71 million of state general fund monies through the PTF for SDHPT to carry out its role in assisting the state's public transportation systems.

The PTF has been primarily used to:

- (1) assist local governments in providing the non-federal share of federal public transportation capital improvement grants;
- (2) assist non-profit agencies that provide rural public transportation services in meeting the non-federal share of federal operating and capital improvement grants;
- (3) provide the non-federal share of federal grants received by SDHPT for public transportation planning; and,
- (4) provide funding of state-funded coordination and technical support for SDHPT's public transportation activities.

The PTF has also been used to match local funds for certain rideshare/vanpooling activities and in assisting in public transportation capital projects when sufficient federal funds do not exist.

Figure 2 shows the level of Legislative appropriations, obligations and expenditures since the creation of the Public Transportation Fund in June of 1975.

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

AS OF AUGUST 31, 1988

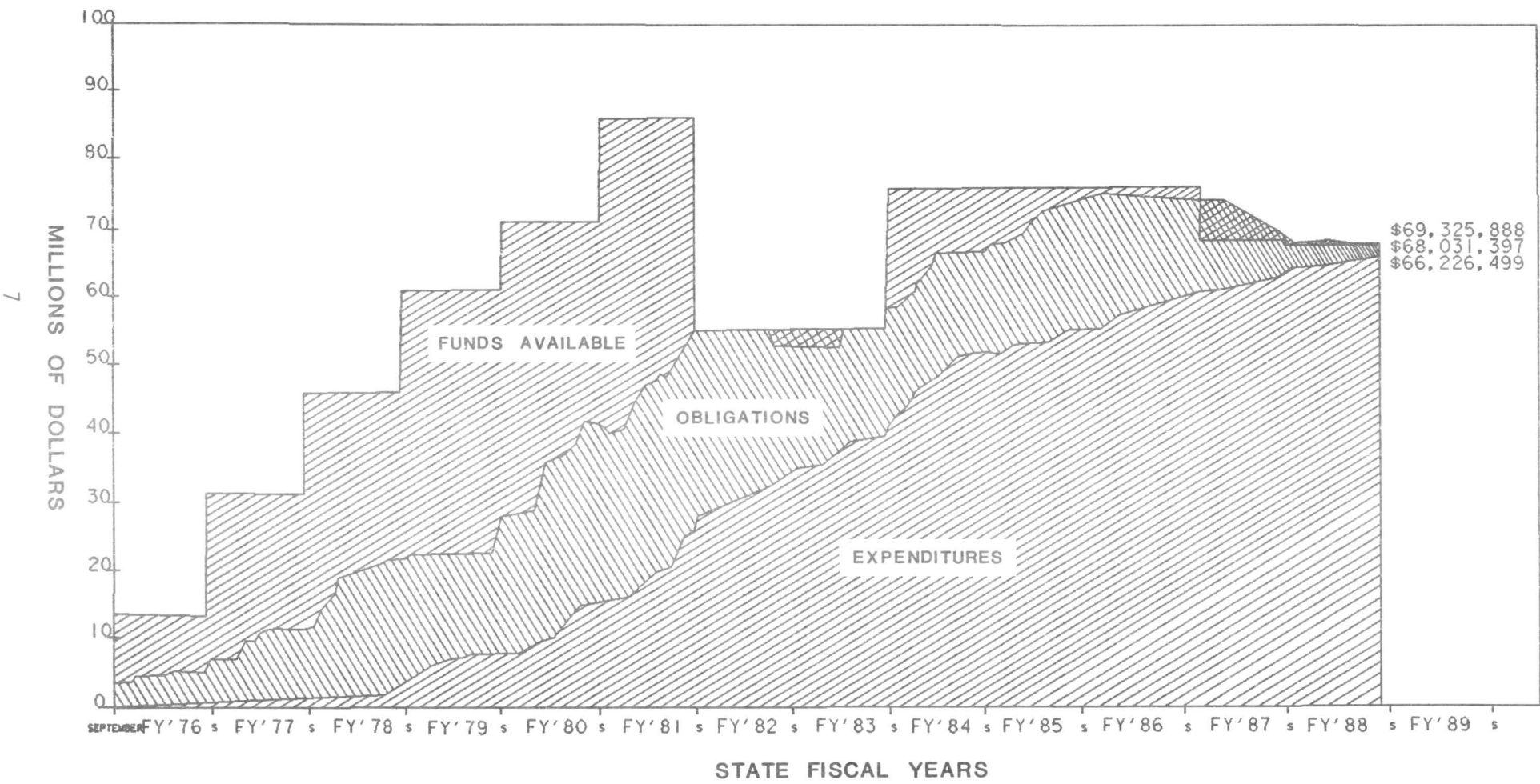


Figure 2



-Economic Benefits of State Financial Assistance

In most cases, every PTF dollar invested will leverage an additional \$6.70 in federal and local dollars contributed toward public transportation projects. Since the creation of the PTF thirteen years ago, the investment of \$70 million of PTF dollars has leveraged approximately \$500 million of federal and local financial participation in public transportation facilities, equipment and operations.

Capital Improvement Projects Initiated in FY 1987 and FY 1988

Approximately \$218.16 million in public transportation capital improvements have been initiated by local governments and metropolitan transit authorities in the past two years. Of this \$218.16 million, approximately \$0.47 million, 0.2%, is being contributed by the State through the Public Transportation Fund. \$67.98 million, or 31.2%, is being provided by local sources, with the remaining \$149.71 million (68.6%) provided by the Federal Urban Mass Transportation Administration. This funding breakdown is shown in greater detail in Table III. (It should be noted that tabulations for Table III only include those projects which have Federal participation. Additional projects financed solely with local funds, estimated at \$200 million, are not included. Capital improvement projects for rural areas are also not included in Table III.)

TABLE III

PUBLIC TRANSPORTATION CAPITAL IMPROVEMENT PROJECTS  
INITIATED IN FY 1987 and FY 1988 (1)(Does not include projects without Federal  
participation or projects in rural areas)

	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
Seven Transit Systems in Cities of 200,000 Population or more(2)	\$146,731,463	\$393,728	\$67,249,447	\$214,374,638
Remaining Transit Systems(3)	2,979,127	73,431	733,626	3,786,184
STATE TOTAL	\$149,710,590	\$467,159	\$67,983,073	\$218,160,822

(1) Sections 3 and 9 Capital only.

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

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

Operating Expenses

During the same two year time period, local sources have expended approximately \$660 million for the daily operation of public transportation services. As part of the operations, approximately \$260 million of revenues from farebox, charter and other services have helped to bring the net operating expenses to \$400 million during the two year period. Local governments, non-profit agencies and MTA's finance the net operating expenses through their own revenues generated by property tax (local governments), human services grants and sales tax (MTA's) along with operating grants from the Federal Urban Mass Transportation Administration.

Federal operating assistance is vitally important to the State's

public transportation systems that do not have MTA status. The Federal assistance is very important because it provides 50% of the net operating expense. Without this level of assistance the majority of the local governments and non-profit agencies operating transit systems would not be able to provide public transportation services as we know it today.

MTA's are less dependent on Federal operating assistance because of revenues generated from their sales tax. But in some cases, such as San Antonio, Corpus Christi, Fort Worth and El Paso, Federal operating assistance provides the difference of a marginal and a healthy public transportation service. In Houston, Dallas and Austin Federal funds which could be used for operating assistance are channelled toward capital improvements projects that improve passenger movement and provide economical benefits to the local work force through the planning, engineering and construction of permanent facilities such as bus only lanes and park-n-ride lots. In turn these MTA's use sales tax revenues to provide a stable funding source to provide day-to-day public transportation services.

PUBLIC TRANSPORTATION IMPROVEMENT  
NEEDS IN TEXAS FOR 1989-1993

Survey's compiled for this report, which are tabulated by each of the Department's 24 District Offices, indicate a 1989-1993 need of \$857.6 million for public transportation capital improvements. Department staff estimates indicate that another \$1.05 billion will be needed for day-to-day systems operating costs and an additional \$500 million will be required to construct rail and bus transitways and bus-related roadway improvements during this five year period. Estimated cost for capital improvement projects and daily operating of services is \$2.4 billion over the 1989-1993 period, exclusive of passenger and other operating revenues. These needs are shown in greater detail in Table IV.

TABLE IV  
1989-1993 PLANNED NEEDS FOR TEXAS PUBLIC TRANSPORTATION SYSTEMS

	<u>Assistance for City Public Transportation</u>	<u>Rural Area and Human Services Transportation</u>	<u>Total</u>
A. CAPITAL PROJECTS			
1. Seven Districts with Systems having MTA or RTA Legislative taxing authority (1)	\$ 758,799,469	\$ 28,830,180	\$ 787,629,649
2. Remaining 17 Districts	\$ 34,611,042	\$ 35,328,200	\$ 69,939,242
3. Additional Rail and Bus Transitway and Bus-Related Improvement Projects (2)	\$ 500,000,000	\$ -0-	\$ 500,000,000
B. <u>DAY-TO-DAY OPERATING (2)</u> <u>(LESS REVENUES)</u>	<u>\$1,000,000,000</u>	<u>\$ 50,000,000</u>	<u>\$1,050,000,000</u>
STATE TOTAL	\$2,293,410,511	\$114,158,380	\$2,407,568,891

NOTES:

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

(2) SDHPT Staff Estimates

### -Proposed Financing of 1989-1993 Improvements and Operations

As with any major public improvement project, be it airport, highway or wastewater improvements, coordination of federal, state, local and private revenue sources are a must. This coordination is particularly true for public transportation improvement projects. The need for \$2.4 billion in public transportation projects and operations over the five year period spanning 1989 to 1993 will require coordination and participation of governmental and private resources.

### -Federal Role

Traditionally, in Texas, the Federal government has provided the major share of the cost of public transportation capital improvement projects and has played a substantial role in financing the day-to-day operating costs. In many projects, the Federal government has provided 80% of the total cost for capital improvements and up to 50% of the daily operating cost.

Since the mid-1980's, there has been a decreasing financial role by the Federal government. This decreasing role is a result of administrative policy to control the Federal deficit as well as a philosophy that public transportation is a state and local concern.

### -State, Local and Private Role

With decreasing availability of Federal financial assistance, state and local governments have been called upon to provide additional resources for public transportation services. Assistance is also being called upon the private sector to close this gap in financial assistance.

Recent surveys by the American Association of State Highway and Transportation Officials (AASHTO) show that since 1986 state and local

resources are providing more financial assistance to public transportation than does the Federal government. This national trend indicates that state and local governments have realized the importance of providing adequate financial support for public transportation services that were in jeopardy because of the decreasing Federal role.

In Texas, the Legislature and the voters within the state's seven largest cities have seen the need to adequately fund public transportation services through the authorization and assessment of a sales tax levy dedicated for public transportation. Seventeen city governments and 36 rural coordinating agencies provide public transportation financing through local resources such as property taxes and grants.

Because of the downturn the State's economy, the Legislature has had to severely reduce its level of support for public transportation services. As the economy rebounds this level of support is anticipated to increase.

Private sector participation has become very important in recent years and has provided the make or break point for many projects. Projects such as the Galveston Trolley, the Woodlands Park-N-Ride facility and adoption of the Houston METRO Long Range Development Plan would not have been possible without private sector participation.

#### Financing for 1989-1993

Table V indicates anticipated revenue sources and level of support for public transportation capital improvement projects and operating costs for the 1989-1993 period. This table shows that local resources will provide the major source (61.1%) of public transportation expenditures in the five year period, with Federal (28.8%), State (6.5%)

and private sector (3.6%) contributing the remaining share of the expenditures.

TABLE V

1989-1993 ANTICIPATED REVENUE SOURCES FOR TEXAS PUBLIC TRANSPORTATION SYSTEMS

	Federal UMTA/FHWA	State SDHPT	Local	Private Sector	Total
A. CAPITAL PROJECTS					
Seven Districts with MTA or RTA Legislative taxing authority (1)	\$589,453,439	\$150,008,178	\$ 469,393,575	\$78,774,457	\$1,287,629,649
Remaining 17 Districts	\$ 44,570,834	\$ 1,280,319	\$ 16,511,785	\$ 7,576,304	\$ 69,939,242
B. DAY-TO-DAY OPERATING(2) (LESS REVENUES)	<u>\$ 60,000,000</u>	<u>\$ 5,000,000</u>	<u>\$ 985,000,000</u>	<u>\$ -0-</u>	<u>\$1,050,000,000</u>
STATE TOTAL	\$694,024,273	\$156,288,497	\$1,470,905,360	\$86,350,761	\$2,407,568,891
PERCENTAGE OF TOTAL	28.8%	6.5%	61.1%	3.6%	100%

NOTES:

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





## ISSUES AND RECOMMENDATIONS

PUBLIC TRANSPORTATION ISSUES  
AND RECOMMENDATIONS

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

Texas Transit Statistical Report. Since 1975, the Department has annually collected and published statistical information on eighteen transit systems across the state, including the metropolitan transit authorities. This report, entitled Texas Transit Statistics, summarizes the status of transit in Texas and provides statistical profiles on each individual transit system, as well as tables which compile operating statistics and cost/revenue data for the eighteen systems.

The Texas Sunset Commission staff, following their review of two metropolitan transit authorities recommended that publication of the statistical report be required by statute to insure the continued availability of the annual data; and the format of the report be revised to provide for accurate comparisons of the metropolitan transit authorities. The regional metropolitan transit authorities are directly authorized by the Legislature and receive funds from a dedicated sales tax. The Legislature therefore maintains a continuing interest in the operation of the transit authorities.

*It is recommended that V.A.C.S. Article 6663b be amended to require the annual publication of a statistical report on transit in Texas that provides for the accurate comparison of the cost and operating performance of the regional metropolitan transit authorities; and provides performance comparability as well, for all other categories of public transportation providers that are eligible recipients of state financial assistance.*

State Financial Assistance to Public Transit. State Financial Assistance obligations to Texas' transit systems since 1975 has amounted to over seventy million dollars. This assistance has varied from year to year but averages about \$5.4 million dollars per year.

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

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

Transit Legislation. In 1986, the Texas Legislature removed \$6,767,422 from the Transit Fund 451, leaving only enough money to pay the outstanding obligations. This may be an indication that future transit assistance may not be forthcoming and/or very competitive with the very limited amount of general revenue funding available each year.

If this assumption is correct, the 71st Texas Legislature should take a careful look at revising present transit legislation VACS 6663c including, perhaps, the phasing in of a dedicated source of revenue for the public transit component of the departments responsibility.

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

City Transit Departments. Legislation was passed in late 1986 (VACS Art. 1118z) which allows cities from 56,000 to 230,000 to create a mass transit department after a favorable local election. The maximum tax rate for these authorities would be 1/2% additional local sales tax. This legislation, however, did not make any provision for a number of

urbanized areas in Texas which are over 50,000 population as listed below:

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

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

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

*The Department continues to work to determine the potential of creative financial techniques and private sector support in planning, development and operation of urban transportation systems.*

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

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

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

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

Non-Urbanized Public Transportation Funding. The non-urbanized public transportation sector has expressed the need for additional financial assistance. One measure of the growth of this sector of the industry can be found in the UMTA Section 18 grant program administered by the Department. During the first five years of the program (1979-1983), 17 systems were funded in Texas and total obligations were \$11 million. In the last three years, however, the number of systems has almost doubled (there are now 36) and approximately \$10.0 million of Federal funds have been obligated for 1989. The 69th Legislature expanded the eligibility for the State Public Transportation Fund to include non-profit corporations serving rural areas. However, the general unavailability of monies in the Public Transportation Fund has restricted the operators' access to this state financial assistance.

*Additional and continuing financial assistance to Texas non-urbanized public transportation systems should be a priority of the 71st Legislature.*



**PUBLIC TRANSPORTATION SUMMARIES**

## PUBLIC TRANSPORTATION SUMMARIES

### 1. PUBLIC TRANSIT SYSTEMS

#### A. Municipal Transit Systems

Municipal Transit Systems have been separated into two categories for statistical purposes. The "regular" municipal transit systems are defined as those systems with five (5) or more vehicles in scheduled, fixed route, intracity service. This includes the seven, sales tax based, metropolitan transit authorities presently operating in Texas (see Figure 3). In July, 1988, there were 18 regular municipal transit systems. All of these systems are publicly owned. The seven metropolitan transit authorities account for approximately 90 percent of the operating statistics in the State. (See Tables I and II, as well as the District Summaries for information on individual transit operations.)

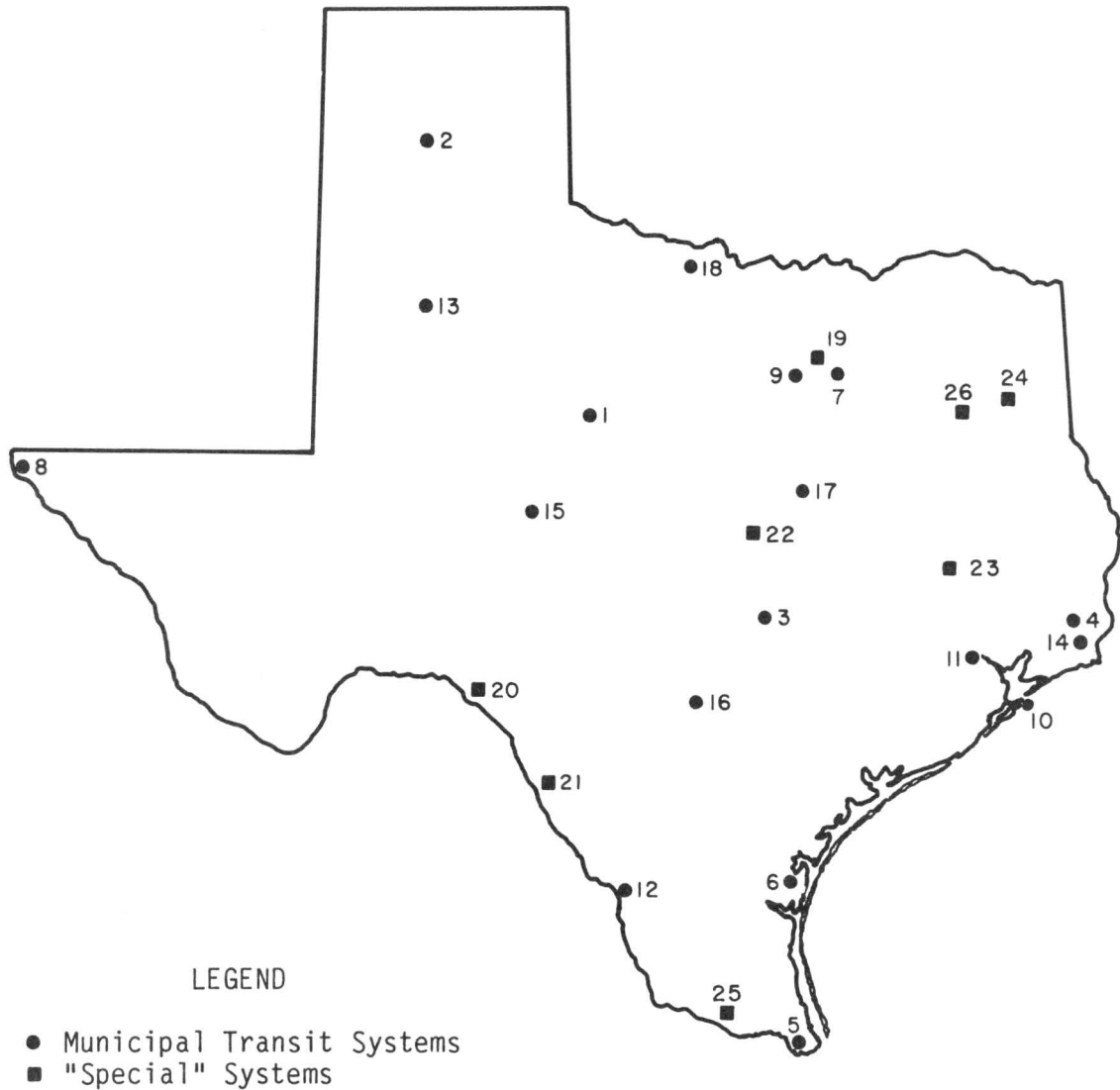
All other systems which perform some limited or special transit service are classified as "Special" systems and their operations are explained below. (see Figure 3 for the location of each system.)

The Tyler Transit System is owned and operated by the City of Tyler using only local funds. The two-bus, fixed route operation has headways of one hour and provide service Monday through Friday from 6:15 a.m. to 6:30 p.m. There is no weekend service currently provided by the System. The City subsidy for operation of the System is approximately 55 percent of the total operating cost.

Currently, the City of Longview is operating on Elderly Subsidized Taxi Program for persons 60 and older. The program is financed through Section III(b) of the Older Americans Act and the City of Longview. The program allows participants a maximum of 12 coupons per month/person



# MUNICIPAL TRANSIT IN TEXAS



## MUNICIPAL SYSTEMS

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

## "SPECIAL" SYSTEMS\*

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

\*See text

**Figure 3**

worth \$1.50 per coupon towards any taxi fare. Presently, only one of the two taxicab companies operating in Longview participate in the program.

The Brazos Transit System operates a fixed route general public transit system in Huntsville. The system utilizes two 18-passenger trolleys, 3 buses, 2 vans and 2 larger 47-passenger Grumman 870 coaches. The system operates from 5:00 a.m. to 7:00 p.m., Monday through Friday.

The City of Del Rio is served by two privately owned bus companies, International Transportation and the Rainbow Transit Company, Incorporated. International Transportation operates three 25+-passenger transit coaches over one fixed route. The system serves the City of Del Rio from 8:00 a.m. to 7:00 p.m. Monday through Saturday, and from 8:00 a.m. to 6:00 p.m. on Sundays. None of the vehicles are equipped for the handicapped. The Rainbow Transit Company operates two 25+-passenger regular transit coaches over three fixed routes in the City of Del Rio from 8:00 a.m. to 9:30 p.m. Monday through Saturday. Neither coach is equipped for the handicapped.

The Super Shuttle, a privately owned company based in Grapevine, Texas, has begun providing a special shuttle system between the Dallas-Fort Worth Regional Airport (D-FW) and the central business districts and market areas within the region. The system operates 24 hours a day and provides a demand-responsive service using 15-passenger vans. Service is also provided by the Fort Worth Transit Authority (The "T") from four locations in Fort Worth to the Dallas-Fort Worth Regional Airport. The system is a fixed-route fixed schedule service using regular full size transit coaches. Service is provided between the hours of 5:00 a.m. and Midnight.

Southwestern Transit Company, which recently merged with Arrow

Coach, Inc., operates an intercity transit system in the Temple, Belton, Killeen and Fort Hood area of Central Texas. This operation provides the area with some limited intracity service in conjunction with its normal routes.

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

#### B. Non-Urbanized and Rural Systems

##### General Information

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

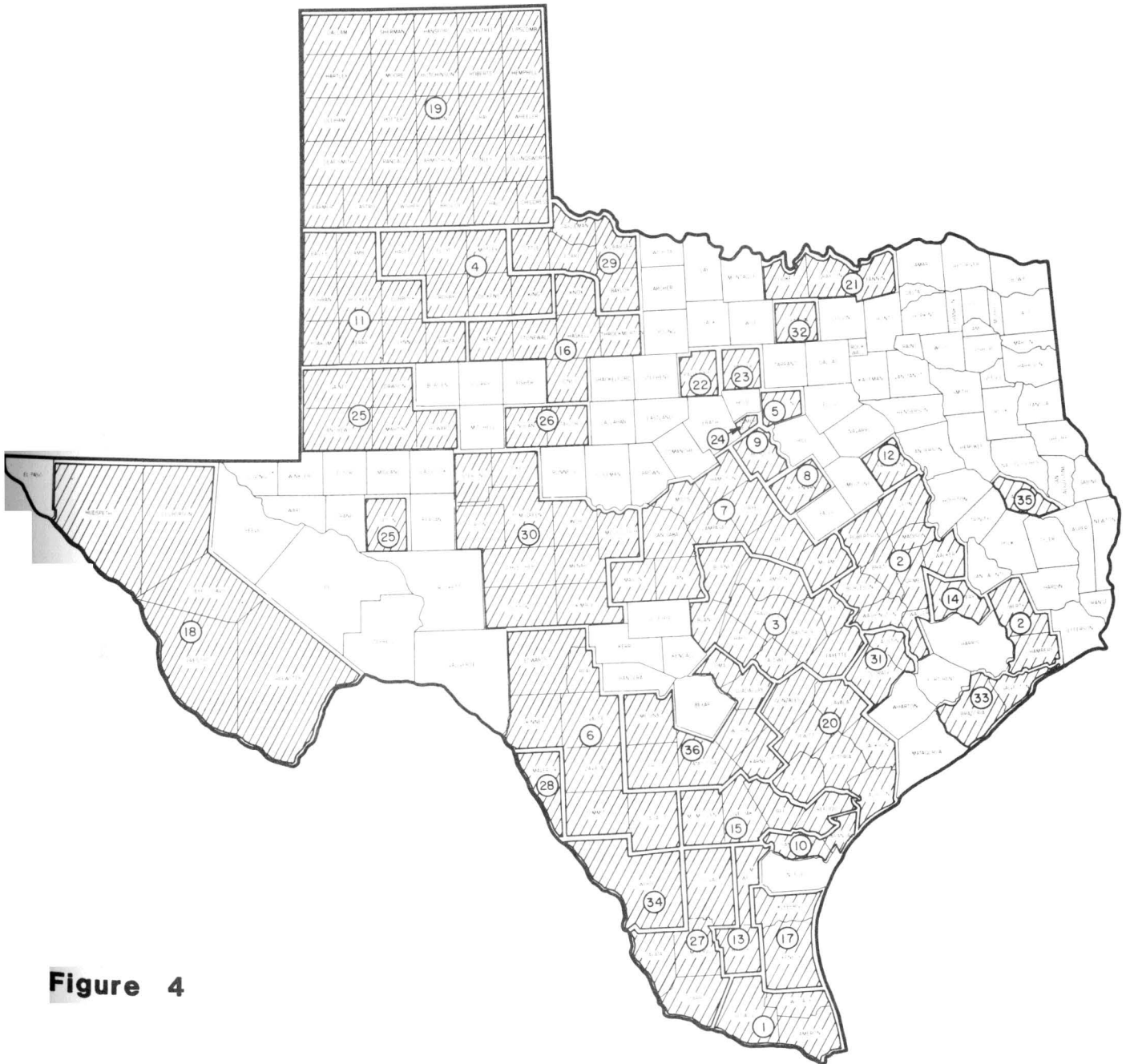
The goals of the Section 18 program are to enhance the access of people in non-urbanized areas for purposes such as health care, shopping, education, recreation, public services and employment by encouraging the maintenance, development, improvement and use of passenger systems.

##### Matching Ratios

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

## Grants Approved

Since 1978, over \$53 million in Section 18 assistance has been obligated in Texas, which has the largest non-urbanized population. Thirty-five (35) systems are in operation (see Figure 4).



**Figure 4**

## 2. PARATRANSIT SYSTEMS

### A. Taxicab Systems

Taxicab companies perform a vital transportation function in the State of Texas. In many rural and small urban areas of the State, taxicabs are the only available form of public transportation. This fact was used by several of the major intercity bus carriers as justification for dropping service to that area, again emphasizing the importance of the taxicab industry in Texas. There were at least 372 taxicab companies identified through a State Department of Highways and Public Transportation survey in 1987. Of these, 101 companies (approximately 27 percent) responded to the survey questionnaire. The 101 companies reported operating 2,182 vehicles, 50 of which are specially equipped for the handicapped. It should be mentioned that many of the responses to the questionnaires were not complete and the above data is by no means reflective of the complete picture of the taxicab industry in Texas. But based on available data, there was an increase in identified taxicab companies from 354 in 1985 to 372 in 1987 but a decrease in the number of vehicles operated from 5,054 to 2,182. The number of vehicles specially equipped for the handicapped remained approximately the same.

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

the taxicab company has contracted with the human services agency to provide transportation for their clients.

B. Human Services Transportation Systems

Human services transportation within Texas has evolved out of the need to transport clients of different agencies to needed goods and services. Many clients, especially the elderly and handicapped, require specially-equipped vehicles and personal attention in order to travel. Other clients simply may not be able to afford other forms of transportation. The gap between the public transportation services offered and the services available needed to be filled. Therefore, many agencies entered the transportation business, not out of desire, but out of perceived necessity. The result has been a trend toward duplication of transportation services. In Texas alone, 656 human services transportation providers were identified in 1987. Of the 656 identified providers, 438 (about 67 percent) responded to a survey questionnaire. The responding providers reported operating 2,622 vehicles, including 392 specially-equipped vehicles to serve the elderly and handicapped. It is difficult to identify, much less survey, all the providers that are operating in the human services transportation field in Texas. It is also apparent that this form of transportation requires a large investment of the taxpayers' money.

The State Department of Highways and Public Transportation (SDHPT) has been designated to administer the Section 18 program in Texas on behalf of the Urban Mass Transportation Administration. Interested parties should contact the nearest SDHPT District Office for additional information on the program.

### C. Other Paratransit Systems

Other paratransit services are designed for a very specific clientele and serve a certain geographical area. These services include airport ground transportation, employer operated transit, and commuter service. There were 100 of these systems identified in 1987. Of the 100 providers surveyed, 54 (54 percent) responded. The 54 providers operate 1,160 vehicles, 57 of which are specially equipped to serve the elderly and handicapped.

## 3. INTERCITY BUS AND PASSENGER RAIL SYSTEMS

### A. Intercity Bus

Change continues in the Intercity Bus Industry due to the "Bus Regulatory Reform Act of 1982". The resulting deregulation of the industry has permitted the major carriers to restructure their route systems, and for most this has meant discontinuing service to many of the smaller communities, and concentrating their resources in more productive areas. Some of the smaller carriers have expanded their operations into communities on routes which have been abandoned. However, in this largely rural state, many areas still lack adequate intercity service. One of the major carriers has initiated a program to help fill this void by contracting with existing rural transportation operators to provide feeder service to the larger system's mainline routes. This approach has worked well in another state and should provide a much needed link in the intercity bus system in Texas. However, all in all the Intercity Bus Industry seems to be consolidating and strengthening its role, it remains an important form of public transportation in Texas, and generally services within Texas have not experienced any major changes. (see Figure 5)

# SCHEDULED INTERCITY BUS SERVICE

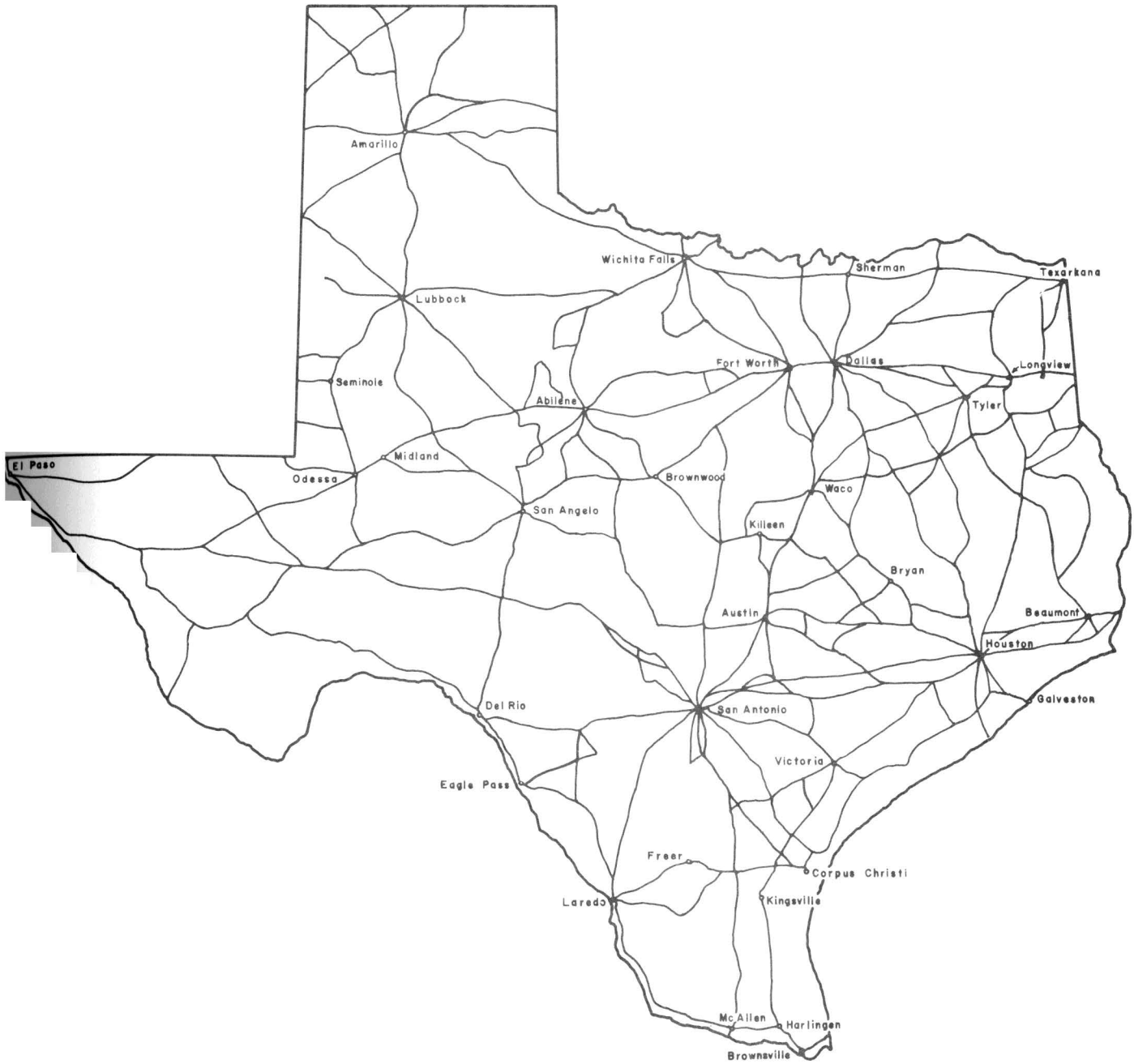


Figure 5



The largest single event effecting the Industry within the reporting period was the merger of Trailways and Greyhound. In June of 1987, Greyhound petitioned the Interstate Commerce Commission (ICC) for authority to acquire the Trailways operation. Trailways had been in serious financial trouble and had dropped service in seven states and cut service in half in three more. The ICC gave final approval of the merger and Greyhound and Trailways, which together carried some 33 million passengers last year became one. The Company, headquartered in Dallas, has some 3,750 buses and terminals in 2,500 communities. The charter bus operation, Greyhound Travel Service, has moved from Des Moines to Dallas and recently exercised an option to purchase the T.N.M.&O. Coaches, Inc. of Lubbock. Greyhound has also established a 'Feeder' Program by which rural operations would carry passengers and packages from rural and low-volume areas to the company's high-density routes. This would greatly enhance their overall exposure and network.

During the period from 1985 to 1987, the number of reporting Texas-based carriers has fluctuated and many carriers are reporting their statistics under their parent company. Thus, tracing the exact number of operating companies through data furnished by the Texas Railroad Commission (RRC) has become difficult. An example of the problem would be companies such as Arrow Coach Lines, Inc. now reporting their information under their parent company Trailways which may now be reporting under Greyhound. Another example may be Alamo Tours Ltd. reporting their 1987 data under Texas Bus Lines who just recently moved their base of operations from Austin to Houston. Tables VI and VII depict information that was reported by the Industry to the Texas Railroad Commission. Also, based on the limited data available, there

TABLE VI  
INTERCITY BUS LINES IN 1986

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

TABLE VII  
INTERCITY BUS LINES IN 1987

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

seems to have been little change in service provided by the other carriers such as the Mexico-based carriers or those interstate carriers with limited operations to the communities of Texas.

In 1986, the reporting Texas-based intercity bus carriers saw an overall decrease in all areas of operation. (see Table VIII) Again, this may be due to reporting problems. The number of bus miles operated declined from 34,845,329 in 1985 to 21,867,787 in 1986 or approximately 37 percent. The number of passengers have declined from 3,662,092 to 3,058,993 for an approximate 17 percent decrease.

TABLE VIII  
1986 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Where Headquartered</u>	<u>Bus Miles Oper.</u>	<u>No. Of Vehicles</u>	<u>Total Opr. Revenue</u>	<u>Total Opr. Expense</u>	<u>No. Of Employees</u>	<u>Passengers Carried</u>
Alamo Tours, Ltd.	Austin	404,458	21	945,296	935,748	28	11,723
Arrow Coach Lines, Inc.	Killeen	2,249,328	25	3,508,952	4,001,836	95	83,796
Central Texas Trailways, Inc.	Waco	626,879	22	1,616,066	1,639,298	36	105,168
Kerrville Bus Company	Kerrville	5,869,508	122	11,696,084	11,602,532	212	308,820
Kerrville Tours, Inc.	Kerrville	799,779	37	4,440,809	4,355,786	64	161,100
Painter Bus Lines, Inc.**	--	--	--	--	--	--	--
Sun Set Stages, Inc.	Abilene	940,568	12	1,160,715	1,160,661	26	52,896
Texas Bus Lines	Austin	3,236,055	143	5,847,668	6,167,416	297	13,925*
T. N. M. & O. Coaches, Inc.	Lubbock	3,690,094	67	12,116,405	10,179,765	145	388,090
Valley Transit Co., Inc.	Harlingen	4,051,118	59	6,192,407	5,881,790	113	1,933,475
TOTALS		21,867,787	508	47,524,402	45,924,832	1,016	3,058,993

\*Partial Totals

\*\*No Report Submitted

Source: Texas Railroad Commission

While these figures do represent a decrease in both areas it also presents a favorable picture as far as efficiency within the industry since they were able to reduce the miles operated by about 37 percent while only incurring a 17 percent loss in ridership. The Arrow Coach, Inc. Bus Company is a good example, with bus miles operated dropping from 4,915,607 in 1985 to 2,249,328 in 1986 or approximately 55 percent while ridership only dropped from 100,427 to 83,796 or about 17 percent during that same time. Incidentally, that 17 percent drop happens to be

the same as the overall statewide average. There is of course the other side, with Kerrville Bus Company decreasing bus miles operated from 6,855,337 in 1985 to 5,869,508 in 1986 or approximately 15 percent while reducing ridership about 18 percent from 375,477 to 308,820.

A very significant indicator was the reduction in the number of employees. The industry was comprised of some 1,673 employees in 1985, but 1986 saw that figure reduced to 1,016 or a very large drop of some 41 percent. In an industry such as the bus industry where it is quite labor-intensive this drop provides a good measure and reflects the general condition of it's current situation. The biggest statistic effecting the above is the demise of Transportation Enterprises, Inc. which employed some 400 people and the Texas Bus Lines which reduced its staff from 488 to 297 or about 40 percent.

Finally, an encouraging statistic is that, while total operating revenue had decreased approximately 21 percent from \$60,234,236 in 1985 to \$47,524,402 in 1986 the same was true of the total operating expense. The total operating expense for 1986 was \$45,924,832 as compared to \$57,999,523 in 1985 for again a 21 percent decrease.

Overall, these statistics seem to indicate an improving picture for the industry in that they had been able to reduce bus miles operated by 37 percent while incurring only a 17 percent reduction in ridership, perhaps indicating the elimination of some unnecessary routes. They were also able to reduce several major expenses by reducing staff and equipment while keeping their ratio between total operating revenue and total operating expenses equal from the previous year.

In 1987, the trend which was established in 1986 was again prevalent, in that there was a general reduction in all statistical

categories except for bus miles operated. This was based on information available from the Texas Railroad Commission and as explained earlier may be incomplete. Also, during 1987 the reporting forms used by the Commission were changed and some of the statistics such as ridership figures are no longer required. Therefore, ridership comparisons are not possible, but based on the fact that bus miles operated increased in 1987 after seeing a 37 percent decrease in 1986 perhaps ridership may have experienced the same turnaround. The bus miles operated in 1987 of 23,193,398 was about a 6 percent increase over the 1986 figure. (see Table IX) The other statistics reflect the continuing trend with the number of employees dropping from 1,016 in 1986 to 833 in 1987 or about 18 percent and the number of vehicles reduced to 381 in 1987 from 508 in 1986 for a 25 percent decrease. Further evidence supporting this trend established in 1986 is the total operating revenue and total operating expenses once again dropped proportionately. The total operating revenue decreased \$5,033,665 from \$47,524,402 in 1986 to \$42,490,737 in 1987 or approximately 11 percent while the total operating expenses decreased \$5,225,936 from \$45,924,832 in 1986 to \$40,698,896 in 1987 or about 12 percent.

TABLE IX  
1987 INTERCITY BUS STATISTICS - TEXAS BASED LINES

<u>Company</u>	<u>Where Headquartered</u>	<u>Bus Miles Oper.</u>	<u>No. Of Vehicles*</u>	<u>Total Opr. Revenue</u>	<u>Total Opr. Expense</u>	<u>No. Of Employees</u>
Kerrville Bus Company	Kerrville	6,664,156	127	12,215,775	12,555,184	276
Kerrville Tours, Inc.	Kerrville	3,921,404	47	5,600,826	5,345,750	105
Painter Bus Lines, Inc.	Kerrville	1,127,105	5	2,191,683	1,849,529	38
Sun Set Stages, Inc.	Abilene	1,029,070	17	1,430,694	1,323,730	29
Texas Bus Lines	Houston	2,658,808	60	3,918,904	3,983,117	126
T. N. M. & O. Coaches, Inc.	Lubbock	3,629,851	67	10,668,778	9,374,841	166
Valley Transit Co., Inc.	Harlingen	4,163,004	58	6,464,077	6,266,745	93
TOTALS		23,193,398	381	42,490,737	40,698,896	833

\*Includes both owned and leased vehicles

Source: Texas Railroad Commission

550 After reviewing and comparing the available statistics from the Texas-based intercity bus carriers, the industry from 1985 to 1987 seems to be projecting an era of streamlining their overall operations. There was the reduction in total operating expenses of 58 million in 1985 to 46 million in 1986 to approximately 41 million in 1987 or about 30 percent during that time frame. The industry being primarily a labor-intensive industry saw a reduction in employees from 1,673 in 1985 to 1,016 in 1986 to finally 833 reported in 1987. This was, again, a gradual reduction, as was the reduction in total operating expenses of about 50 percent. The same was true of the number of vehicles operated, where the gradual reduction resulted in a 49 percent decrease. Thus, as could be expected, the total operating revenue experienced the same trend by decreasing from about 60 million in 1985 to 47.5 million in 1986 to 42.5 million in 1987 or about 30 percent. The only statistic that reflected a somewhat roller coaster ride was bus miles operated which increased in 1985, decreased in 1986 and once again increased in 1987. Overall, the industry did seem to better their situation somewhat through it's efforts to streamline operations. They were able to reduce expenses by about 50 percent while suffering only an approximate 30 percent reduction in revenues. Also, this was accomplished, based on available data, while seeing only a 17 percent reduction in ridership.

#### B. Passenger Rail Systems

193 During the past two years the rail passenger service in Texas has received alot of attention. There has been extensive discussions concerning high-speed rail between Dallas, San Antonio and Houston as well as initiating other routes using traditional rail operations. There is currently an ongoing major study to determine the feasibility

of a "Bullet Train" connecting the cities described above. A study commissioned by the Legislature will explore the use of state-of-the-art rail technology and its possible application in Texas.

There has also been attempts by the National Railroad Passenger Corporation (Amtrak) to restore its Dallas-to-Houston segment of its "Eagle" route currently operating between Chicago and San Antonio interconnecting with its "Sunset Limited" route on to Los Angeles. Market Studies completed by Amtrak have indicated that there is a considerable demand for rail passenger service between these two cities. The service was discontinued in 1981 when Amtrak, suffering some financial difficulties, reduced some 350 miles of rail operation and renamed its "Inter-American Route" the "Eagle". It should also be noted that at the time of reduction the ridership for the segment between Houston to Temple was increasing. The current problem in restoring this service between Dallas and Houston is track preparation and restoration. The Southern Pacific Railroad Company would require Amtrak to upgrade the tracks, communications system and signal system since the 270-mile route is currently being used heavily by freight and could not readily accommodate rail passenger service. The service would be an offshoot of Amtrak's Eagle train, with a locomotive and two cars splitting off in Dallas and heading to Houston, stopping in Corsicana and College Station. The trip was to be, depending on track improvements, anywhere from 4 to 6 1/2 hours and the cost would be competitive with commuter plane fares.

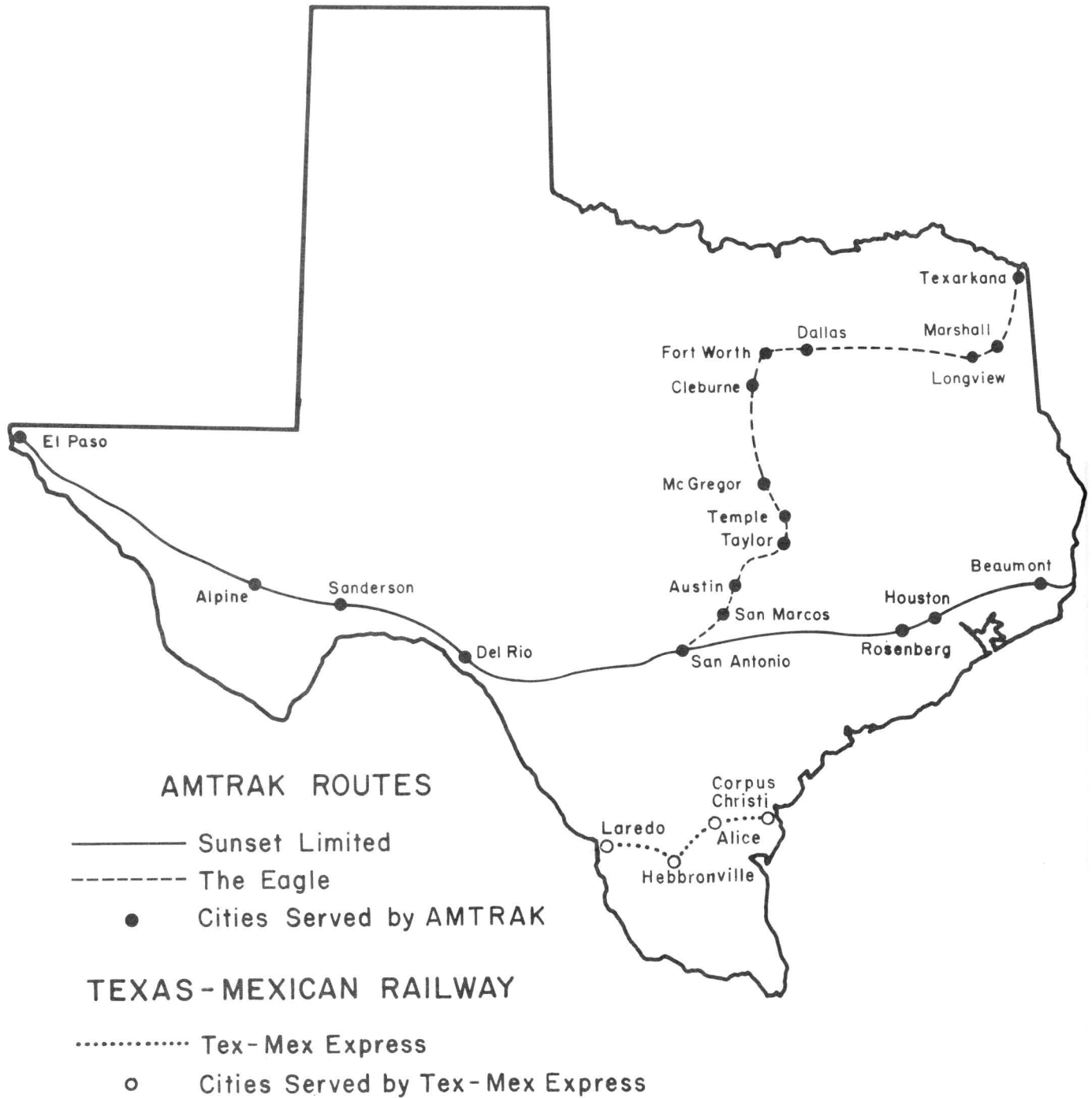
Also, under consideration is rail passenger service between Houston and Galveston. Initially, Amtrak would operate the train out of its downtown depot, but it is hoped that as interest develops the Union

Station located across from George R. Brown Convention Center could be restored and used. The Texas Limited is expected to travel to and from Galveston every two hours eventually carrying up to 240 people. The train would initially use Santa Fe tracks, but hopefully would later gain access to the Galveston, Houston and Henderson (GH&H) line which would give it direct access to the NASA area. The train is primarily designed to be a tourist attraction and has received assistance from four major Houston corporations.

As far as the current rail passenger service, there has been little change during this reporting period. (see Figure 6) Texas continues to be served by two Amtrak routes and one Texas-Mexican Railway Company route begun January 21, 1986. The two routes (The Eagle) a North-South route and (The Sunset Limited) an East-West route have seen no changes during this time as far as miles served or additional service. There is, however, a concerted effort to enhance its image through new equipment and amenities aboard these routes. The service on these routes have been upgraded to their Superliner Experience service. The cars are the largest and most comfortable double-decked vehicles available and will offer passengers an unobstructed view of the country. In fact, Amtrak plans to issue a guidebook which will describe landmarks and points of interest along the route. Other draws will include video movies at night, special activities for children, bingo and trivia games for adults, hospitality hours, full-service dining and tour packages in various cities. All this without a fare increase. Amtrak has also recently placed a \$50-million order for 50 new coaches to enhance its image and capabilities. The coaches should be available for service between March 31 and August 31, 1989.



# EXISTING RAIL PASSENGER SERVICE IN TEXAS



SOURCE: AMTRAK Schedule and TEXAS-MEXICAN RAILWAY

**Figure 6**

The Eagle is currently the only Amtrak route to provide North-South rail passenger service in Texas. The train originates in Chicago and terminates in San Antonio, connecting with the Sunset Limited for service on to Los Angeles. The train operates on a tri-weekly schedule leaving Chicago on Sunday, Tuesday and Friday and returns on Monday, Wednesday and Saturday. There is sleeping car service in the form of deluxe, family, special and economy bedrooms from Chicago to Los Angeles. All accommodations feature First Class Service including complimentary meals. There is also complimentary coffee, tea and orange juice served between 6:30 a.m. and 9:30 a.m. Food service consists of dining and lounge service with complete meals, sandwiches, snacks and beverages. There are feature-length motion pictures available as well as games and hospitality hours as part of the entertainment service provided. Baggage service is available at approximately half the stops in Texas. Only Texarkana, Longview, Dallas, Fort Worth, Temple and San Antonio offer this service. Also, ticketing service is available only at these stops but one could purchase a ticket on the train at any stop without penalty.

The Eagle enters Texas at Texarkana and makes 11 stops prior to its termination in San Antonio. The train covers 532 miles in 13 hours and 38 minutes. This is an increase in travel time of 14 minutes over the last reporting period and results in an approximate 1 mile per hour reduction in operating speed. The Eagle continues to operate at about 39 MPH through Texas which is slightly under the trains overall average operating speed of 43 miles per hour for the 1303 mile trip from Chicago to San Antonio. The major slow down continues to be the segment between Dallas and Fort Worth where it takes the Eagle 2 hours and 8 minutes

from the time it arrives in Dallas to leave the Fort Worth station on its trip south to Cleburne, Texas. This delay continues to grow from 1 hour and 25 minutes in 1984 to 1 hour and 52 minutes in 1986 to the current 2 hours and 8 minutes. The operating speed for this 32 mile stretch is only about 15 miles per hour. Another problem with the train is that its connect with the Sunset Limited in San Antonio is at very unfavorable times. The Eagle arrives in San Antonio at 11:50 p.m. while the arrival of the Sunset Limited isn't until 3:40 a.m.

The second rail passenger route through Texas is the "Sunset Limited". The Sunset Limited originates in New Orleans and terminates in Los Angeles providing Texas with only East-West passenger service. It is also operated on a tri-weekly schedule leaving New Orleans on Monday, Wednesday and Saturday and returning on Tuesday, Friday and Sunday. There is sleeping car service including deluxe, special, family and economy bedrooms. All accommodations feature First Class Service including complimentary meals. Complimentary coffee, tea and orange juice is served between 6:30 a.m. and 9:30 a.m. Food services offered are dining and lounge service with complete meals, sandwiches, snacks and beverages. There is considerable amount of entertainment provided in the form of feature-length movies, games and hospitality hours. Baggage is handled at the stops in Houston, San Antonio and El Paso. If you board at any of the other four stops you will be responsible for your baggage handling. Also ticketing will not be available at these four stops, Beaumont, Del Rio, Sanderson and Alpine, but like the "Eagle", tickets may be purchased aboard the train without penalty.

The Sunset Limited enters Texas just north of Orange with its first scheduled stop in Beaumont. One of the problems with this train is that

it is scheduled to make key stops at unfavorable times. When travelling westbound if you want to catch the Sunset Limited in Houston its scheduled time is 10:55 p.m., and if your in San Antonio its scheduled time is 3:40 a.m. The Sunset Limited is scheduled to travel the 896 miles in Texas in 18 hours and 15 minutes, averaging approximately 49 miles per hour. This is considerably better than the overall average of 38 miles per hour from New Orleans to Los Angeles.

On January 31, 1986, the Texas-Mexican Railway Company began operating a passenger train linking the cities of Laredo and Corpus Christi. The train was the result of extensive efforts by officials and businessmen of both cities to bolster their respective economies. The train runs exclusively over Tex-Mex lines and consists of five cars, including a lounge car. The trip covers 157 miles and takes about four hours with stops in Alice and Hebbronville. The train runs only on weekends leaving Corpus Christi early in the morning then returning later that evening. Operating statistics were not readily available.

Efforts continue at all levels of government and within the National Railroad Passenger Corporation (Amtrak) to preserve and enhance rail passenger service in Texas and the United States. Amtrak has seen a steady rise in its ridership system wide and is continuing efforts to support this trend. They plan to restore service, add additional equipment as well as modernize same. There are efforts to better schedule service, in particular the connector between the "Eagle" and "Sunset Limited". Amtrak has even gone so far as to include movies, games and "happy hours" with margaritas, tortilla chips and hot sauce. But as in the past, while Amtrak appears to be making an effort to enhance its situation, it is still having difficulty competing with intercity buses and airlines.



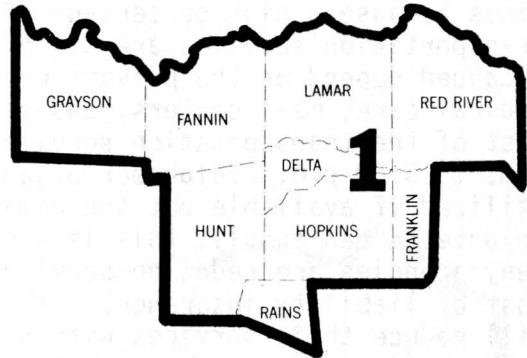


## DISTRICT SUMMARIES

PARIS DISTRICT (DISTRICT 1)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 1 of the State Department of Highways and Public Transportation covers a nine-county region in Northeast Texas, consisting of Delta, Fannin, Franklin, Grayson, Hopkins, Hunt, Lamar, Rains and Red River Counties. These nine counties have an estimated population of 298,200 and comprise a land area of 6,170 square miles. The population densities vary from 14 to 104 people per square mile as shown in the following chart.



<u>COUNTY</u>	<u>SQUARE MILES</u>	<u>TOTAL COUNTY POPULATION</u>	<u>DENSITY</u>
Delta	276	4,700	18
Fannin	905	24,800	27
Franklin	293	7,400	25
Grayson	940	98,300	104
Hopkins	793	29,400	37
Hunt	826	67,100	81
Lamar	894	45,000	50
Rains	210	6,100	29
Red River	<u>1,033</u>	<u>15,400</u>	<u>14</u>
TOTAL OR AVERAGE	6,170	298,200	48

The Sherman-Denison-Howe area is the only Standard Metropolitan Statistical Area in the District and is classified as Urbanized. Five cities, Greenville, Commerce, Sulphur Springs, Bonham and the City of Paris which is the District Headquarters are classified as Urban.

There are no municipal transit systems in the District. A Section 18 Grant was approved and began to operate in Grayson and Fannin Counties of District One and overlaps into Cooke County of District Three. This Section 18 is operated by the Texoma Area Paratransit System, Inc. known as (TAPS) located in Grayson County and serves the three county rural area of



Grayson, Fannin and Cooke Counties. TAPS also provides transportation inside the Urbanized area of Sherman-Denison-Howe under a Section 9 Grant. In many areas of the District people do not own an automobile or they cannot operate one because of age or physical conditions. The elderly and handicapped and poor are less likely to have access to transportation services because a high percentage of these people live in rural areas where transportation services are not provided or limited. The elderly and handicapped depend on the private non-profit agencies for transportation to medical care, meal centers, shopping, post office, business and recreation. Most of the transportation services operate five days a week and from 8:00 a.m. to 5:00 p.m. Volunteer organizations that provide transportation are utilized if available but the demand for service is far greater than the volunteers can supply, this is also true for the human service providers. Many agencies are reducing services because of high operating cost and high cost of liability insurance. It is estimated that more of the providers will reduce their services within the next two years if State and Federal funding is reduced or not available.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988 BIENNIUM

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1986-1988

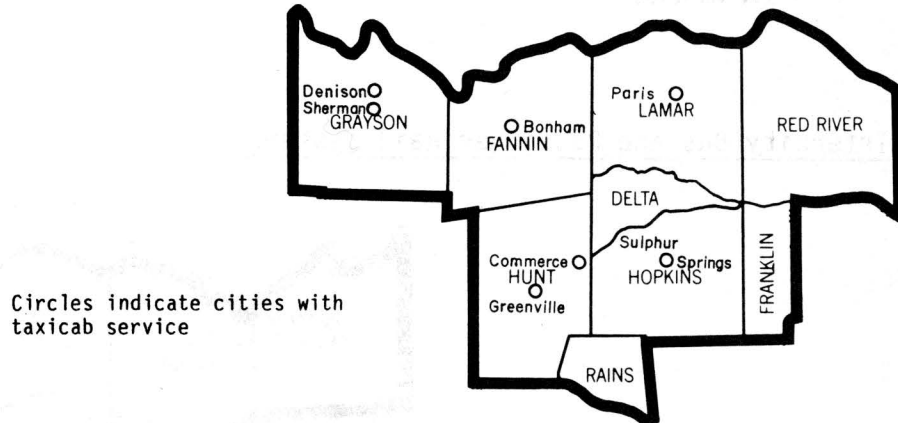
JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			TOTAL
			STATE	FEDERAL	LOCAL	
Texoma Regional Planning Comm. 508XXF8047 RPT-0003 Total	1988 1988 1988	Two 12 pass. vans Three 7 pass. vans 11 Mobile Radios & 5 Control Radios	\$	\$	\$	\$ 33,000 39,000 18,422 90,422
TX-18-X003  Total	1987	Capital Administration Operating		61,440 76,800 73,600	15,360 19,200 73,600	76,800 96,000 147,200 320,000
UMTA Sect. 9 0152 Sherman Denison Sherman Denison RPT-0003 Total	1987     1988	One van w/lift One van w/lift One 8 pass. van One 15 pass. van Capital Administration Operating		44,000 73,800 106,200	11,000 18,450 106,200	23,375 23,375 16,827 77,891 55,000 92,250 212,400 \$359,650

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 1 - 1988

1. Municipal Transit Systems

There are no Municipal Transit Systems in District 1.

2. Paratransit Systems



The following tables summarize the 1988 Public Transportation Survey Questionnaire that was mailed to all providers in mid January.

Table 2A is a summary of the Taxicab Systems and Table 2B gives a summary of the Human Service Providers.

2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS
Bonham	1	2	0	1,500	500
Commerce	1	2	0	1,200	375
Greenville	1	2	0	9,000	1,650
Paris	2	4	0	6,000	200
Sherman	1	2	0	5,000	2,000
Sulphur Springs	1	1	0	600	150
Denison	<u>1</u>	<u>2</u>	<u>0</u>	<u>3,775</u>	<u>660</u>
TOTAL	8	15	0	27,075	5,535

## 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

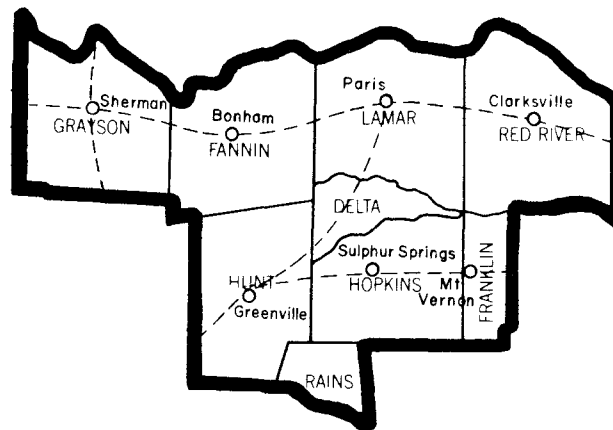
AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 1	11	104*	9	115,051	24,174	69,527	\$97,606

28 Cars/Station Wagons  
 2 Medium Buses  
 74 Maxi Vans  


---

 \* 104 Vehicles

### 3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

Greyhound Bus Lines  
 Trailways  
 Red River Bus Lines, Inc.

Rail Systems: No Service

### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 1 BY 1993

A population of 305,000 is forecasted for the nine county region of District 1 by 1993. Because of the low densities in most of the counties there is a major need for public transportation in the outlying and rural areas of each county. Larger areas such as Sherman and Denison in Grayson County utilize Section 9 UMTA funds in the Urbanized Area and Section 18 for the rural area. The 104 vehicles now in service cannot meet the demands and needs of the existing conditions in all nine counties.

TABLE II  
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Texoma Regional Planning Commission	14 Maxi Vans	FY 88-93	\$ 252,000
	Operating	FY 88-93	1,500,000
	Administrative	FY 88-93	700,000
Grayson Co. Center for Crippled Children and Adults	1 Maxi Van with lift	FY 89	28,000
Mental Health Mental Retardation Services of Texoma	4 Maxi Vans	FY 89-90	72,000
Hunt County Family Services	2 Maxi Vans	FY 89-90	36,000
Community Council of Red River County	2 Maxi Vans	FY 89-90	36,000
Northeast Texas Opportunities, Inc.	3 Maxi Vans	FY 89-90	54,000
	1 Maxi Van with lift	FY 89	28,000
Hunt County Committee on Aging	1 24-passenger bus w/lift	FY 88-89	40,000
	1 15-passenger van	FY 88-89	18,000
	1 12-passenger van	FY 89-90	16,000
	1 computer system	FY 88-89	6,500
	Operating	FY 88-89	325,000
	Administrative	FY 88-89	150,000
TOTAL			\$3,261,500

TABLE III  
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-93  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

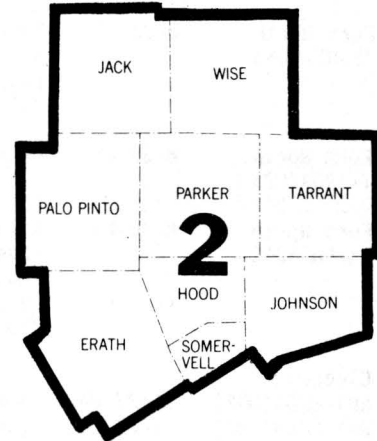
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,061,700	\$16,100	\$1,183,700	\$ -0-	\$3,261,500



FORT WORTH DISTRICT (DISTRICT 2)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



According to the 1980 U. S. Census, District 2 consists of nine counties with a population of 1,075,611. The District covers 7,207 square miles with a population density of from six per square mile in Jack County to 1,182 per square mile in Tarrant County. Wise, Palo Pinto, Somervell and Erath Counties have population densities of 20 to 39 per square mile. Parker and Hood Counties have densities of 50 to 70 per square mile and Johnson County has a population density of 111 per square mile.



District 2 Transportation is a cross section of all that transportation has to offer. We have the small town taxi services to big city service. Three well publicized rural public transportation projects are underway. They provide commuter services, fixed routes, demand response and charter services, from, in, and around three rural counties in our district. A small and middle sized city public transit operation are also doing quite well. Our biggest project is Fort Worth Transportation Authority, the "T". Their involvement includes routine fixed routes, charters, demand response, rideshare, airport terminals, H.O.V. lane planning, park and ride facility planning and fixed rail interconnect with Dallas District. We also have private operations that provide transportation for the elderly and the handicapped. These receive support from the federal and state governments.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988 BIENNIUM

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES  
1986-1988 BIENNIUM

JURISDICTION (PROJ. NO.)	DATE OF FINAL STATE APPROVAL	GENERAL DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Fort Worth TX-05-0049	2-13-81	Street furniture, shuttle vehicles, etc.	\$3,003,000	\$488,000	\$263,000	\$3,754,000
Fort Worth TX-05-0057	12-02-80	Shelters, vehicle replacement, various equipment.	1,055,000	172,000	92,000	1,319,000

TABLE I Continued

JURISDICTION (PROJ. NO.)	DATE OF FINAL STATE APPROVAL	GENERAL DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Fort Worth TX-05-0086	8-23-82	Service improvements, spare trolley engine, shop equipment, fare collection boxes.	\$1,080,000	\$176,000	\$ 94,000	\$1,350,000
Fort Worth TX-90-X023	8-30-85	Park & Ride	3,433,000	558,000	300,000	4,291,000
Fort Worth TX-90-X043	8-30-85	MITS van, 3 small buses; shop & office equipment; rehab. 5 buses; purchase 20 replacement buses.	2,877,000	468,000	252,000	3,597,000
Cleburne RPT-0005(002)	11-27-84	Small City Trans- portation	5,000	1,000	1,000	7,000
RPT-0009(002)	7-27-86		53,000	1,000	32,000	86,000
Palo Pinto County Transpor- tation Council RPT-0006(002)	4-01-85	Rural Public Trans- portation	97,000	49,000	-0-	146,000
Parker County Transportation Service, Inc. RPT-0007(02)	4-01-85	Rural Public Trans- portation	191,000	97,000	-0-	288,000
Somervell County Transit System, Inc. RPT-0008(002)	4-01-85	Rural Public Trans- portation	117,000	45,000	-0-	162,000
TOTALS			\$11,911,000	\$2,055,000	\$1,034,000	\$15,000,000

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 2 - 1988

1. Municipal Transit Systems

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

Fort Worth Transportation Authority (the "T") operates the fixed bus routes (CITRAN), the carpooling/vanpooling (RIDESHARE), and transportation for the handicapped for the City of Fort Worth. FWTA operates 149 vans and buses over 56 routes. They maintain 22 park and go lots for transit and carpooling/vanpooling and 11 lots for carpooling/vanpooling. Charters are available within a 50 mile radius of the city.

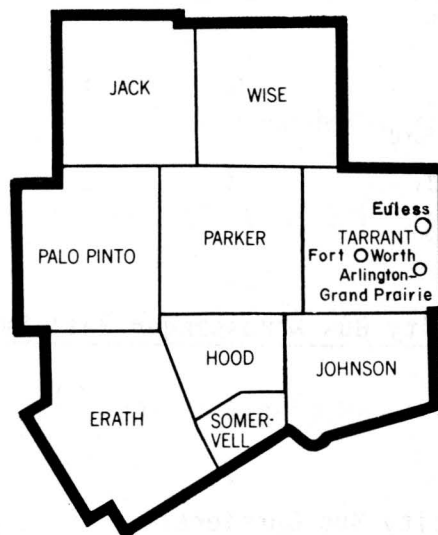
## OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Fort Worth	94	4,507,907	4,064,602	\$10,744,128	\$11,758,216	312	75¢

## VEHICLE INVENTORY

Vehicle Type/Size	Under 5 yrs.	5-9 Years	10-14 Years	15-19 Years	20+ Years	Total	Equipped for Handicapped
Vans (to 15 pass.)	15	0	0	0	0	15	0
Small Transit Coach (16-25 pass.)	3	0	0	0	0	3	3
Reg. Transit Coach	71	29	19	12	0	<u>131</u>	<u>29</u>
TOTAL VEHICLES						149	32

## 2. Paratransit Systems



Circles indicate cities with taxicab service

### 2A. TAXICAB SYSTEMS

The Taxicab System of District 2 is poorly organized. Several Tarrant County agencies are being operated from the same location. Each agency is retaining their own name, yet they all have the same address and telephone number. This will continue indefinitely.

No questionnaires were returned.



2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 2	25	90	17	111,001	13,419	-0-	\$78,797

2C. OTHER PARATRANSIT SYSTEMS

AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
CLETRAN - City of Cleburne	-	4	1	4,200	1,250	-	-
HANDITRAN - City of Arlington	-	9	7	14,178	3,538	-	-
RIDESHARE - City of Fort Worth	-	30	0	41,080	17,640	-	-
SUPERSHUTTLE - Dallas & Fort Worth	-	85	1	620,000	20,000	-	-
PALO PINTO CO. TRANSP. COUNCIL Mineral Wells	-	7	1	13,500	3,200	-	-
PARKER COUNTY TRANSP. SERVICE, INC. - Weatherford	-	10	1	27,512	2,981	-	-
SOMERVELL COUNTY - TRANSIT SYSTEM, INC. - Glen Rose	-	5	1	10,062	1,806	-	-

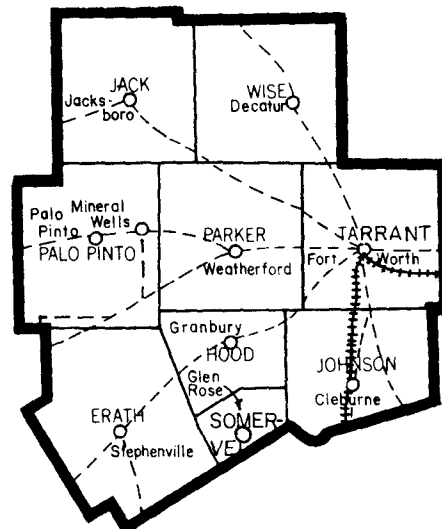
3. Intercity Bus & Passenger Rail Systems

Intercity Bus Carriers:

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

Rail Systems:

- Amtrak Route - The Eagle



#### 4. Park and Ride Facilities

(All lots are joint-use lots by permission of owners. Percent usage cannot be determined with any accuracy.)

##### Tarrant County Lots

###### Fort Worth -

6516 Brentwood Stair Rd.  
6800 Church Street  
6250 South Freeway  
5616 Crowley Road  
6037 Calmont  
7100 Camp Bowie Blvd.  
3100 South Hulen  
3016 Selma  
TCJC South Campus  
4812 South Freeway  
3301 W. Lancaster  
6059 Azle Ave.

6917 Brentwood Stair Rd.  
1404 Sycamore School Rd.  
4600 Altamesa Blvd.  
6037 McCart Ave.  
2820 Laredo  
4800 South Hulen  
5000 Southwest Blvd.  
1950 Sandy Lane  
Town Center Mall (Bolt St.)  
4269 Bryce  
2929 N. Forrest Street

###### Arlington -

Arlington Stadium  
Hwy. 303 & Park Springs Rd.  
Pioneer Parkway & Cooper St.  
Lamar & I-30  
Green Oaks & I-20

Six Flags Mall  
Mayfield Rd. & Hwy. 157  
Collins St. & I-20  
Lamar & Baird Farm Rd.

###### Azle -

Diamond Food Store

Tru-Value Hardware

###### Mid-Cities -

Loop 820 & SH 183

Hwy. 157 & SH 121

###### Lake Worth -

6713 Telephone Rd.

Hwy. 199 & Shook Tire

###### Lakeside -

Southern Comfort Lounge

8801 Jacksboro Hwy.

###### Hurst -

645 Grapevine Hwy.

###### Forest Hill -

6605 Forest Hill Dr. Wichita

###### Crowley -

Hwy. 1187 & Hwy. 731

##### Hood County Lots

###### Granbury -

Gibson's Shopping Center  
SH 208 & Hwy. 377 (Thrift)

SH 208 & Hwy. 377 (Exxon)  
Tri-County Electric

Park and Ride Facilities Continued

Parker County Lots

Weatherford -  
 Affiliated Food Store  
 Jerry's Chevrolet

Fort Worth Street  
 Parker Plaza

Aledo -  
 I-30 & Aledo Exit

PUBLIC TRANSPORTATION IMPROVEMENT  
 NEEDS IN THE DISTRICT BY 1993

The population of District 2 should continue to increase at a rate of approximately 56%, giving it an estimated population of 1.968 million by 1993. Land use should grow by 20%, mostly in urbanized areas, with emphasis on multi-family dwellings. The transit ridership forecast is optimistic, looking for an increase to approximately 75,000. In order to accomplish these predictions, we will need approximately \$1.9 billion more than we have presently committed. As for the provider areas, we will need more funding and coordination in the municipal category. The human resources category will be needing additional areas opened to them, such as insurance coverage and construction of facilities, and the paratransit category will be needing statewide expansion of rural services, additional local funding and vehicle storage facilities.

TABLE II

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1993

<u>AGENCY</u>	<u>GENERAL DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>COST</u>
SECTION 9, CAPITAL:			
Fort Worth Transportation Authority (FWTA)	Data collection	1989-93	\$ 469,000
FWTA	Replacement support/service vehicles	1989-93	375,000
FWTA	Replace obsolete vehicles	1989-91	1,563,000
FWTA	Spare bus components	1989-93	1,250,000
FWTA	Additional buses	1990-93	7,875,000
FWTA	Improvements to physical plant	1989-93	6,250,000

TABLE II Continued

## RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1993

<u>AGENCY</u>	<u>GENERAL DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>COST</u>
FWTA	Bus shelters, signs, information	1989-93	375,000
FWTA	Office equipment	1989-93	250,000
FWTA	Replace & add shop equipment	1989-93	813,000
FWTA	Spare parts purchases	1989-93	2,250,000
FWTA	Replace vans/buses for handicapped	1989-93	2,823,000
Arlington	Replace vans for handicapped	1989-93	500,000
Arlington	Operating assistance elderly/handic.	1989-93	1,606,000
SECTION 16b(2), CAPITAL:			
TOPS	Transportation for handicapped	1989	40,000
Dan Danciger	Transportation for elderly	1989	20,000
Johnson County Committee on Aging	Transportation for elderly	1989	75,000
Bethphage	Transportation for handicapped	1989	24,000
United Committee on Aging	Transportation for elderly	1989	40,000
SECTION 18:			
Palo Pinto Co. Transportation Council	Vehicle/equipment purchase, Administrative, Operational expenses	1989-93	\$ 1,118,000
Parker County Transportation Services	Vehicle/equipment purchase, Administrative, Operational expenses	1989-93	1,259,000
Somervell Co. Transit System	Vehicle/equipment purchase, Administrative, Operational expenses	1989-93	1,617,000
CLETRAN - City of Cleburne	Vehicle/equipment purchase, Administrative, Operational expenses	1989-93	765,000
TOTAL			\$31,357,000

TABLE III  
ESTIMATED PROJECT COSTS TO ALL AGENCIES FOR FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>AGENCY</u>	<u>TOTAL</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>DESCRIPTION</u>
Fort Worth Transportation Authority	\$24,293,000	\$19,434,000	\$3,482,000	\$1,377,000	Capital & Operating
Arlington	2,106,000	1,685,000	316,000	105,000	Capital & Operating
TOPS	40,000	32,000	-0-	8,000	Capital
Dan Danciger	20,000	16,000	-0-	4,000	Capital
Johnson County	75,000	60,000	-0-	15,000	Capital
Bethphage	24,000	19,000	-0-	5,000	Capital
United Committee on Aging	40,000	32,000	-0-	8,000	Capital
Palo Pinto County Transportation Council	1,118,000	699,000	329,000	90,000	Capital, Administrative & Operational
Parker County Transportation Services	1,259,000	771,000	363,000	125,000	Capital, Administrative & Operational
Somervell County Transit System	1,617,000	985,000	464,000	168,000	Capital, Administrative & Operational
CLETRAN City of Cleburne	765,000	476,000	224,000	65,000	Capital, Administrative & Operational
TOTALS	\$31,357,000	\$24,209,000	\$5,178,000	\$1,970,000	

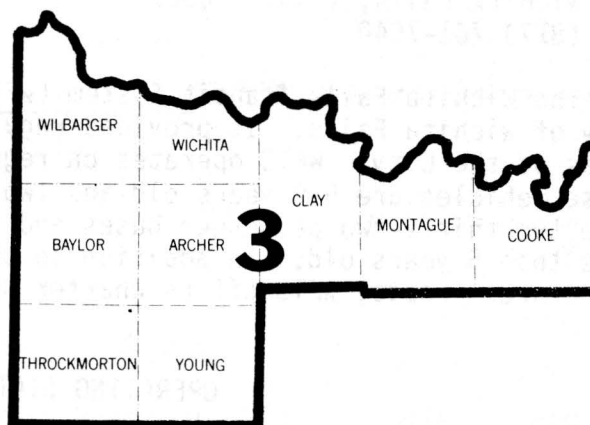
It is difficult to predict how many Section 16b(2) applications will be submitted in the next five years. Contracts in our district average approximately \$35,000 each and range from approximately \$16,000 to \$90,000. We anticipate around five applications a year.

We need to continue to develop both rural and urban transportation for all residents. There is also a need for more inter-city transportation.



WICHITA FALLS DISTRICT (DISTRICT 3)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN

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



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

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

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

TABLE I  
PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES FY 1986-1988

CITY	JURISDICTION (PROJECT NO)	FINAL STATE APPROVAL	GENERAL DESCRIPTION	COST			
				FEDERAL	STATE	CITY	TOTAL
Wichita Falls	TX-90-X096	02-04-88	Two 32-Passenger Buses	\$232,000	\$37,700	\$20,300	\$290,000

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 3 - 1988

1. Municipal Transit Systems

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

The Wichita Falls Transit System (WFTS) is owned and operated by the City of Wichita Falls. It provides regular fixed route bus service to most areas of the City. WFTS operates on regular fixed route schedules. Two of these vehicles are 5-9 years old and two are 10-14 years old. They also have two thirty-two passenger buses and four twenty passenger buses that are less than 5 years old. In addition to the four regular transit routes and one express route, WFTS offers charter service.

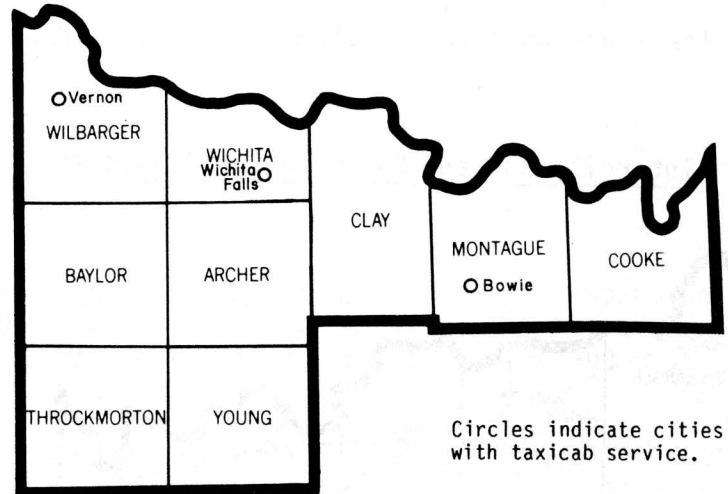
OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Wichita Falls	8	173,628	304,848	\$146,283	\$490,994	17	\$0.35-1.00
Charter	2	10,329	13,339	\$ 10,332			

VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	EQUIPPED FOR HANDICAPPED
Vans (up to 15 passengers)							
Small Transit Coach (16 to 25 passengers)	4					4	1
Regular Transit Coach (Over 25 passengers)		2	2			4	
Other - Trolley's (32 passengers)	2					2	
TOTAL VEHICLES						10	

## 2. Paratransit Systems



### 2A. TAXICAB SYSTEMS

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

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

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

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGER	MONTHLY EXPENSES
District 3	20*	39	4	24,901**	6,274	28,144***	\$11,411****

\* Questionnaires returned 18 of 20.

\*\* Incomplete or obviously incorrect answers.

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

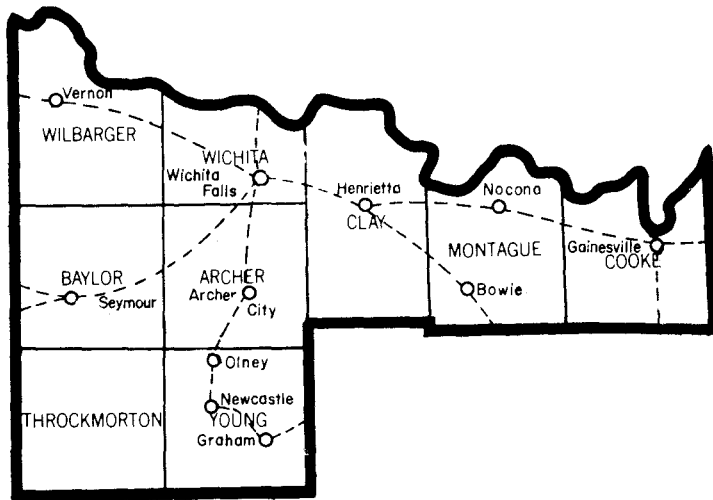
\*\*\*\* Some agencies would not report this information.



## 2C. OTHER PARATRANSIT SYSTEMS

There are no other paratransit systems in District 3.

### 3. Intercity Bus and Passenger Rail Systems



#### Intercity Bus Carriers:

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

#### Rail Systems:

No Service

### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 3 BY 1993

The population in District 3 is forecast to be near 255,500 in 1993. About sixty percent of this population is expected to be in the Wichita Falls Metropolitan area. Due to the low population densities in the eight Texas counties around Wichita County, it is anticipated that the only major changes in public transportation will be in the Wichita Falls area.

Residential land use in Wichita Falls and the surrounding area is primarily single family residential, creating low population densities. The same type land use is expected to continue through 1993. Expansion of the Wichita Falls Transit System operation of buses is considered the most logical way to improve public transportation for the City.

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

Future demand for taxicab service is projected to increase about 1% per year in Wichita Falls while demand in the two urban areas with taxicab service is not expected to change. The small city taxicab operators vary the number of vehicles and hire temporary or part-time drivers as the demand for service dictates, and by so doing are able to operate profitably. Continued

operation of the Yellow-Checker Cab Co. of Wichita Falls may depend on the negotiation of contracts with human resources organizations to furnish transportation for their clients.

PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

Urban development in the Wichita Falls Metropolitan Area, expansion of the existing public transportation systems in District 3 and the availability of funds are the major considerations in the 1988 Public and Mass Transportation Plan.

The improvement projects listed are projected by the respective agencies to meet the public transportation needs in District 3. No priorities are indicated. Implementation has begun and likely will extend into 1993 in most instances.

The segment of the population eligible for human services transportation is very difficult to determine. A special services study of the City of Wichita Falls indicates that there may be about 20,000 elderly and handicapped combined.

It is estimated that 30 vehicles need to be obtained by 1993 to provide human service transportation in District 3 outside the Wichita Falls area.

TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS FY 1989-93

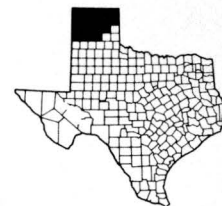
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Wichita Falls	Operating Assistance	FY 89	\$ 347,444
	Operating Assistance	FY 90	371,764
	Capital Assistance	FY 91	190,000
	Operating Assistance	FY 91	397,788
	Capital Assistance	FY 92	25,000
	Operating Assistance	FY 92	425,632
	Operating Assistance	FY 93	455,426
Private	Operating Costs	FY 89-93	50,000
TOTAL			\$2,263,054

TABLE III

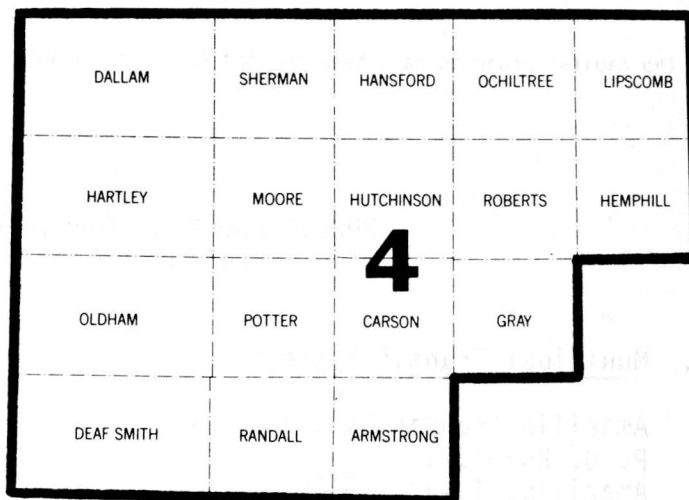
ESTIMATED PROJECTED COSTS TO ALL AGENCIES FY 1989-93  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$1,307,655	\$ 87,155	\$818,244	\$50,000	\$2,263,054

## AMARILLO DISTRICT (DISTRICT 4) 1988 PUBLIC AND MASS TRANSPORTATION PLAN



The State Department of Highways and Public Transportation (SDHPT) is charged with developing and continuously maintaining a comprehensive Master Plan for Public and Mass Transportation development in the State of Texas. Each District Office is directly responsible for all highway and public transportation activities in their particular area. This includes assisting the cities in planning and development of mass transportation programs, cooperating and coordinating with local agencies in recommending expenditures for public transportation capital improvements and various other functions associated with public transportation.



The State of Texas is comprised of 262,145 square miles with 254 counties. The estimated 1986 population for the State was 16,682,000 with 63.6 persons per square mile. District 4 of the State Department of Highways and Public Transportation encompasses an area of 17 counties of the Texas Panhandle. The total land area is approximately 17,774 square miles with 18.9 persons per square mile. There are six towns in the district that are considered rural with the exception of Amarillo. Amarillo is considered an Urbanized Area (more than 50,000 population).

The Amarillo International Air Terminal is the only terminal in the district served by major air carriers, they are American, Delta, Continental and Southwest Airlines. There is not passenger rail service operating within the area. There are four intercity bus systems operating throughout the district: Continental Trailways, Greyhound Lines Inc., Texas, New Mexico & Oklahoma Coaches Ind., and New Mexico Transportation Co., Inc.

The major public provider operating in the district are human service providers. Human service providers are made up of agencies and/or organizations which provide transportation for a specific purpose. Groups providing this type of transportation may or may not charge a fee.

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

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES FY 1986-1988

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

(No capital projects have been applied for or approved.)

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 4 - 1988

1. Municipal Transit Systems

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

The Amarillo Transit System is owned and operated by the City of Amarillo and functions as a part of the City Government. The existing system is composed of 10 routes which converge on the Amarillo Central Business District (CBD). The system utilizes 28 buses with model years ranging from 1975 to 1984.

OPERATING STATISTICS

<u>NUMBER OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
28	558,029	723,803	\$281,031	\$1,732,242	44	Children \$.35 Students .35 Adults .45 Handicapped .20 Transfers .15

## VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u>NUMBER EQUIPPED FOR HANDICAPPED</u>
Van (Up to 15 passenger)		1				1	1
Small Transit Coach (16 to 15 passenger)	8	12				20	5
Regular Transit Coach (over 25 passenger)		4				4	0
School Bus		4				4	0
Cars	1	1				2	0
Pickup		1				1	0
TOTAL	9	23				32	6

### 2. Paratransit Systems

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

Circles indicate cities with taxicab service.

### 2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
District 4	1	17	0	68,000	1,700	100	\$1.30 per flag drop \$1.00 per add'l mile

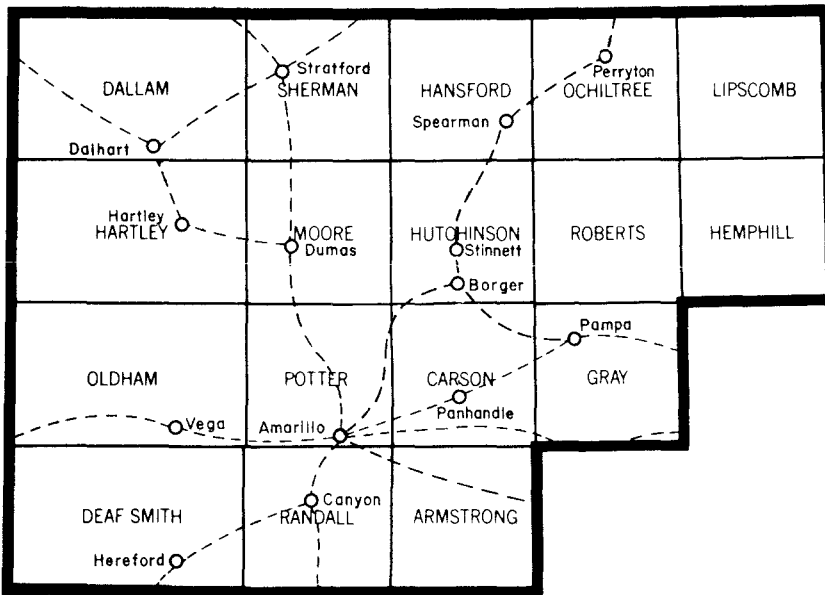
## 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGER</u>	<u>MONTHLY EXPENSES</u>
District 4	42	167	22	127,250	19,810	119,554	\$84,945.64

## 2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
District 4	2	31	-	-	-

### 3. Intercity Bus and Passenger Rail Systems



#### Intercity Bus Carriers:

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

#### Rail Systems:

No Service

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS  
IN DISTRICT 4 BY 1993

The major transportation needs in District 4 continue to be for medical, health, nutrition, and recreational purposes for elderly and handicapped individuals. The greatest transportation need in the panhandle is for service from rural to urban areas. At the present time, the majority of individuals living in the rural areas of the panhandle are transported by Section 18 program vehicles; therefore, one of the greatest needs is for continued Section 18 funding.

TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS - FY 1989-1993

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Amarillo	Capital Assistance Grant - Buses	FY 89	\$ 720,000
	Capital Assistance Grant - Buses	FY 90	\$ 720,000
	Capital Assistance Grant - Signs, Fareboxes	FY 91	\$ 75,000
	Capital Assistance Grant - Bus Washer	FY 91	\$ 150,000
	Capital Assistance Grant - Handicapped Vans	FY 92	\$ 75,000
Human Service (SDHPT)	Capital Assistance To Private Non-Profit Agencies for Vehicle Acquisition: Potter, Randall, Moore Counties	FY 89-93	\$ 162,000
Panhandle Community Services	Section 18 Grant Program Capital, Administrative & Operating Assistance	FY 89-93	\$3,795,830
TOTAL			\$5,697,830

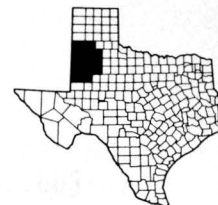
TABLE III  
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$3,868,915	\$226,200	\$121,800	\$1,480,915	\$5,697,830

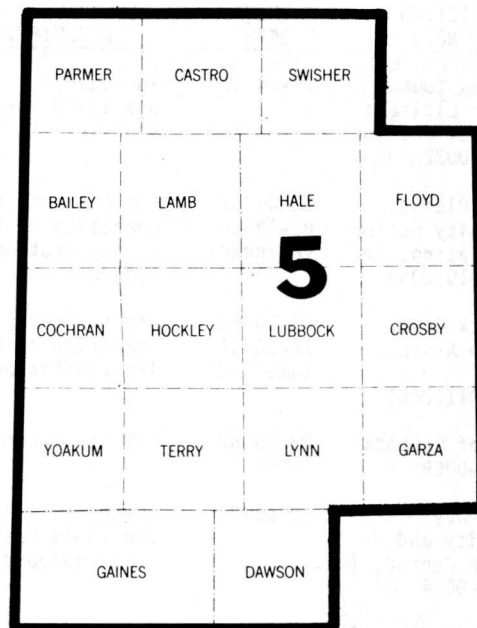




LUBBOCK DISTRICT (DISTRICT 5)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 5 of the State Department of Highways and Public Transportation consists of a seventeen county region in the South Plains of Texas. The seventeen counties had a population of 420,300 according to the 1980 census, with land area of 15,872 square miles. The average population density (population per square mile) varies from 5.84 to 237.28 people per square mile.



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

In the seventeen counties of District Five, there are 4,914 miles of roadway included in the highway system. Lubbock International Airport provides scheduled air travel to connecting points worldwide. Texas, New Mexico, and Oklahoma Coaches, Inc. schedule intercity bus travel in the area.

The sixteen counties outside of Lubbock are relatively sparsely populated, but public transportation provided for these rural areas has rapidly expanded in the past year and will continue to expand in the next five years. The availability of Section 18 funds for rural public transportation should provide an increase in public transportation services and encourage coordination of efforts in District Five.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

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

TABLE I

## PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Hockley County Senior Citizens Association, Inc. TX-16-0022	12-04-86	Purchase: One 10-16 Passenger Vehicle	\$ 15,120	\$ -0-	\$ 3,780	\$ 18,900
South Plains Community Action Association, Inc. RPT-0010(005)	02-04-87 02-12-88 (Amended)	Administration and Operation of Rural Transportation System	441,774	12,160	287,345	741,279
Caprock Comm. Action Assoc., Inc. RPT-0011(005)	03-18-87 12-18-87 (Amended)	Administration and Operation of Rural Transportation System	347,281	17,200	182,495	546,976
City of Lubbock TX-90-0069	03-19-87	Capital Expenses	76,204	12,383	6,668	95,255
Adult Day Activity and Health Center, Inc. TX-16-0024	10-08-87	Purchase: One 10-16 Passenger Lift-Equipped Vehicle	23,940	-0-	5,985	29,925
Lutheran Home of West Texas, Inc. TX-16-0024	10-29-87	Purchase: One 10-16 Passenger Lift-Equipped Vehicle	22,680	-0-	5,670	28,350
City of Lubbock TX-90-X095	02-04-88	Capital Expenses	132,800	15,359	17,841	166,000
South Plains Community Action Association, Inc. RPT-0012(005)	03-04-88	Administration and Operation of Rural Transportation System	434,117	-0-	287,190	721,307
Caprock Community Action Association, Inc. RPT-0013(005)	04-01-88	Administration and Operation of Rural Transportation System	385,802	-0-	240,830	626,632
TOTAL	1986-1988		\$1,879,718	\$57,102	\$1,037,804	\$2,974,624

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT FIVE - 19881. Municipal Transit System

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

The City Transit Management Co. (Citibus) is owned by the City of Lubbock and managed by McDonald Transit Associates of Fort Worth. Citibus provides regular fixed route service for the City of Lubbock and a special demand responsive service for those citizens unable to use the regular route system due to age or disabilities. Citibus currently operates 18 regular transit coaches and five 15 passenger vans equipped with the ability to transport the disabled on the demand response system. The buses contain both wheelchair lifts and kneeling capabilities. Also operated by Citibus are 16 regular transit coaches not equipped with either of the handicapped aids. These buses are used to provide service on 12 regular routes and on a chartered basis. Citibus also provides 8 of the lift-equipped buses for transportation to, from, and within the Texas Tech University Campus.

### OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
Lubbock	39	2,401,850	1,188,137	\$2,087,714	\$2,047,352	72	Children \$ Free (Up to 6 yrs.) Students .50 6-12 Adults .75 Elderly/ .35 Handicapped Demand 1.50 Response System

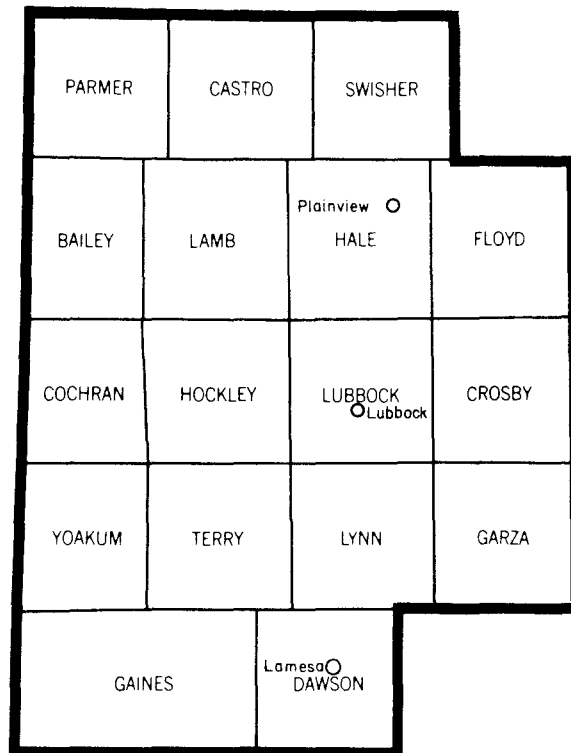
### VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u>NUMBER EQUIPPED FOR HANDICAPPED</u>	
Vans (up to 15 passengers)	5					5	5	
Regular Transit Coach (Over 25 passengers)	16	18				34	18	
						<hr/>	<hr/>	
						TOTAL VEHICLES	39	23

## 2. Paratransit Systems

Circles indicate cities with taxicab service.

There are four taxicab systems in District Five. There are two systems in Plainview, one system in Lubbock, and one system in Lamesa. The systems have reported that the most crucial issues facing the taxicab industry in the next five years are: the unsteady price of gasoline, the rising insurance rates, the minimum wage rates and workman's compensation.



### 2A. TAXICAB SYSTEMS

AREA	COMPANY	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	FARE STRUCTURE
Plainview	Phillip's Cab		No Report			
Plainview	Green's Cab		No Report			
Lubbock	Yellow Cab	18	0	65,000	10,500	\$1.50 1st 1/10 mile .10 per 1/10 mile after
Lamesa	City Cab	2	0	1,500	150	By Zone \$1-2.00 per mile 2-2.50 per mile 3-3.00 per mile

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	MONTHLY EXPENSES
District 5	27*	190	18	114,458	26,342	\$106,184

\*Number of agencies which returned questionnaire.

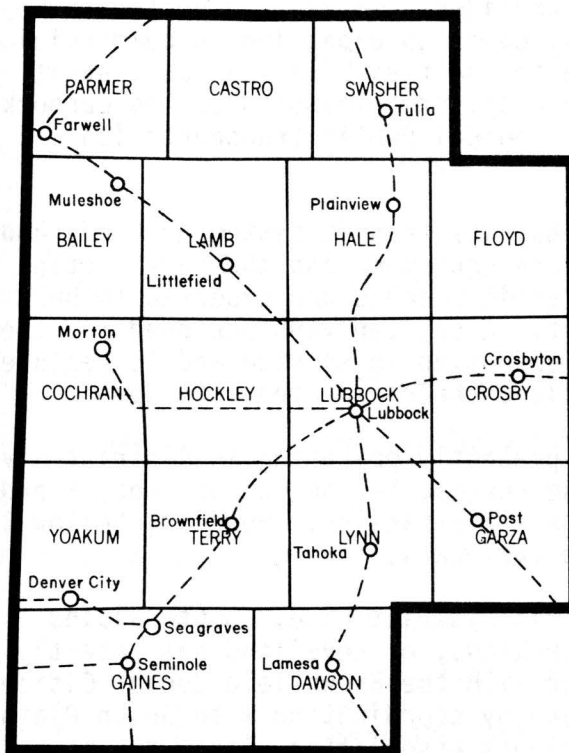
The number of potential passengers is not shown because the data obtained from the questionnaires came from agencies with overlapping service areas.

2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
Lubbock	2*	5	2	10,143	1,484

\*Number of agencies which returned questionnaire.

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Systems:

Texas, New Mexico, and Oklahoma Coaches, Inc.

Rail Systems:

No Service

4. Air Service

The Lubbock International Airport serves the entire South Plains area. The airport has expanded significantly over the past few years with the addition of three terminal and apron areas. The cost of the expansion was approximately \$10.7 million bringing the total number of gates to nine. Three major airlines previously served the area and with the new expansion America West airlines has also begun service to the Lubbock airport.

Several other renovations and additions have been done on the Airport. The terminal has been totally renovated to include two ticketing areas and two separate baggage claim areas and the airport now provides an indoor parking garage. The Southwest General Aviation area has been expanded with more hangers and taxi-ways at an approximate cost of \$3 million. Also, a maintenance facility was constructed to house snow equipment.

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS  
IN DISTRICT FIVE BY 1993

A total population of 490,154 is forecast for the seventeen county region of District Five by 1993. Lubbock County is expected to have a population of approximately 259,637 by this date or 53 percent of the total District population. Due to the low population densities of the sixteen counties surrounding Lubbock County, the major needs in public transportation programs will be for vocational, medical, and social purposes for the elderly, poor, and handicapped.

Lubbock and the surrounding area is predominantly low density, single family residences. This pattern of land use is expected to continue into 1993 with the exception of the IH 27 corridor. IH 27 is expected to be complete by 1993. The interstate will cause an expansion in commercial and industrial land use in the area. Due to the flexibility a bus transit system has in serving this type of development, expansion of the Lubbock Transit System is considered the most logical public transportation improvement for the City of Lubbock.

The City of Lubbock has recently had its transit system updated, and future plans call for replacing obsolete equipment and the construction of a transfer facility. Twelve small transit coaches are expected to be needed by 1993 for replacing equipment. Also, ten vans equipped for the handicapped will be necessary for an expansion in service and to replace the present ones which will have outlived their expected life span.

There are four taxicab companies presently operating in District Five. Of the two companies that returned the survey, Yellow Cab of Lubbock and City Cab of Lamesa, neither have plans for expansion. However, Yellow Cab plans a fare increase within the next two years.

There are two Section 18 programs in District Five. South Plains Community Action Association, Inc. (SPARTAN), of Levelland has recently expanded their service by coordination with the Brownfield Senior Citizens Association. With this new service and by coordinating with South Plains College and Hockley County Senior Citizens Association, Inc., their ridership should reach 80,000 by 1993. SPARTAN now has it's own facility which was completed in April of 1988. The facility includes offices, waiting room, shop, and parking facilities. Caprock Community Action Association, Inc. (CAPTRAN), of Crosbyton coordinates their service with MHMR in Plainview. They are planning a gradual expansion in order to better provide the citizens of their area with better transportation service. CAPTRAN also provides service to three counties outside of District Five to the East.

Approximately 67,192 people in District Five will be eligible for some type of human service transportation by 1993. The City of Lubbock is expected to contain 33,000 of those citizens. The human service organizations are planning to upgrade and expand their present facilities to meet their transportation needs.

RECOMMENDED PUBLIC TRANSPORTATION  
IMPROVEMENT PLAN AND PROJECTS - 1993

Urban development in the Lubbock Metropolitan Area, operation and expansion of the existing transportation systems in the District, and the availability of financial resources were primary considerations of District Five in the development of the 1988 Public and Mass Transportation Plan.

The improvement projects listed in Table II were designed to meet the transportation needs of this District through 1993. Individual details and descriptions are available at the Lubbock District Office. Although no definite order is given for the projects listed, the implementation data indicates the year each project is expected to begin.

TABLE II

RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS - FY 89-93

JURISDICTION OR AGENCY	PROJECT DESCRIPTION	IMPLEMENTATION DATE	ESTIMATED COST
City of Lubbock	Operating Assistance	FY 89	\$ 1,700,000
City of Lubbock	Capital Improvement	FY 89	216,871
City of Lubbock	Operating Assistance	FY 90	1,770,000
City of Lubbock	Capital Improvement	FY 90	446,628
City of Lubbock	Operating Assistance	FY 91	1,840,000
City of Lubbock	Capital Improvement	FY 91	1,220,310
City of Lubbock	Operating Assistance	FY 92	1,920,000
City of Lubbock	Capital Improvement	FY 92	429,156
City of Lubbock	Operating Assistance	FY 93	2,000,000
City of Lubbock	Capital Improvement	FY 93	1,376,859
Social Agencies Section 16b(2)	Capital Assistance	FY 89-93	700,000
Social Agencies Section 18	Operating Assistance	FY 89-93	7,413,665
			=====
		TOTAL COST	\$21,033,489



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

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FUNDING CONTINUES)

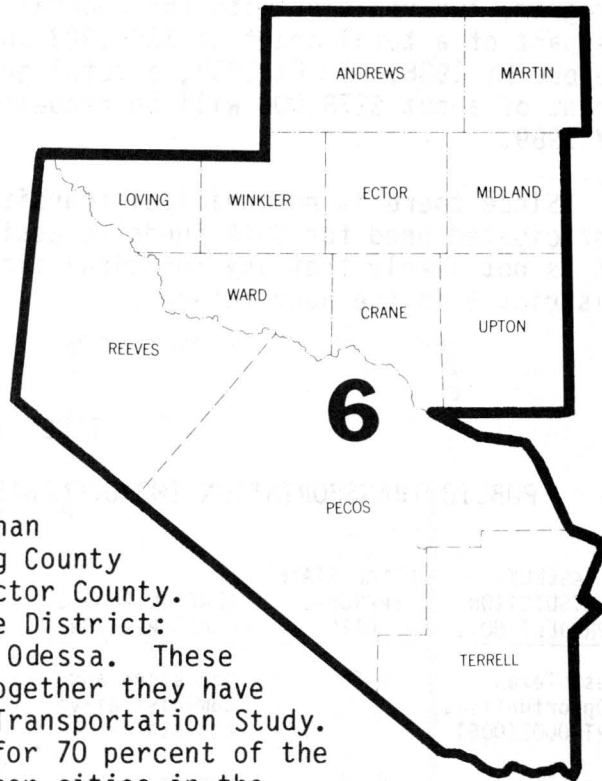
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>AGENCIES</u>	<u>TOTAL</u>
\$12,772,135	\$451,484	\$4,901,481	\$2,908,389	\$21,033,489

ODESSA DISTRICT (DISTRICT 6)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



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

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



The highway system in the District consists of approximately 2800 miles of roadway on the FM, RM, SH, US and IH systems. The Midland International Airport serves as the regional air service center for the area with connections to major points in the State and Nation. Numerous bus lines serve intercity and interstate needs. Passenger rail service (Amtrak) is available only in the extreme southern edge of the District at Sanderson (Terrell County) on the Southern Pacific Railroad. There are no municipal transit systems in the District. The Midland transit system was shut down in 1986. Some of the transit vehicles were transferred to social service organizations in Midland. These organizations provide transportation for people who are dependent on others for transportation.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

A human service agency has purchased, through the Section 18 Grant Program, two vehicles with the Federal share being \$20,900.80. This money is part of a total grant of \$306,923 and the total grant will be spent before FY 1988. In FY 1987, a total grant of \$227,866 was spent. A new grant of about \$278,000 will be requested and if approved will be used in FY 1989.

Since there is no municipal transit system in our district, there is no anticipated need for UMTA funds to assist in operating a transit system. It is not likely that any municipal transit system will be operating in District 6 in the near future.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1986-1988

<u>AGENCY JURISDICTION (PROJECT NO.)</u>	<u>FINAL STATE APPROVAL DATE</u>	<u>GENERAL PROJECT DESCRIPTION</u>	<u>FEDERAL COST</u>	<u>STATE COST</u>	<u>LOCAL COST</u>	<u>TOTAL COST</u>
West Texas Opportunities RPT-0002(006)	8-86	Operating and administrative assistance.	\$227,866	---	\$183,647	\$411,513
West Texas Opportunities RPT-0003(006)	8-87 Amendment No. 1 11-20-87	Purchased one 12-passenger van, and one 4-door sedan. Also operating and admin. assistance.	\$306,923	---	\$235,058	\$541,981

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 6 - 1988

1. Municipal Transit Systems

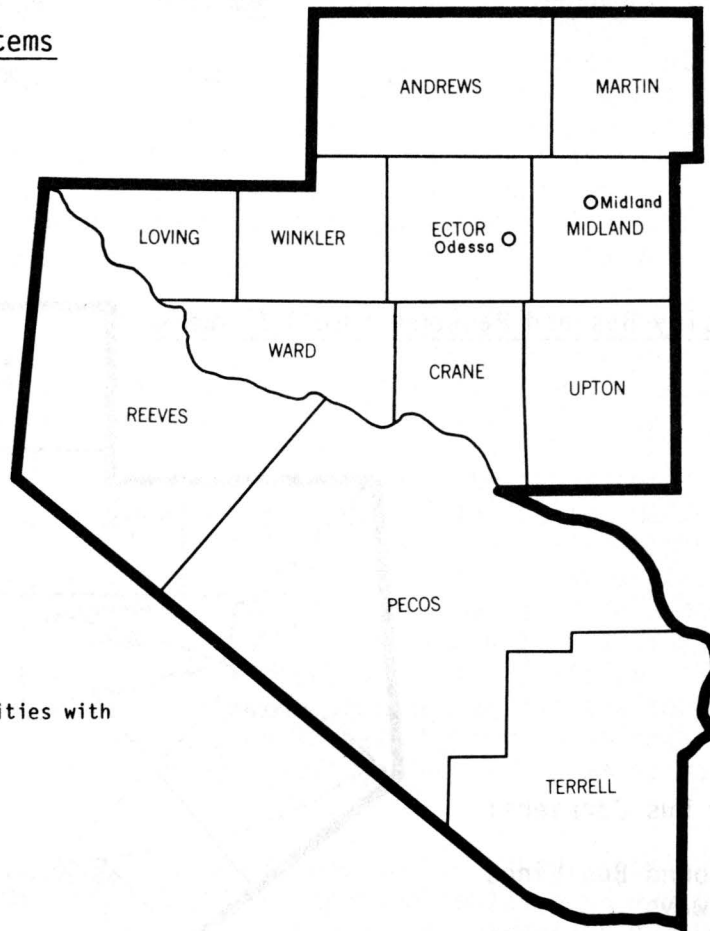
Midland Transportation System (MIDTRAN)  
P. O. Box 3441  
Midland, Texas 79702  
(915) 684-3751

The Midtran System that was owned and operated by the City of Midland, was discontinued in 1986.

## VEHICLE INVENTORY

<u>VEHICLE/TYPE SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-20 YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (Up to 15 Passengers)	0	1	0	1	0
Small Transit Coach (16 to 25 Passengers)	7	5	0	12	5
Regular Transit Coach (Over 25 Passengers)	0	0	0	0	0
Others (Please Specify)	0	0	0	0	0
<b>TOTAL VEHICLES</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>5</b>

### 2. Paratransit Systems



### 2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Midland	4	15	0	N/A	N/A	4,800	N/A
Odessa	1	*12	0	N/A	N/A	7,500	N/A

N/A Not Available

\* The franchise allows the operation of up to 25 vehicles

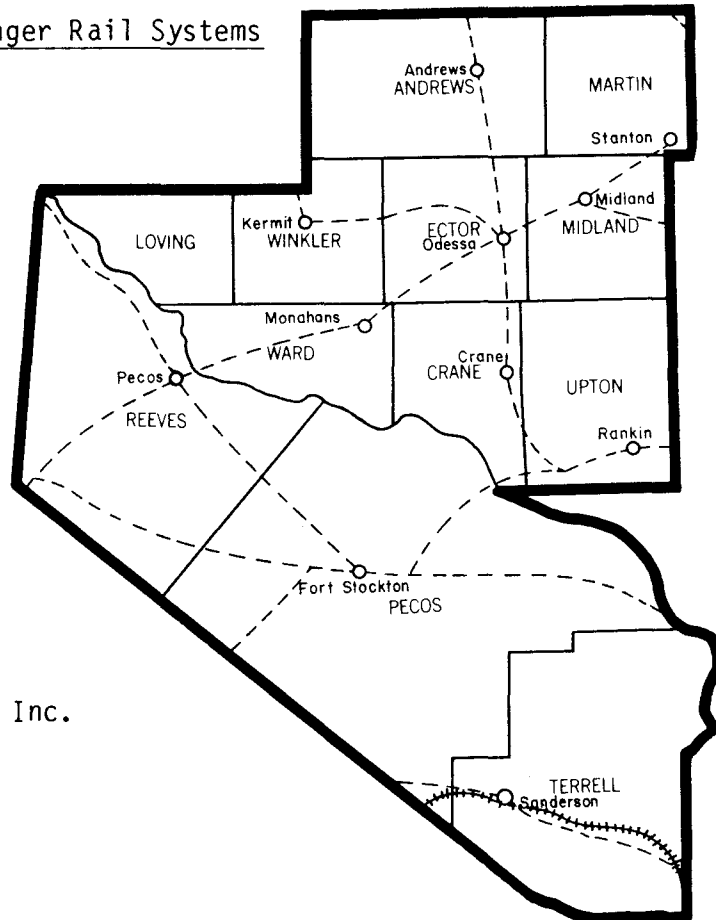
2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
Dist. 6	20	67	8	38,665	15,825	19,222	\$50,443

2C. PARATRANSIT SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES FOR HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS
Dist. 6	1	13	0	30,000	3,000

3. Intercity Bus and Passenger Rail Systems



Intercity Bus Carriers:

- Greyhound Bus Lines
- Trailways
- T.N.M. & O. Coaches
- Kerrville Bus Co., Inc.
- New Mexico Transp. Co., Inc.
- All American Travels
- Concho Coaches, Inc.

Rail Systems:

Amtrak Route - Sunset Limited

PUBLIC TRANSPORTATION IMPROVEMENT  
NEEDS IN DISTRICT 6 BY 1993

A total population of 372,800 has been forecasted from data provided by the Division of Planning and Coordination of the Governor's Office for the twelve county region of District 6 by 1993. It is estimated that approximately seventy one percent (264,700) of this population will be within the Midland-Odessa Metropolitan area. The area's urban form is predominately low density development with dwelling units being primarily single-family residences. Multi-family dwelling units are being constructed; however, the land use pattern of low density development is expected to be predominate through 1993.

A transportation development program has been prepared for the City of Odessa; however, the City has not indicated interest in initiating any form of public transportation programs other than those operated by private non-profit organizations for human services. It is, therefore, anticipated that Odessa will not initiate a program for public transportation within the time frame of this plan. All operations of the Midland transit system were stopped by the end of 1986. Several buses were transferred to local social service organizations so they could provide transportation for people who couldn't provide their own transportation. A new transit system is not likely to be developed in the near future for Midland.

It is anticipated that the taxicab service in Midland and Odessa will grow at about 2% per year through the time frame of this plan. The demand in the other areas of the District are expected to remain at a low level of service, operating only on a part-time basis through 1993.

Due to the low densities and growth rates, the major needs in the District outside of Ector and Midland Counties will be for medical and social purposes for the elderly and handicapped. It is reasonable to expect that these needs could best be served by the human service agencies. It is estimated that approximately 45,110 people will be considered in the elderly and handicapped category by 1993. Approximately 13,100 of these are expected to be in the ten rural counties of the District. The transportation needs for social service agencies in the ten counties outside of Ector and Midland Counties could best be served by small vehicles. It is estimated that up to fourteen additional or replacement vehicles could be utilized in these areas.

The social service agencies in Midland should be adequately served by the acquisition of two additional vans and one replacement vehicle. In Odessa, the social service agencies' needs could be served by the acquisition of two additional lift equipped vans and one replacement vehicle. This is contingent upon the agencies utilizing the existing vehicles to cooperate and coordinate their efforts into a unified system in Odessa.

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

RECOMMENDED PUBLIC TRANSPORTATION  
IMPROVEMENT PLAN AND PROJECTS - 1993

The primary objective of District 6's Public and Mass Transportation Plan is to present the programs which seem reasonable and which may be developed within the financial constraints of the local agencies required to implement the programs. It is also essential to provide for the transportation needs of the elderly and handicapped by identifying additional equipment needs and coordinating the needs with existing providers such as taxicab companies. Partial implementation of the plan is, therefore, included in the list of projects in Table II under the jurisdiction of human service agencies.

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

TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS FY 1989-93

<u>AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Human Services	Purchase 20 vehicles and related equipment	FY 89-93	\$ 420,000
	Operating Assistance	FY 89-93	\$1,500,000
TOTAL			\$1,920,000

The total cost of the recommended transportation improvement projects through 1993 for District 6 is estimated at about \$1.9 million. This represents the funding required to expand the level of human service transportation in District 6. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

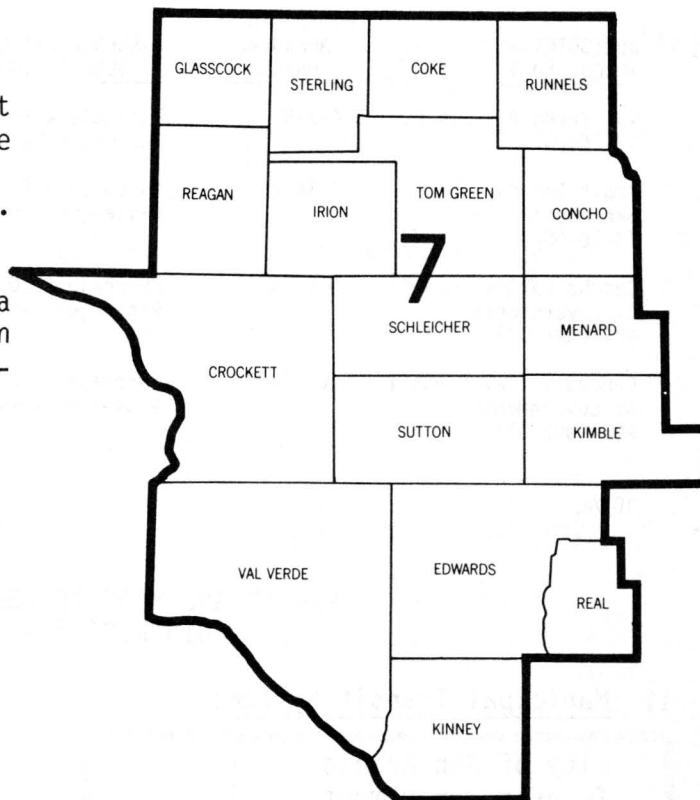
TABLE III  
ESTIMATED PROJECT COST TO ALL AGENCIES FY 1989-93  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$1,536,000	\$ -0-	\$ -0-	\$384,000	\$1,920,000

**SAN ANGELO DISTRICT (DISTRICT 7)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN**



District 7 of the State Department of Highways and Public Transportation is comprised of 17 counties in West Central Texas extending from the Northern edge of the Edwards Plateau to the border of Mexico. The 1980 census population was 172,456 people in the 23,593 square miles, which in land area makes it the largest District in Texas. The 1986 population density of the rural counties varies from 1.0 to 11.9 persons per square mile. Tom Green County average 65.3 persons per square mile.



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

The 1986 population estimates are 189,205 for the District, with 85,100 for San Angelo and 32,200 for Del Rio.

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

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

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

**PUBLIC TRANSPORTATION IMPROVEMENTS AND  
EXPENDITURES 1986-1988**

During the past two years, approximately \$189,700 in public transportation improvements has been approved. The City of San Angelo received \$402,794 of UMTA operating assistance for the years 1986-1988. Table I contains a breakdown of the projects.



TABLE 1

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	Total
Val Verde D.R.I.V.E. TX-16-0020	4-1-87	Purchase a 10-16 Passenger Van	\$22,618	\$ -0-	\$5,654	\$28,272
Adult Day Care of San Angelo, Inc. TX-16-0024	1-14-88	Purchase a 10-16 Passenger Van	27,720	-0-	6,930	34,650
Concho Valley Council of Governments RPT-0001(07)	9-2-86	Purchase 4 10-16 Passenger Vans	51,722	-0-	12,931	64,653
Concho Valley Council of Governments RPT-0002(07)	10-30-87	Purchase 4 10-16 Passenger Vans	49,723	-0-	12,431	62,154
TOTAL			\$151,783	-0-	\$37,946	\$189,729

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 7 - 1988

1. Municipal Transit Systems

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

The San Angelo Transit System is owned and operated by the City of San Angelo. The system provides regularly scheduled service six days a week on fixed routes. Over 70 percent of the residents of San Angelo live within 1/4 mile of a bus route. The system has ten buses, six of which are lift equipped, operating on six routes. The system offers very limited charter service. The fares range from 25¢ to 50¢ with free transfers.

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

Rainbow Transit, which is privately owned, operates two regular transit coaches (over 25 passengers). One being over five years old and the other over 20 years old, not equipped for the handicapped, on three fixed routes in the City of Del Rio from 8:00 a.m. to 9:30 p.m. Monday through Saturday. The fare ranges from 35¢ to 50¢ with no transfer policy.

International Transportation  
307 E. 10th Street  
Del Rio, Texas 77840  
(512) 774-2541

International Transportation, a privately owned company, operates four vehicles, none equipped for the handicapped. Fleet consists of three regular transit coaches (over 25 passengers), all three being 10-14 years old, and one auto under five years old. The system operates one fixed route in the City of Del Rio from 8:00 a.m. to 7:00 p.m. Monday through Saturday, and from 8:00 a.m. to 6:00 p.m. on Sundays. Fare structure ranges from 45¢ to 75¢ with no transfer policy. Rainbow and International will each replace one vehicle in the next five years.

### OPERATING STATISTICS

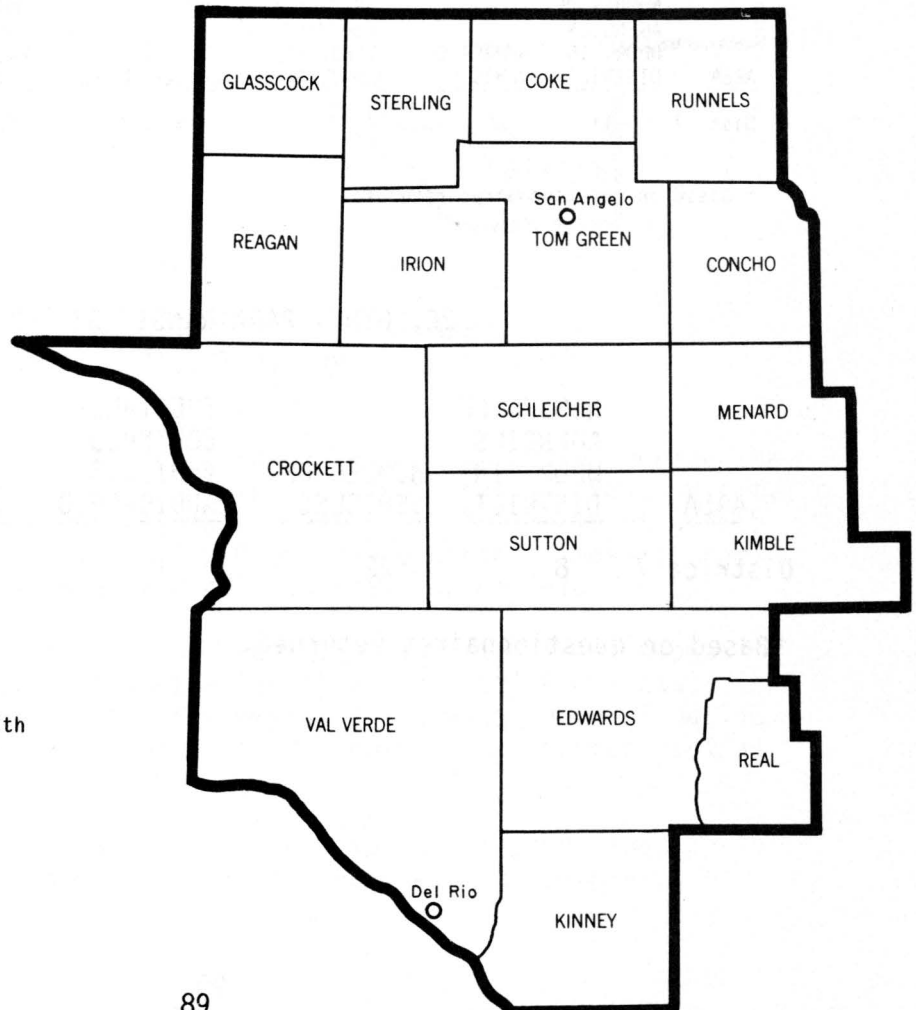
<u>AREA</u>	<u>NUMBER OF BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
San Angelo	10	229,000	250,000	\$74,750	\$445,500	13	25¢-50¢
Del Rio	5	N/A	N/A	N/A	N/A	N/A	35¢-75¢

### VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u>#EQUIPPED FOR HANDICAPPED</u>
Regular Transit Coach	3	8	4			15	6*
						TOTAL VEHICLES 15	6

\* Two buses have the "Kneeling" capability.

## 2. Paratransit Systems



Circles indicate cities with taxicab service

2A. TAXICAB SYSTEMS\*

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Del Rio	9	N/A	0	N/A	N/A	N/A	\$1 + \$1 per mile
San Angelo	5	N/A	0	N/A	N/A	N/A	Set by Ind.CabCo \$2 min.+ .6/mi.min.
TOTAL	14	N/A	0	N/A	N/A	N/A	

\* Statistical information is incomplete.

The City of San Angelo has a policy of free enterprise competition allowing anyone to operate a taxi under certain guidelines with each company setting their own fare structure.

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS\*

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
Dist. 7	11	62	3	42,055	11,020	61,800	\$28,100

\* Based on questionnaires returned.

2C. OTHER PARATRANSIT SYSTEMS\*

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
District 7	8	22	1	15,100	1,690

\*Based on questionnaires returned.

### 3. Intercity Bus and Passenger Rail Systems

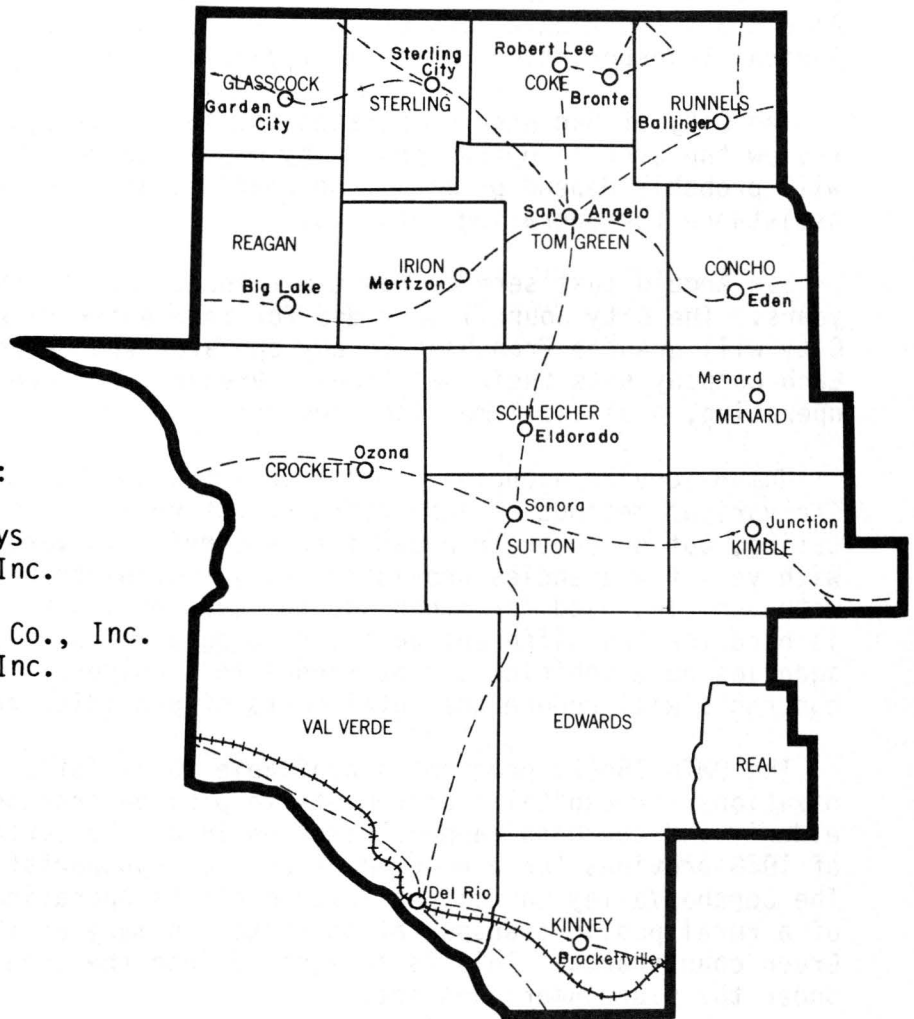
#### Intercity Bus Carriers:

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

#### Rail:

##### Amtrak Routes:

Sunset Limited



### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 7 BY 1993

The seventeen counties of District 7 had a 19 percent growth during the period for 1970 to 1980, and a 9.7% growth from 1980 through 1986. Ninety percent of the growth was in San Angelo and Del Rio. This rate of growth will provide a 1993 population of 215,000 for the District. Most of the growth will be in the San Angelo Metropolitan Area and Del Rio.

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

San Angelo has developed in a typical urban sprawl of predominately low density single family residences, townhouses and apartment complexes of

usually two or three stories in height. This pattern of land use is expected to continue through 1993. Due to the population size of San Angelo and the flexibility of the bus system, this is considered the most logical transportation improvement plan for the city.

The City of San Angelo operates the local bus system. They periodically review the overall operations. Any major changes in services or routes will probably depend primarily on changes, if any, in the Federal assistance for operating deficits.

San Angelo taxi service has experienced several changes in the past few years. The City Council provided for free enterprise and competition. The City will grant a franchise to any operator who meets certain guidelines. Each company sets their own fares. Presently, three companies are operating, plus two limousine services.

Human Service agencies provide some transportation to their clientele. The various methods of accounting do not reflect a true cost for transportation, but on a per trip basis this service is very costly to the agency. With very few agencies providing daily routine transportation, and usually with vehicles used for other agency needs during the normal work hours, it is hard for the different agencies to do a lot of coordination. Where agencies have vehicles and personnel to transport clients then interagency contracts will reduce the total costs of providing transportation.

The UMTA 16b(2) program is available to assist private non-profit organizations for capital improvements to provide transportation for the elderly and the handicapped. Section 18 of the Surface Transportation Act of 1978 provides for a program of public transportation in rural areas. The Concho Valley Council of Governments is operating a Section 18 program of a rural public transportation system in many of the counties in the Tom Green county area. This is integrated into the program formerly operated under the Older Americans Act.

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

In providing transportation for those unable (elderly, handicapped, etc.) to provide for themselves, a more demand-responsive, individualized system is best. Current programs operated by various social service organizations and interest groups possess the potential for meeting this need. This is especially true in the rural areas where vans would more than likely meet the demand adequately and most economically. In many counties this is being done through the Council of Governments in cooperation with the cities and/or counties.

In some of the areas transportation is provided by an individual under contract to the Department of Human Services.

Cost of operation as well as purchase of replacement vans could cause the termination of these programs if existing funding is reduced. By 1993 it is estimated that eight of the vans will need to be replaced.

RECOMMENDED PUBLIC TRANSPORTATION  
IMPROVEMENT PLAN AND PROJECTS - 1993

The recommended plan for District 7 is to upgrade the San Angelo Transit System equipment, and to provide replacement vehicles for Section 18 and social and health services by transportation providers.

The public transportation improvement projects listed in Table II are assigned to meet the major transportation needs of District 7. This in no way is establishing priorities or assigning financial responsibilities for any of the agencies. The implementation date indicates the year each project is expected to start. Any changes in Federal Funding available will have a major influence on all the transportation systems.

TABLE II

RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS-FY 1989-1993

<u>Jurisdiction or Agency</u>	<u>Project Description</u>	<u>Impl. Date</u>	<u>Est. Cost</u>
Rainbow Transit & International Transportation	Replace 2 buses	FY 90-93	\$200,000
City of San Angelo	Purchase 15 passenger van lift equipped & shop equipment	89	110,145
	Purchase 4 buses	90-93	500,000
	Purchase radios, fareboxes, equipment	89-93	22,000
	Operation Assistance	89-93	2,200,000
	Passenger shelters & benches	89-93	50,000
Human Service Agencies	Capital Assistance to private non-profit organizations for equipment acquisition	88-93	200,000
COG Rural Transportation	Purchase vans and operate Transportation system	89-93	1,310,000
		TOTAL	\$4,592,145

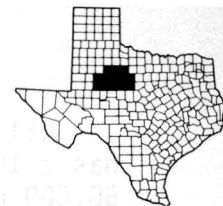
The total cost of all recommended transportation improvement projects through 1993 for District 7 is estimated at \$4,592,145. If the present method of financing public transportation projects continues, then the approximate cost of each agency for all recommended projects would be shown in Table III.

TABLE III

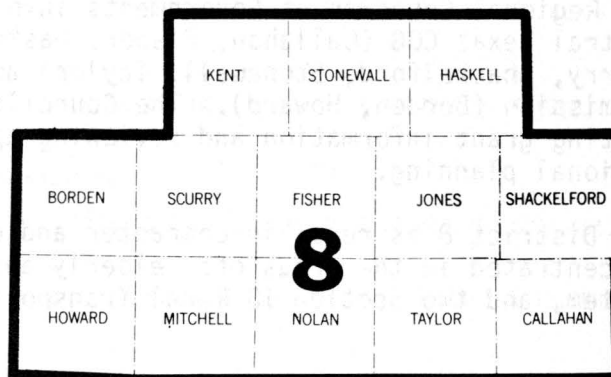
ESTIMATED PROJECT COSTS TO ALL AGENCIES BY FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$2,790,425	\$88,680	\$1,633,040	\$ 80,000	\$4,592,145

ABILENE DISTRICT (DISTRICT 8)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 8 of the State Department of Highways and Public Transportation consists of a thirteen county area in the North Central Plains region of Texas. These thirteen counties consist of a population of approximately 253,700 and comprise a land area of 11,791 square miles. The population per square mile varies from 1 to 129 throughout the District but averages 21 people per square mile districtwide. A summary of this data, by county, is shown below.



District Population and Square Mile Breakdown

<u>County</u>	<u>Highway Miles</u>	<u>Square Miles*</u>	<u>Population*</u>	<u>Person per Square Mile</u>
Borden	171.87	900	1,000	1
Callahan	283.57	899	11,700	13
Fisher	274.21	897	5,900	7
Haskell	284.01	901	7,600	8
Howard	279.06	901	36,500	40
Jones	411.04	931	17,600	19
Kent	157.30	878	1,200	1
Mitchell	232.77	912	9,500	10
Nolan	223.54	915	18,100	20
Scurry	276.87	900	19,500	22
Shackelford	174.95	915	4,100	5
Stonewall	152.60	925	2,400	3
Taylor	386.18	917	118,600	129
TOTAL FOR DISTRICT	3,307.97	11,791	253,700	21

\* 1986 Texas Almanac

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

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

\*\* Census 1980



All other areas of District 8 are considered rural except Abilene which has a 1980 population of 98,315 and is the only urbanized area (more than 50,000 population) in the District. The City of Abilene corporate limit comprises an area of 108 square miles and has a density of approximately 910 people per square mile.

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

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

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

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

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
People for Progress Inc.; RPT-0005(008)	05-30-85	Administration and Operation of a Rural Transportation System	\$233,779.64	-0-	\$67,351.61	\$301,131.25
People for Progress Inc.; RPT-0007(008)	06-19-87	Administration and Operation of a Rural Transportation System	\$ 57,812.47	-0-	\$25,784.09	\$ 83,596.56
Aspermont Small Business Development Center, Inc.; RPT-0006(008)	10-04-85	Administration and Operation of a Rural Transportation System	\$109,822.34	-0-	\$49,641.05	\$159,463.39
Aspermont Small Business Development Center, Inc.; RPT-0008(008)	03-01-87	Administration and Operation of a Rural Transportation System	\$159,107.20	\$ -0-	\$ 81,783.15	\$240,890.35
Aspermont Small Business Development Center, Inc.; RPT-0009(008)	03-01-88	Administration and Operation of a Rural Transportation System	\$ 9,193.84	\$ -0-	\$ 6,734.65	\$ 15,928.49

TABLE I CONTINUED

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Fisher County Senior Citizens TX-16-0023	12-02-86	1 Standard Passenger Van	\$ 12,871.20	\$ -0-	\$ 3,217.80	\$ 16,089.00
West Texas Rehab. Center TX-16-0023	10-24-86	Operation of a Transportation System with Wheelchair Lifts for Elderly & Handicapped	\$ 38,904.00	\$ -0-	\$ 9,726.00	\$ 48,630.00
City of Abilene TX-05-0121	12-02-87	Municipal Transit System	\$157,923.71	\$25,662.60	\$ 13,818.32	\$197,404.63
Rural Taylor County Aging Services TX-16-0023	09-28-87	1 Standard Passenger Van	\$ 12,784.10	\$ -0-	\$ 3,196.00	\$ 15,980.10
TOTALS			\$792,199	\$25,662	\$261,252	\$1,079,113

PUBLIC AND MASS TRANSPORTATION  
IN THE DISTRICT - 1988

1. Municipal Transit System

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

The Abilene Transit System is owned and operated by the City of Abilene and operates six two-way routes for a total of twelve scheduled routes. A total 19 buses are currently owned by the A.T.S. - 13 regular and 6 reserves.

OPERATING STATISTICS  
(Abilene Area)\*

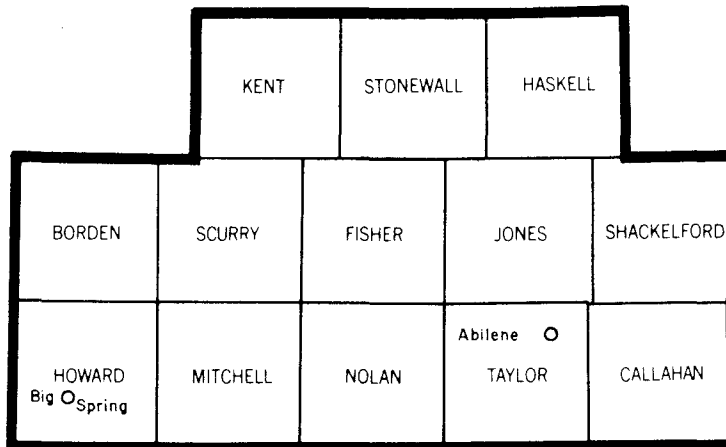
NO. OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
15	392,163	421,212	\$469,686	\$822,710	29	45¢-students 60¢-adults 30¢-E & H

\*1987 Texas Transit Statistics

## VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u># EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)							
Small Transit Coach (16 to 25 passengers)	3					3	3
Regular Transit Coach (Over 25 passengers)	0	14	0	2	0	16	14
Other (Please specify)							
TOTAL VEHICLES:						19	17

## 2. Paratransit Systems



Circles indicate cities with taxicab service.

## 2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY VEHICLE TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Abilene	1*	5	0	40,000	3,000	Unknown	\$1.50 Drop \$1.00/Mile
Big Spring	1	10	0	13,500	1,850	Unknown	\$1.50 Drop \$1.00/Mile

\*Did not respond to study questionnaire.

## 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 8	32*	47	28	34,660	17,000	50,000	\$37,305.00

\*11 Providers did not respond to study questionnaire.

## 2C. OTHER PARATRANSIT SYSTEMS

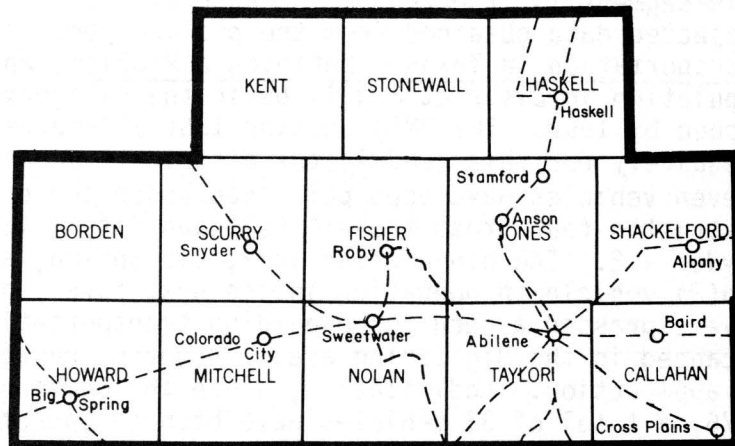
AREA	NUMBER OF SYSTEMS	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	MONTHLY INCOME	MONTHLY EXPENSES
District 8	1	3	3	5,000	7,500	\$525.00	\$9,000

### 3. Intercity Bus And Passenger Rail Systems

#### Intercity Bus Carriers:

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

Rail: Amtrak Route - None



### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 8 BY 1993

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

The bulk of public transportation projects to be implemented in District 8 over the next five years will be in the Abilene urbanized area and Abilene SMSA. Abilene and its surrounding area is typical of the urban sprawl trend of predominately low density, single family residences. There is, however, continuing evidence of the development of heretofore vacant lands within the older sections of the City. The major public transportation improvements involves specifically the Abilene Transit System which is owned and operated by the City of Abilene and managed by McDonald Transit Associates, Inc. of Fort Worth, Texas. Abilene Transit System has purchased three new paratransit vans, equipped for the handicapped. These improvements were made with assistance from UMTA Section 5 and Texas Public Transportation Grants.

Taxi service in the City of Abilene has been restructured to allow City licensing of individual taxi cab service providers. Currently, there is one taxi cab service provider: Yellow Cab with five vehicles. Future demand for taxicab service in the Abilene area as well as in the Big Spring urban area is expected to undergo little change.

Due to low population of the twelve remaining counties in the district (Borden, Callahan, Fisher, Haskell, Howard, Jones, Kent, Mitchell, Nolan, Scurry, Shackelford, and Stonewall), the major needs in public transportation will be for medical and social purposes for the elderly, poor, and handicapped. Also, it is apparent that the demand for transportation from this segment is expected to increase over the next five years. Based on projected data obtained from the publication, Elderly and Handicapped Transportation in Texas - Defining a Problem, approximately 26% of the population in District 8 will be in the category of elderly and/or handicapped by 1992. The UMTA Section 16b(2) Program is currently providing adequately for this need in the district's urban and urbanized areas. Eleven vehicles have been purchased under the program in three of the district's four urban areas: Colorado City - 4; Sweetwater - 5; and Snyder - 2. The other urban area, Big Spring, should have at least one 16b(2) vehicle in operation in the next five years. At least two agencies have expressed a need for providing transportation to the elderly and handicapped in the Big Spring area. However, no agency as yet has submitted an application. Additionally, since the Section 16b(2) program began in 1976, a total of 33 vehicles have been in operation in the Abilene Urbanized Area. Five of the vehicles have been retired. Because there are a number of social service vehicles throughout the district, coordination of service among the various agencies is needed to prevent any duplication of effort.

Other demands for transportation in the next five years will come from the rural areas. A program for public transportation assistance in rural areas is offered through Section 18 of the Surface Transportation Act of 1978. People for Progress, Inc. of Sweetwater has assumed operation of the Section 18 project formerly operated by Rolling Plains Campus of Texas State Technical Institute since June, 1981. The project may provide public transportation service in Fisher, Mitchell, Nolan and Taylor Counties. Another Section 18 project known as Double Mountain Transit System was approved February 17, 1984. The system is operated by Aspermont Small Business Development Center headquartered in Aspermont, Texas. The system has six vans and serve six rural counties: Haskell, Jones, Kent, Knox,

Stonewall, and Throckmorton Counties. Ridership is expected to increase significantly for these two rural transit systems over the next five years. Future funding needs will be in the realm of administrative and operating assistance for both systems.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

The primary objective of the 1993 District 8 public and mass transportation plan is to identify realistic transportation needs to the Year 1993. Major goals were to include sufficient costs for assisting the administration and maintenance of established transportation projects as well as sufficient costs for new projects. Some effort was made to identify the transportation needs of the elderly and handicapped and to coordinate these needs with existing programs. The plan recognizes the potential need for public transportation in the non-urbanized areas and the availability of the Section 18 grant program to fulfill these needs.

The list of public transportation improvement projects in Table II reflects the estimated needs in District 8. The total cost of all the recommended projects is estimated at \$8,772,000. If the present trend of financing public transportation projects continues, the approximate cost to each agency may be seen in Table III.

TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS - FY 1989-1993

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Abilene	Section 9 Capital Assistance (Portable Lifts and Fork Lifts for Transit Shop. Replacement of Supervisory and Service Vehicle.)	FY 88-FY 92	\$ 93,000
City of Abilene	Section 9 Capital Assistance (Four-Year Phase Replacement of 14 1981 Blue Bird Buses, Facility Upgrade and Purchase 1 Lift- Equipped Demand-Response Vehicle.)	FY 88-FY 92	\$2,150,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 88	\$ 868,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 89	\$ 900,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 90	\$ 936,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 91	\$ 974,000
City of Abilene	Section 9 Operating Assistance for Abilene Transit System	FY 92	\$1,012,000

TABLE II Continued

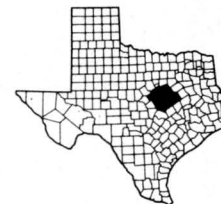
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Human Services	Capital Assistance to Private Non-Profit Agencies for Equipment Acquisition: Taylor County: 2-15 Passenger Vans Howard County: One-15 Passenger Van Mitchell County: One-15 Passenger Van Other: Two-15 Passenger Vans	FY 88-92	\$ 162,000
People for Progress (Sweetwater, Texas)	Section 18 Administrative and Operating Assistance	FY 89-93	\$ 855,000
Aspermont Small Business Development Center (Aspermont, Texas)	Section 18 Administrative and Operating Assistance	FY 89-93	\$ 918,000
		TOTAL COST	\$8,868,000

TABLE III

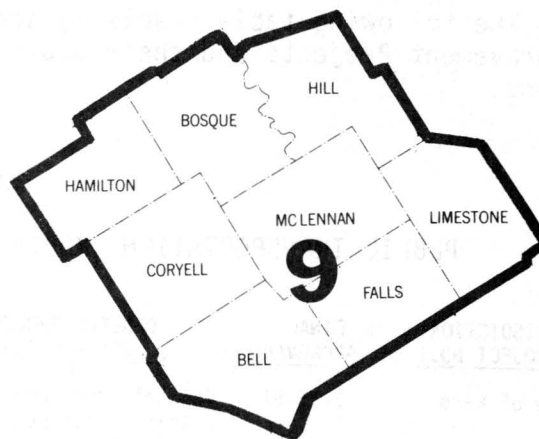
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$5,517,000	\$ -0-	\$3,319,000	\$32,000	\$8,868,000

WACO DISTRICT (DISTRICT 9)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



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



The District encompasses an area of approximately 7,629 square miles with a 1980 population of 470,300 about 16% of which is 60 years of age or older. The population density averages about 62 people per square mile. There are three urbanized areas within the District: Waco, Killeen/Harker Heights/Fort Hood and Temple/Belton, all having ongoing urban transportation studies (Waco Urban Transportation Study - WUTS), and Killeen-Temple Urban Transportation Study - KTUTS). Two Standard Metropolitan Statistical Areas account for 82% of the total District population. These are the Waco SMSA which includes all of McLennan County and the Killeen-Temple SMSA which encompasses both Bell and Coryell Counties. The Cities of Hillsboro (Hill County), Mexia (Limestone County), Gatesville (Coryell County) and Marlin (Falls County) are the only cities in District 9 outside of the two SMSA's with populations greater than 5,000. The Fort Hood Military Base occupies an area of 340 square miles in Bell and Coryell Counties. The current post population is approximately 60,000.

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

Regional Councils of Governments involved in the District are the Heart of Texas COG (Bosque, Falls, Hill, Limestone, McLennan), and Central Texas COG (Bell, Coryell, Hamilton). These Councils of Governments play an important role in promoting and assisting local governments and agencies in dealing with their transportation requirements, particularly for the elderly and handicapped.



PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

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

TABLE I  
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1986-1988

JURISDICTION (PROJECT NO.)	FINAL APPROVAL	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Waco	2-25-87	Capital Improvements 2 transit coaches service truck shop equipment microcomputer equipment	\$368,240	\$59,839	\$32,221	\$460,300
Regis/St Elizabeth (TX-16-0024)	8-27-87	Capital Improvements 1 lift equipped bus	\$ 29,543	-0-	\$ 7,386	\$ 36,929
Central Counties Center for MH-MR Services, Temple (TX-16-0024)	10-22-87	Capital Improvements 4 vans 1 lift equipped van	\$ 74,338	-0-	\$18,584	\$ 92,922
TOTALS			\$472,121	\$59,839	\$58,191	\$590,151

PUBLIC AND MASS TRANSPORTATION  
DISTRICT 9 - 1988

1. Municipal Transit System

Waco Transit System  
P.O. Box 2570  
Waco, Texas 76703-2570  
(817) 753-0113

There is only one intra-city public transportation system operating within District Nine. That is the Waco Transit System which is owned by the City of Waco and operated under a management contract by McDonald Associates of Fort Worth. The Waco system provides regularly scheduled service along eleven fixed routes covering most of the City of Waco and some of the suburban communities as well as a special demand responsive service to certain categories of the elderly and handicapped. 50% of the transit fleet is equipped for handicapped accessibility. Operating statistics for the system during CY 1987 and the vehicle inventory are listed below.

## OPERATING STATISTICS

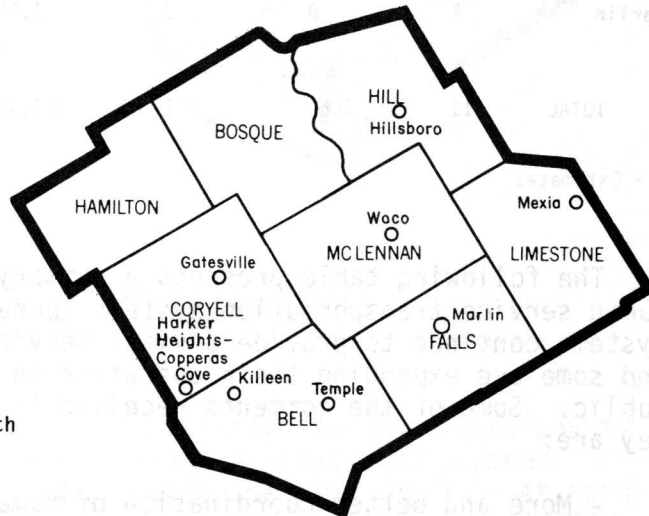
AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGER	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Waco	15	631,355	335,859	\$204,736	\$843,723	27	Regular-75¢ Student-35¢ E & H -35¢ Transfers-free Under 6 Yrs-free

## VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS OLD	5-9 YEARS OLD	10-14 YEARS OLD	15-19 YEARS OLD	20+ YEARS OLD	TOTAL	# EQUIPPED FOR HANDICAPPED
Small Transit Coach (16-25 Passengers)	2	-	-	-	-	2	2
Regular Transit Coach (Over 25 Passengers)	9	4	-	-	-	13	9
TOTAL VEHICLES						15	11

## 2. Paratransit Systems

Circles indicate cities with taxicab service



There are 11 taxicab systems operating in nine cities throughout the District as shown on the following page. The largest demand for taxi service is in the Killeen area which is located adjacent to a large military base. Three of the 11 companies report that they provide service under contract with other human service organizations for certain categories of clients. Some of the pertinent comments received from taxi companies regarding crucial issues facing the industry are:

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

## 2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Killeen	2	45	0	178,000	75,000	1,100	\$1.25/drop + 80¢/mile
Temple*	1	10	0	25,000	5,250	4,500	90¢ first 1/16 mile + \$1.60 per mile
Copperas Cove	1	12	0	60,000	10,000	2,000	\$1.25/drop + 80¢/mile
Waco*	1	13	1	31,000	6,200	7,700	\$1.35/drop + \$1/mile
Harker Heights*	1	6	0	6,500	1,200	1,400	\$1.25/drop + 80¢/mile
Gatesville*	1	4	0	4,000	600	1,600	\$1 + \$1/mile
Mexia*	1	4	0	2,500	300	1,750	\$2.50 to \$3.00 in city
Hillsboro*	1	4	0	4,500	1,800	2,100	\$1.50 first 0.8 mile, \$1.75 over 0.8 mile in city
Marlin	2	8	0	1,600	850	1,200	\$1.50 any place in city
TOTAL	11	106	1	313,100	101,200		

\* Estimates

The following table presents a summary of the operational data from 17 human service transportation systems operating within District 9. These systems continue to provide a vital service to the elderly and handicapped and some are expanding their operation in rural areas to serve the general public. Some of the comments received from these providers during the survey are:

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

## 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 9	17	143	19	89,350	28,591	143,915	\$72,200

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

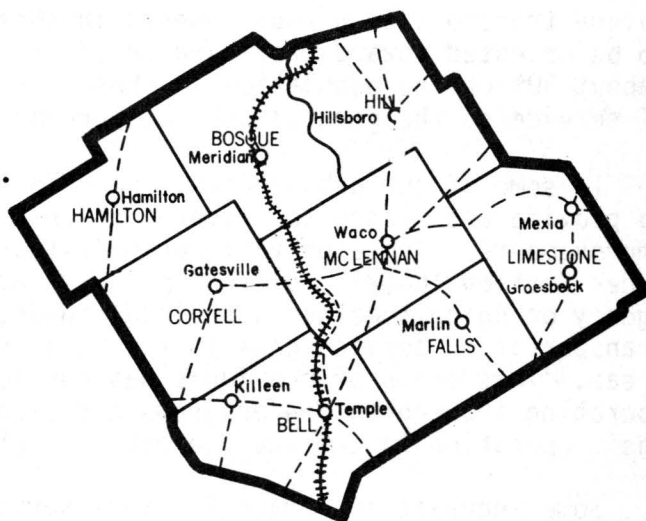
### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

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

#### Rail:

Amtrak Route: The Eagle



### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 9 BY 1993

As stated earlier, the estimated 1980 population for the eight county region of District 9 was 470,300 which represents about a 23 percent increase over the 1970 population (383,500) for the same region. At this same rate of growth, the area would reach a population of about 578,000 by 1990. Eighty-two percent of the area's population is concentrated within the three counties comprising the two SMSA's: Bell, Coryell and McLennan Counties. It is in those counties that the greatest demand for public transportation exists, though probably below the level necessary to sustain a profit-making operation during the time frame of this plan.

In regard to future transportation improvement needs in the two SMSA's, the Waco Transit System still continues to be the nucleus on which to expand and/or add improvements in the Waco area over the next five years. It is expected that Section 9 operating and capital assistance grants will continue to be requested by the City of Waco to sustain that system at about its present level of operation.

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

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

Due to the low population densities in the other five counties of District 9 (Bosque, Falls, Hamilton, Hill and Limestone), the short term future transportation requirements in those areas are expected to continue to be oriented toward providing service to the elderly and handicapped (about 30% of the population in these counties) with some gradual expansion of service to the general public, perhaps under the Section 18 program.

In some of the urban areas, the UMTA 16b(2) program has and continues to provide assistance to private non-profit organizations for capital improvements. These private non-profit systems, with funding assistance under Section 16b(2) and other programs administered through the Area Agency on Aging together with local funds, certainly fill some of the transportation service gaps in the rural sector as well as in the urban areas. This group of providers has considerable experience in managing and operating transportation programs and perhaps could, in many cases, expand their operation to include the public sector.

Some increase in demand for taxi service undoubtedly will occur as the population increases and private automobile ownership and operation costs continue to spiral. Taxi fares, of course, are also continuing to increase to keep pace with their operating costs. As indicated earlier, some operators are participating in the human services transportation programs under contract with local human service providers. This type of coordination will need to be continued and emphasized in the administration of the federal and state assistance programs in order to assure that these private operators have the opportunity to share in these programs. There also appears to be a need for better coordination between federally subsidized public transit systems and private taxi operators to permit transportation of certain categories of subsidized passengers by taxi companies.

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

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

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

The public transportation improvement projects listed in Table II reflect the estimated needs within District 9 for the period to 1993. The projects are not assigned in any order or priority, nor is it possible to state with any degree of certainty that all projects will be implemented during that time frame. Some involve decisions and commitments by local governments and agencies which are in the formulative stage at this time.

TABLE II  
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS FY 1989-1993

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Waco	Capital Improvement Proj. (80-13-7%)	FY 89-93	\$1,574,000
	Operating Assistance (50-50%)	FY 89-93	\$2,300,000
Human Service & Rural Public Transportation	Capital Improvements (80-20%)	FY 89-93	
	-Bell County	14 Vehicles -	\$245,000
	-Bosque County	3 Vehicles -	52,000
	-Coryell County	2 Vehicles -	35,000
	-Falls County	4 Vehicles -	70,000
	-Hamilton County	2 Vehicles -	35,000
	-Hill County	4 Vehicles -	70,000
	-Limestone County	3 Vehicles -	52,000
	-McLennan County	11 Vehicles -	322,000
		TOTAL COST	\$4,755,000

The total cost of all the recommended public transportation improvement projects through 1993 for District 9 is estimated at about \$4.7 million. This represents estimates of funding required for continuing the Waco Transit System as previously discussed and to maintain the current level of human services transportation with some small degree of expansion. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$3,114,000	\$204,620	\$1,260,180	\$176,200	\$4,755,000

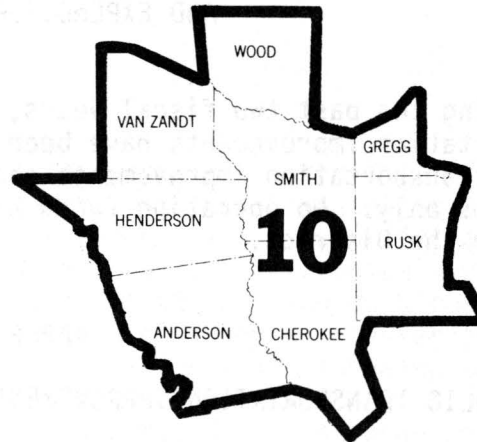


TYLER DISTRICT (DISTRICT 10)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



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

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



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

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

\*Persons Per Square Mile

The heavier populated areas of Gregg and Smith Counties have a more demanding need for public transportation to provide mobility for segments



of the population, unable to provide for their own transportation needs. Public transportation considerations are a part of the original transportation study for the urbanized areas of Longview and Tyler and continue to play an important role in the overall transportation plan.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

During the past two fiscal years, approximately \$130,000 in Public Transportation Improvements have been implemented in District 10. The public transportation improvements shown in Table I represent capital purchases only. No operating funds have been expended during the past two years in the District.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1986-1988

JURISDICTION (PROJECT NO.)	FINAL APPROVAL	GENERAL PROJECT DESCRIPTION	COST			TOTAL
			FEDERAL	STATE	LOCAL	
TX-16-0023 Goodwill Industries of East Texas - Tyler	June, 1986	1-1986 Ford/EMC Econo- line, 350 Van W/WC Lift	\$19,000.00	\$-0-	\$4,750.00	\$23,750.00
TX-16-0023 Senior Citizens of Gregg Co.-Gladewater	March, 1987	1-1987 Ford E-350 15 Passenger Van	\$13,634.59	\$-0-	\$3,408.65	\$17,043.24
TX-16-0023 Cherokee County Sheltered Workshop Jacksonville	March, 1987	1-1987 Dodge B-350 15 Passenger Van	\$14,582.40	\$-0-	\$3,645.60	\$18,228.00
TX-16-0023 Anderson County Sheltered Workshop Palestine	March, 1987	1-1988 Ford E-350 Van Clubwagon-15 Passenger	\$14,086.31	\$-0-	\$3,521.57	\$17,607.88
TX-16-0020 East Texas Treatment Center-Kilgore	Feb., 1986	1-1986 Ford/Braun Corp. E-350 Super Van W/WC Ramp	\$18,794.55	\$-0-	\$4,698.64	\$23,493.19
	March, 1988	1-1988 Ford/EMC E-350 Super Van W/WC Ramp (not yet delivered)	\$19,061.60	\$-0-	\$4,765.40	\$23,827.00
RPT-0050(015) Smith County Organization On Transportation (SCOOT)	July, 1987	Rural Public Transp. (SEC.18), Feasibility Study	\$ 6,000.00	\$-0-	\$ -0-	\$ 6,000.00
		TOTALS	\$105,159.45	\$-0-	\$24,789.86	\$129,949.31

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 10 - 1988

1. Municipal Transit Systems

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

The Tyler Transit System is owned and operated by the City of Tyler using only local funds. The fleet consists of one 30 passenger Blue Bird Coach Bus and one 27 passenger Flexette Coach Bus. Regular intracity service is provided by the system on a double route, one running north and one running south. The northern route begins in the CBD and runs north connecting lower income areas with the CBD and offering a transfer point with the southern route which runs to the regional mall and shopping centers in south Tyler. The two routes operate on a one hour headway with service beginning at 6:15 a.m. and ending at 6:30 p.m., Monday through Friday. There is no weekend service of the System. Fares for use of the System are \$.75 for adults and \$.25 for children. There are no transfers or passes offered on the System. The City subsidy for operation of the System is approximately 55 percent of the total operating cost.

City of Longview  
Elderly Subsidized Taxi Program  
Department of Planning and Development  
P. O. Box 1952  
Longview, Texas 75606  
(214) 753-7790

The City of Longview is currently operating an Elderly Subsidized Taxi Program for the population in the Longview area over 60 years of age. The program is being financed through Section III(b) of the Older Americans Act and the City of Longview. The program allows persons over 60 years of age to be issued a coupon to be used when requesting service from local taxicab companies. A maximum of 12 coupons per month per person may be used. The coupons are worth \$1.50 toward any taxi fare. Only one of the two taxicab companies operating in the Longview area participate in the program.

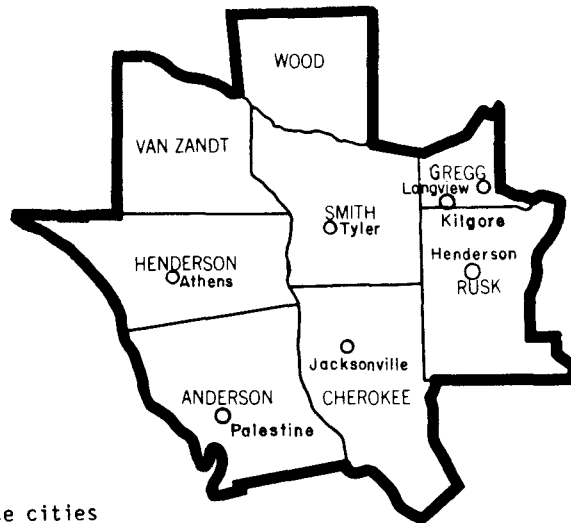
OPERATING STATISTICS

AREA	NUMBER OF BUSES	PASSENGERS	VEH. MILE OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
TYLER	2 Buses	25,000	65,000	\$28,000	\$45,000	2 (Drivers)	75¢ Adult 25¢ Children
LONGVIEW (Elderly Subsidized Taxi Program)	N/A		9,000	N/A	\$ 7,500	N/A	

## VEHICLE INVENTORY

VEHICLE TYPE	UNDER 5 YRS OLD	5-9 YRS	15-19 YRS	20+ YRS	TOTAL	EQUIPPED FOR HANDICAPPED
One 30-passenger Blue Bird Bus	X				1	No
One 27-passenger Flexette Bus		X			1	No

### 2. Paratransit Systems



### 2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES FOR HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	FARE STRUCTURE
Athens	1	1	0	780	240	\$1.50/pick up, \$1.00/mile
Henderson	1	1 (1 standby)	0	750	180	\$2.00/pick up, \$1.30/mile extra passgr. charge \$1.00
Jacksonville	1	1	0	600	100	\$1.00/zone \$4.00 city limit to city limits
Kilgore	1	1 (1 standby)	0	1,400	650	\$2.00/zone, \$.50 add'l mile
Longview	2	11	0	4,800	2,850	\$1.50/flag down (inside Loop 281). \$.10/.1 mi, \$12.00/hour waiting extra passenger charge \$.50
Tyler	1	9	0	10,000	2,800	\$1.50 first flag; \$.13/.1 mile; \$12.00/hr. waiting; extra passgr. charge \$.25

## 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQTR IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGER TRIPS	MONTHLY EXPENSES
District 10	18	52	9	38,000	13,600	80,000	\$30,250

## 2C. OTHER PARATRANSIT SYSTEMS

The "Tyler Streak" is a shuttle service which operates daily from various pickup points in Tyler to the Dallas/Fort Worth Regional Airport and returns. Four scheduled trips per day are made from Tyler area motels/hotels. The cost of the service is \$30.00 - one-way and \$50.00 - round-trip. Senior citizen rates are \$25.00 - one-way and \$45.00 - round-trip. Children/Young adult rates are \$15.00 - one-way and \$30.00 - round-trip for persons under 16 years of age. The service provided some 17,000 person trips totaling 625,000 miles in 1987. The company plans to begin service to Longview in the next few months. Service to and from Jacksonville, Athens and Canton is also being evaluated. The service provides an important transfer/connection service to the Tyler area for regional, domestic and international flights from Dallas/Fort Worth Airport.

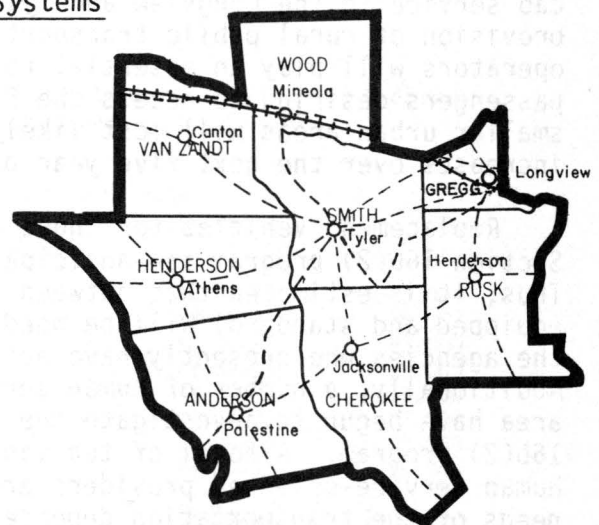
## 3. Intercity Bus and Passenger Rail Systems

### Intercity Bus Carriers:

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

### Rail Systems:

Amtrak Route - The Eagle



## PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 10 BY 1993

A total population of 550,000 persons is forecast for the eight county area of District 10 in 1995. Forty percent of the area's population (220,000) is concentrated in the metropolitan centers of Longview (Gregg County) and Tyler (Smith County). It is in these two areas that the greatest demand for public transportation services exists.

Longview and Tyler continue to be attractive areas for retirement. The area's proximity to specialized medical services and scenic residential environment continue to enhance the areas retirement appeal. This coupled with the national trend of increased life expectancies, has far reaching implications for public transportation services throughout the District 10 area.

The development of a comprehensive rural public transportation service to serve the transportation dependent population of the area will continue to be pursued during the upcoming year. Several human service agencies have united to form an organization to study, and to ultimately provide, transportation to the area's rural populations. Through the study effort, this organization realized the critical need to make any rural public transportation service fully coordinated and integrated with transportation services offered by existing rural and urban transportation providers in the area. Though no definite service plan has yet been developed for the rural public transportation system, it is anticipated that between two and five vans would be requested as a start up for the proposed System.

The public transportation survey effort indicated a slight reduction in service provided by the taxicab operations in the smaller urban areas throughout the District. It is essential that the taxicab operations, serving the smaller urban areas, be encouraged to serve these areas in spite of the marginal nature of the services.

There will continue to be an increased role for demand-responsive taxicab service in the Longview and Tyler Urbanized areas. With the eventual provision of rural public transportation service in the county, taxicab operators will play an essential role in the collection and distribution of passengers desiring to access the System. Taxicab systems within the smaller urban areas will most likely experience only slight ridership increases over the next five year period.

Replacement vehicles for those organizations participating in the Section 16b(2) program are anticipated on approximately a five year cycle. Thus, it is estimated that between five and eight vans (both wheelchair lift equipped and standard) will be needed during the next five year period for the agencies who presently have active contracts with the SDHPT. Additionally, a number of human service agencies within the District 10 area have begun to investigate the program requirements of the Section 16b(2) program. A total of ten vans, representing six or seven different human service-oriented providers are estimated to be needed to meet the needs of the transportation dependent within the District through 1993. Table II provides an estimate of District-wide public transportation needs. These estimates were developed in cooperation with the human-service transportation providers responding to questionnaires as part of the survey effort.

During the next five year period the City of Tyler anticipates acquiring an additional 30-passenger bus which will replace the 27-passenger currently being operated. This would provide the City's transit service with two 30-passenger buses operating on one hour headways.

The City of Longview will continue to operate the subsidized taxi

program for the elderly and handicapped population within the Longview Urban area. City officials indicated that a consistent level of service similar to that presently being provided, is expected over the next several year period.

TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS - FY 1989-1993

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Tyler	Section 9 Capital Assis. for Transit System. Purchase of one (1) 30-passenger wheelchair lift equipped bus.	FY 88-89	\$150,000
City of Tyler	Section 9 Operating Assistance for Transit System.	FY 88-93	\$125,000 (\$25,000/yr)
City of Longview	Continue Operation of Elderly/Handicapped Subsidized Taxi Program (Title III(b) Older American Funds)	FY 88-93	\$ 35,000
Smith County Organization On Transportation (SCOOT)	Section 18 Capital Assistance	FY 89-91	\$125,000
Smith County Organization On Transportation (SCOOT)	Section 18 Administrative and Operating Assistance	FY 89-93	\$ 85,000
Human Service	Capital Assistance to Private Non-Profit Agencies For Equipment Acquisition (80%-20%)		
Anderson County	2 vehicles	FY 89-93	\$ 35,000
Cherokee County	1 vehicle	FY 89-93	20,000
Gregg County	3 vehicles	FY 89-93	52,000
Henderson County	2 vehicle	FY 89-93	35,000
Rusk County	2 vehicles	FY 89-93	35,000
Smith County	5 vehicles	FY 89-93	87,000
Van Zandt County	1 vehicle	FY 89-93	29,000
Wood County	1 vehicle	FY 89-93	29,000
Total Human Service Transportation Estimated Cost		FY 89-93	\$322,000
Total Cost (All Public Transportation Improvements)			\$842,000

The total cost of all the recommended public transportation improvement projects through FY 1993 for District 10 is estimated to be \$842,000. This estimate represents funding required for continuing the Tyler Transit System and Longview Elderly/Handicapped Subsidized Taxi Program. The estimate anticipates the inclusion of a rural public transportation system which will serve a three county area by 1993. Also included in the estimate is the continued development of stand alone transportation systems for human service agencies throughout District 10. If the present method of financing

public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

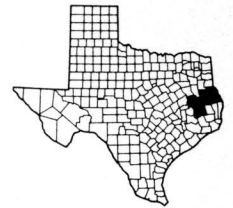
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

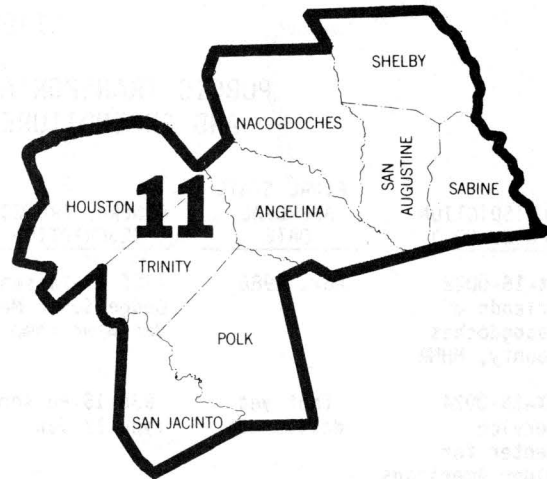
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$624,960	-0-*	\$156,240	\$60,800	\$842,000

\*State is responsible for administrative costs associated with procurement of vehicles. State Public Transportation Funds (PTF) may be requested for Tyler Transit System along with Section 18.

LUFKIN DISTRICT (DISTRICT 11)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District Eleven is located in deep East Texas with the State of Louisiana and Toledo Bend Reservoir as its eastern border. The counties that make up the district are Angelina, Houston, Nacogdoches, Polk, Sabine, San Augustine, San Jacinto, Shelby and Trinity. The nine counties, which share a common economy based on forest products, agriculture, tourism and manufacturing, had a combined population of 219,119 in 1980 and is projected to increase to 418,936 by the year 2000. This increase may be conservative and can be credited in a large part to the mild climate and abundant recreational facilities in the area. The total land area within the district is 7,015 square miles, and the state highway system is comprised of 2,808 miles.



Six cities in District 11 are considered urban areas (more than 5,000 population). These cities are Lufkin, Nacogdoches, Crockett, Center, Diboll and Livingston. All other towns in the district are considered rural areas. There are no urbanized areas (more than 50,000 population) in the district. The two largest cities are Lufkin and Nacogdoches with an approximate population of 36,000 each. Lufkin and Nacogdoches are located 20 miles apart and have developed into a regional trade and educational area. Stephen F. Austin State University, with an enrollment of approximately 16,000, is located in Nacogdoches and Angelina Junior College is located in Lufkin.

<u>County</u>	<u>1980 Population</u>	<u>Estimated 1988 Population</u>	<u>*2000 Population</u>	<u>Square Miles</u>
Angelina	64,172	74,000	122,524	738
Houston	22,299	25,000	38,392	1,237
Nacogdoches	46,786	53,000	69,951	902
Polk	24,407	38,000	75,717	1,100
Sabine	8,702	10,000	13,270	456
San Augustine	8,785	9,300	11,263	473
San Jacinto	11,434	16,000	37,975	624
Shelby	23,084	27,000	33,553	778
Trinity	9,450	14,000	16,291	707

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



PUBLIC TRANSPORTATION IMPROVEMENTS AND  
EXPENDITURES 1986-1988

One Section 16b(2) grant vehicle was put into service and one contract was executed in the amount of \$17,640. The following identifies each project and its source of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES FY 1986-1988

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-16-0022 Friends of Nacogdoches County, MHMR	Nov. 1986	1986 15-Passenger Dodge Super Metro Van w/wc ramp	\$17,336	-0-	\$4,334	\$21,670
TX-16-0024 Service Center for Older Americans of Houston Co.	(Not yet delivered)	1988 15-Passenger Type IX Van	14,112	-0-	3,528	17,640
TOTAL			\$31,448	\$-0-	\$7,862	\$39,310

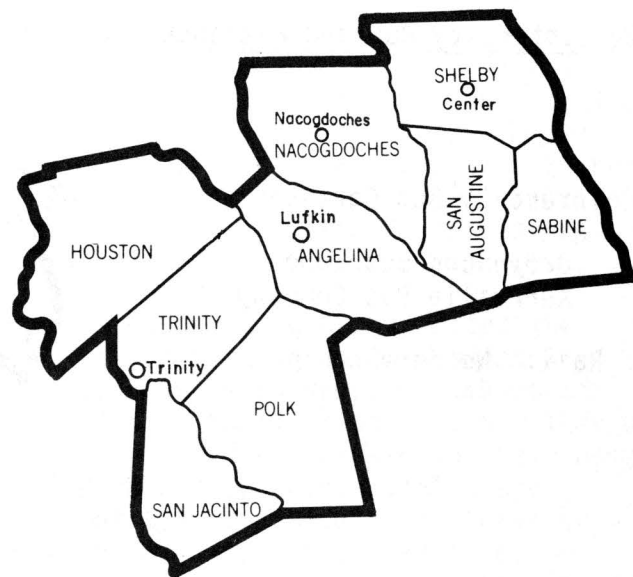
PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 11 - 1988

1. Municipal Transit Systems

Lufkin Transit System  
300 Shepherd Street, P. O. Box 190  
Lufkin, Texas 75901  
(409) 639-3055

The Brazos Valley Community Action Agency (d/b/a Brazos Transit System) through a Section 18 contract and a contract with the City of Lufkin began limited operations in January 1988 of a fixed route system using three (3) 47-passenger Grumman-Flexible 870 buses. Upon delivery of five (5) 18-passenger vintage-style trolleys, five fixed routes will begin within the Lufkin City Limits to connect with the routes of the three larger buses. A demand/response system will be in service for non-ambulatory citizens.

## 2. Paratransit Systems



Circles indicate cities with taxicab service

### 2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES FOR HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
Lufkin	1	5	0	N/A	N/A	N/A	\$1.25 per mile
Nacogdoches	2	3	0	N/A	N/A	N/A	\$1.00 per mile
Center	1	1	0	N/A	N/A	N/A	N/A
Trinity	1	2	0	N/A	N/A	N/A	N/A

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HQTR IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGER TRIPS</u>	<u>MONTHLY EXPENSES</u>
District 11	16	101	9	49,328	14,533	30,000	\$60,000

### 2C. OTHER PARATRANSIT SYSTEMS

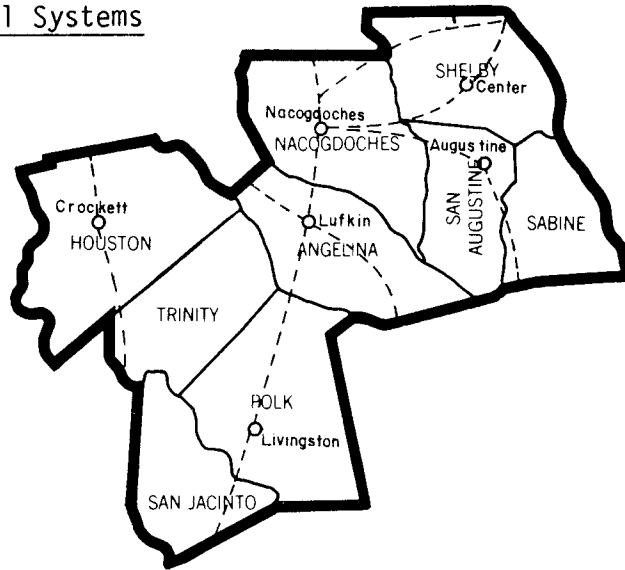
"Mr. Go" is a shuttle service which operates daily from the District 11 area to Houston Intercontinental Airport and returns. Three trips per day are made Monday through Friday and two trips daily on the weekend. Stops are made in Nacogdoches, Lufkin, Diboll, Corrigan and Livingston. Cost one-way is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

3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

Greyhound Bus Line  
Kerrville Bus Company

Rail: No Service



4. Park and Ride Facility

<u>Location</u>	<u>County</u>	<u>Near City/Town</u>	<u>Est. % Usage</u>
US 96 1 mile south of SH 87	Shelby	Center	25

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS  
IN DISTRICT 11 BY 1993

Approximately 60,000 people in District 11 are eligible for some type of human service transportation. At the present, there are approximately 100 vehicles in operation within the District for the purpose of supplying transportation for the elderly and handicapped.

Statistical projections indicate that one of every five Americans will be age 60 or older by the turn of the century. The needs of this group will be great and varied, with a safe dependable means of transportation being one of these needs.

The Tri-County Awareness Association Independent Living Center (The Houston County Awareness Association), a recently organized human services organization, needs a lift-equipped vehicle to provide transportation for it's clients. The Center provides independent living services to the disabled inhabitants of Houston, Leon and Trinity Counties and has been depending on personal automobiles which limits their scope of work. An application for a vehicle to be purchased under the Section 16b(2) Grant Program is being processed to meet this need.

The Angelina County Senior Citizens Activities Center is broadening their services to the elderly and handicapped in Angelina County. Besides

nutritional and recreational needs, the Center is attempting to meet a portion of the transportation requirements of the county senior citizens. Their van with a wheelchair lift and their other vans that transport clients to doctors' offices, drugstores and other places traveled 88,180 miles within Angelina County during 1987. This transportation need will increase as the population increases; however, their vehicles are fast approaching worn conditions and maintenance costs are mounting. The Center is presently formulating plans to replace at least two vehicles during 1988.

The Texas Department of Health Division on Aging has selected the Nacogdoches Access Center for the Elderly (ACE) program to conduct a pilot project to determine how in-home services can serve greater numbers of elderly people less expensively than fulltime institutional care. They are offering training people who will assist the elderly people in their homes with meal preparation, personal care, yard work, errand running and transportation. Transportation is one of the most popular of these provider services. Clients who live within the city limits may schedule transportation with the Nacogdoches Retirement Home van. Trained, insured staff members take the clients to doctor's appointments, shopping, to the bank and on other errands as needed. If this pilot program earns approval, the need for more vehicles for transportation of this type is apparent.

#### RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1993

Assistance in the form of funding for vehicles and training for professional drivers to assist agencies with transportation requirements of their clients. A system of coordination between agencies is needed for the purpose of acquainting all concerned with what is available.



HOUSTON DISTRICT (DISTRICT 12)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 12 encompasses a six county area in the growth-oriented Houston-Galveston Gulf Coast region. The District contains 6,013 square miles with an estimated population of 3,579,300\*. District 12 is characterized by a blend of urban areas and rural communities. This blend of urban and rural development is vividly reflected in the variation of population densities among the six counties. The population per square mile ranges from 46 to 224 in the four counties other than Harris and Galveston whose densities are 1,624 and 538, respectively. The average density for District 12 is 595 persons per square mile.



There are three urbanized areas with a population of 50,000 or more within District 12: Houston, Galveston and Texas City/La Marque. The combined 1986 population estimates for these urbanized areas represents approximately 80% of the District's total population.

The "Brazosport Area", in southern Brazoria County, includes within its boundaries the cities and villages of Freeport, Clute, Richwood, Lake Jackson, Jones Creek, Brazoria, Quintana, Oyster Creek and Surfside Beach. As of July 1, 1986 the combined population estimates for these cities and villages was 57,040\*\*; an increase in population of 8.8% from 1980. This area represents 1.6% of the District's total population, but has not been designated as an urbanized area.

Aside from the cities in these urbanized areas and the Brazosport Area, there are five other cities and one unincorporated area within District 12 which have a population in excess of 10,000.

Public transportation activities within District 12 are dominated by the Metropolitan Transit Authority of Harris County. METRO was created by Harris County voters in 1978 as a regional public transportation authority with taxing powers. Shortly thereafter, it assumed full operational responsibility for the former HouTran system using a 1% general sales tax as a major resource for operation.

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\* State Department of Highways and Public Transportation, District and County Statistics, DISCOS, October 1987.

\*\* Texas Population Estimates, County and Place Totals, July 1, 1986, prepared by the Department of Rural Sociology, Texas A&M University for the State Data Center, Texas Department of Commerce.

The METRO Board has designated 25% of its sales tax revenues (about 40 million per year) to greatly improve the major street system. The first set of street projects will be done jointly with the city, county and suburban cities.

Additional projects will be identified in cooperation with the city and county transportation officials which will further increase roadway capacity throughout the region and will supplement existing state, city and county programs. Discontinuous streets will be connected and existing streets will be improved, particularly in areas of high congestion. Special attention will be given to older streets on the eastside, upgrading them to meet contemporary design standards. Grade separations will be constructed at locations now causing significant delay. The costs of these additional projects have not been included in the Public Transportation Improvement Needs in District 12 by 1993.

The General Mobility Fund also provides construction of bus, vanpool and carpool ramps from transitways into freeway main lanes at locations such as Beltway 8 and the Loop 610. Similar ramps are proposed from the Katy Freeway into downtown.

Island Transit, which serves the City of Galveston, is the only other municipal public transportation system in the District. The transit system is city owned, contractor operated, and has a fleet of 15 buses. Two city owned vans are equipped to provide elderly and handicapped demand responsive service with paid drivers obtained through the Galveston County Community Action Council.

METRO has made important strides in improving its productivity and cost effectiveness in FY 1986 and FY 1987; these improvements will be continued in FY 1988. In the past several years, Houston's economy has been slow but promising as evidenced by stable transit ridership over the past two years. Improvements in maintenance performance were the most notable during this period. The following table summarizes the progress METRO has made and established goals for FY 1988.

METRO Performance Measures

	<u>Fiscal 1986 Actual</u>	<u>Fiscal 1987 Actual</u>	<u>Fiscal 1988 Goal</u>
Vehicle accidents/100,000 miles	2.4	2.2	2.2
Miles between road calls	7,446	11,062	10,000
On-time performances	97.5%	98.2%	98%

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

District 12 has been working very closely with both municipal public transportation systems in Houston and Galveston, and other systems in suburban areas as well. The assistance ranges from processing the Federal and State funded projects to directly participating in the construction of relatively low cost transitways.

Table I identifies major active projects approved after 1983 with their funding sources indicated. Projects listed in the 1986 report are not repeated here although the funds for these were still processed in the past two years.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1986-1988

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
MTA Harris County (TX-03-0078)	12-1-83	Complete Purchase of Maint. Equipment	\$ 706,480	\$ 114,803	\$ 61,817	\$ 883,100
In MTA Harris County Area, all the State/Agency contracted projects were completed and no new project was contracted since end of 1985.						
City of Galveston Galveston Trolley System, Galveston Co. (TX-05-0116)	2-7-85	Construction: 4.5 mile Light Rail System, 4 vehs. and Maint. Facility	\$8,560,000	\$1,391,000	\$ 749,000	\$10,700,000
City of Galveston Galveston Trolley Supplemental Galveston County (TX-90-X074)	12-19-86	Construction: 2 transit centers, Downtown Loop Switches, Pav. & Curb Rehab. and Const. Management	\$ 940,500	\$ -0-	\$ 297,000	\$ 1,237,500
City of Galveston Island Transit Galveston County (TX-90-X093)	2-25-87 (Minute Order Date)	Construction of conc. slab & canopy at fueling area; Purch. one supv. veh.; Replace one serv. veh.; install 15 bus benches.	\$ 68,560	\$ 11,141	\$ 5,999	\$ 85,700
Gulf Coast Regional MHMR Center Galveston County RPT-0004(012)	9-29-87	Equipment Purchases of 5 lift equipped vehicles & Admin. costs for Section 18 Rural Trans. System	\$ 209,064	\$ -0-	\$ 52,266	\$ 261,330
GALVESTON COUNTY SUBTOTAL			\$9,778,124	\$1,402,141	\$1,104,265	\$12,284,530
Montgomery County The Woodlands Corp. RPT-0001(012)	8-11-83	Construction: The Woodlands Park & Ride Facility, Phase I	\$2,036,800	\$ -0-	\$ 509,200	\$ 2,546,000
MONTGOMERY COUNTY SUBTOTAL			\$2,036,800	\$ -0-	\$ 509,200	\$ 2,546,000



As it can be seen from the table, the financial assistance to METRO from the State Public Transportation Fund has been lower than the previous years due to the limited appropriation of the Fund by the State Legislators. However, in the Houston area, the State and FHWA have paid a large sum of money in building the Katy and Gulf Freeway transitways through the Federal and State Highway Funds. Another \$25 million will be spent for the construction of North, Northwest, and Southwest Freeway transitways. This assistance has helped or will help this area's public transportation in a considerable degree.

The assistance to the City of Galveston was, however, very impressive. A large portion of this assistance went to help Galveston to build a trolley system connecting the beach on Seawall and The Strand. The first diesel-electric trolley vehicle arrived in May, 1988 but it could be late August before revenue service begins.

#### PUBLIC AND MASS TRANSPORTATION IN DISTRICT 12 - 1988

##### 1. Regional (Municipal) Transit Systems

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

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

FY 1986 and 1987 saw the continuation of METRO's efforts to maintain a quality transit service responding to its citizen's needs. Meantime, the system is striving for cost-effective and efficient management. The operating performance goals achieved for FY 1986 and 1987 were described in the first chapter of this plan.

During the past two years, to help increase regional mobility, the Katy Transitway opened to SH 6; rebuilding of the North Transitway was completed to N. Shepherd; several joint street improvement projects, such as the Post Oak Overpass at South Main and widening of Westpark have aided general motorists as well as bus riders.

Three transit centers--Southeast, Hiram Clarke and Bellaire were opened in the past two years to facilitate use of the local bus system. These centers were designed to provide protected transfer points for several

routes at one location and increase the destinations that can be reached without coming downtown to transfer. Perhaps most significant to METRO's future, area voters approved on January 16, 1988, a Phase 2 Mobility Plan and established a consensus of its long range capital plan costing \$2.57 billion for 1988-2000. W. Little York and Pinemont Park & Ride Lots started under construction at the beginning of 1988. The Gulf Transitway has started operation in May, 1988, and the Northwest Transitway will open this fall. Construction will begin on the Southwest Transitway in the Fall of 1988. With its strong financial base and assistance in regional street improvement, METRO's role seems moving beyond a transit agency to become a transportation authority dealing with overall regional mobility.

METRO's operating statistics for 1986, 1987 and 1988 are as follows:

OPERATING STATISTICS  
(1986, 1987, 1988)

AREA	FISCAL YEAR	# OF BUSES	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
METRO	1986 Actual <sup>1</sup>	1020	71,873,053	43,736,924	\$34,835,000	\$149,067,000	3012	Regular
Harris	1987 Actual <sup>2</sup>	1020	74,392,677	40,936,102	\$33,533,000	\$137,189,000	2886	60¢ base
County	1988 Budget	1020	75,420,000	40,695,000	\$35,062,000	\$139,766,000	2863	Free Transfer

NOTES: (1) FY 1986 started October 1, 1985, ended September 30, 1986  
(2) Source of operating data from Annual Report 1987

1988 VEHICLE INVENTORY  
(METRO Harris County)

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	#EQUIPPED FOR HANDICAPPED
Vans (up to 15 passengers)	-	-	-	-	-	-	-
Small Transit Coach (16 to 25 passengers)	-	-	-	-	-	-	-
Regular Transit Coach (Over 25 passengers)	347	385	193	50	53	1028	0
Other (Support Vehicles)	207	30	-	-	-	237	0
<b>TOTAL VEHICLES</b>	<b>554</b>	<b>415</b>	<b>193</b>	<b>50</b>	<b>53</b>	<b>1265</b>	<b>0</b>

Galveston Transit System (Island Transit)  
P. O. Box 779  
Galveston, Texas 77550  
(409) 762-2903  
(409) 762-2950

Island Transit is owned by the City of Galveston and operated by the management firm of McDonald Transit, Fort Worth, Texas. Island Transit

provides regular fixed route service for the city, offering reduced fare rates to children up to 12 years old, students, and the elderly and handicapped.

In May, 1988 the City of Galveston completed construction on a 4.7 mile light rail (trolley) track system and vehicle maintenance facility. The trolley system will link the central business district (The Strand) to the hotel/recreation (Seawall Blvd.) area. The trolley vehicle delivery schedule calls for the first vehicle to be delivered in late-May, 1988 with the three subsequent vehicles to be delivered on a 90-60-60 day schedule. Revenue service is not expected to begin until after the second vehicle has been received and accepted. Island Transit will temporarily operate the trolley system until The Park Board of Trustees (Trolley Administrative Agency) can select and place under contract the most cost effective firm for system operations. The City's bus system will interface with the trolley system at several strategic points. Trolley system fare rates are expected to match bus system rates.

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

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

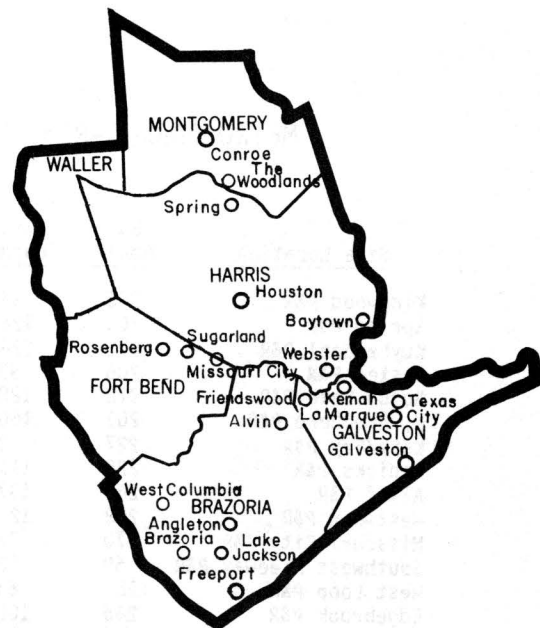
#### OPERATING STATISTICS (1986, 1987, 1988)

AREA	FY	ACTIVE BUS FLEET	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	OPERATING REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Island	1986 Actual	15	699,873	367,873	\$306,575	\$911,262	30	Regular
Transit	1987 Est.	15	792,479	418,194	\$320,572	\$942,590	28	50¢ Base
Galveston	1988 Budget	15	773,500	431,315	\$301,705	\$943,076	29	Free Transfer

#### 1988 VEHICLE INVENTORY (Galveston)

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	#EQUIPPED FOR HANDICAPPED
Vans (up to 15 passengers)		2				2	2
Small Transit Coach (16 to 25 passengers)							
Regular Transit Coach (Over 25 passengers)			15			15	0
						TOTAL VEHICLES	
						17	2

## 2. Paratransit Systems



Circles indicate cities with taxicab service.

### 2A. TAXICAB/LIMOUSINE SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
Houston	10	106	75	530,000	69,000	385,000	\$552,000
Remainder of District 12	16	49	15	47,377	15,227	93,435	\$ 51,763

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Houston Taxi	32	1650	11	8,250,000	495,000	N/A	\$1.40 1/7 Mile; \$1.05 each Add'l. Mile
Houston Limo	47	210	0	945,000	95,000	N/A	Varies
Galveston Limo	1	1	0	2,000	1,500	N/A	Contract or \$5.00 per person
Alvin Taxi	1	5	0	12,000	900	N/A	\$3.00 first mile; \$1.00 each add'l. mile

### 2C. OTHER PARATRANSIT SYSTEMS

AREA	NUMBER OF SYSTEMS	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS
Airport Serv.	2	24	0	240,000	68,000	+2% year
Employee Van Pool Program	38	694	0	832,800	277,600	----
Commuter Express	1	130	0	150,000	46,300	----
The Woodlands Express/Brazos Transit System	26	3	0	35,000	N/A	113,024

METRO PARK-N-RIDE LOTS FOR COMMUTER SERVICE

<u>Site Location</u>	<u>Bus Route</u>	<u>Parking Capacity</u>	<u>Estimated Daily Vehicle Parked</u>	<u>% Usage</u>	<u>Date of Inspection</u>
Kingwood P&R	205	940	640	68	June 1987
Spring P&R	204	1280	858	67	June 1987
Kuykendahl P&R	202	2246	1747	78	June 1987
Eastex P&R	206	930	360	39	June 1987
Seton Lake P&R	212	1286	771	60	June 1987
N. Shepherd P&R	201	1605	655	41	June 1987
Katy/Fry P&R	227	35	15	43	June 1987
Addicks P&R	228	1119	678	61	June 1987
Alief P&R	263	1377	257	19	June 1987
Westwood P&R	262	1213	554	46	June 1987
Missouri City P&R	270	779	231	30	June 1987
Southwest Freeway P&R	59	125	119	95	June 1987
West Loop P&R	261	639	432	68	June 1987
Edgebrook P&R	245	1000	566	57	June 1987
Bay Area P&R	246	1165	487	42	June 1987
Northwest Station P&R	214	1222	395	32	June 1987
West Belt P&R	210	1111	202	18	June 1987
Maxey Road P&R	236	1129	77	7	June 1987
Kingsland P&R	221	1310	259	20	June 1987

DISTRICT 12  
EXISTING RIDESHARING SITES

<u>Site Location</u>	<u>Estimated Capacity</u>	<u>Vehicle Count</u>	<u>% Usage</u>	<u>Date of Inspection</u>
<u>BRAZORIA COUNTY</u>				
FM 521 at FM 524 (SWEENY)	46 cars	24	52%	1-27-88
FM 2004 at SH 288 (CLUTE)	20 cars	17	85%	1-27-88
FM 2004 at FM 523 (ANGLETON)	40 cars	11	26%	1-27-88
FM 2004 at Angleton Rd. (LAKE JACKSON)	41 cars	20	49%	1-27-88
T. J. Dunbar, Jr. Memorial Park (LAKE JACKSON)	55 cars	12	22%	1-27-88
FM 521 at SH 36 (BRAZORIA)	58 cars	13	22%	1-27-88
FM 521, Approx. 5/10 Mi. East of San Bernard River (BRAZORIA)	10 cars	3	30%	1-27-88
SH 35 near SH 6 (ALVIN)	32 cars	12	38%	1-27-88
SH 288 at SH 6 (MANVEL)	32 cars	29	91%	1-27-88
SUBTOTAL	<u>334 cars</u>	<u>141</u>	<u>42%</u>	
<u>FORT BEND COUNTY</u>				
US 59(S) at FM 762 (RICHMOND)	North 76 cars South 75 cars	23 30	30% 40%	11-20-87 11-20-87
SUBTOTAL	<u>151 cars</u>	<u>53</u>	<u>35%</u>	
<u>GALVESTON COUNTY</u>				
SH 6 at FM 2004 (HITCHCOCK)	40 cars	9	23%	1-27-88
SH 146 at Loop 197(N) (TEXAS CITY)	32 cars	1	3%	1-27-88
SUBTOTAL	<u>72 cars</u>	<u>10</u>	<u>14%</u>	

DISTRICT 12  
EXISTING RIDESHARING SITES

<u>Site Location</u>	<u>Estimated Capacity</u>	<u>Vehicle Count</u>	<u>% Usage</u>	<u>Date of Inspection</u>
<u>HARRIS COUNTY</u>				
IH 10(W) at Barker-Cypress Rd. (KATY)	409 cars	32	8%	2-16-88
IH 10(W) at Fry Road (HOUSTON)	375 cars	108	29%	2-16-88
IH 45(S) at Beltway 8 (HOUSTON)	65 cars	20	31%	1-27-88
FM 149 (1/8 Mi. South of Spring-Cypress Rd.) (HOUSTON)	14 cars	7	50%	2-23-88
IH 10(E) at Crosby-Lynchburg Road (BAYTOWN)	45 cars	38	84%	2-16-88
IH 10(W) at Mason Road (KATY)	386 cars	52	13%	2-16-88
SUBTOTAL	<u>1,294 cars</u>	<u>257</u>	<u>20%</u>	
<u>MONTGOMERY COUNTY</u>				
IH 45(N) at FM 1488 (CONROE)	58 cars	14	24%	2-23-88
IH 45(N) at Gladstell Street (CONROE)	100 cars	53	53%	2-23-88
US 59(N) 3 Mi. South of FM 1485 at Community Dr. (NEW CANEY)	100 cars	14	14%	2-23-88
FM 2090 at US 59(N) (SPLENDORA)	5 cars	0	0%	2-23-88
US 59(N) 0.7 Mi. South of Buck Road (PATTON VILLAGE)	9 cars	7	78%	2-23-88
IH 45(N) near Sawdust Rd. (THE WOODLANDS)	600 cars	433	72%	2-23-88
SUBTOTAL	<u>872 cars</u>	<u>521</u>	<u>60%</u>	
<u>WALLER COUNTY</u>				
NONE				

DISTRICT 12  
POTENTIAL RIDESHARING SITES

<u>FORT BEND COUNTY</u>	
IH 10 at Pin Oak Rd. (KATY)	1000 cars
<u>HARRIS COUNTY</u>	
US 290 at Huffmeister Road (HOUSTON)	644 cars
Beltway 8(N) at Lee Road (HOUSTON)	353 cars
IH 10(E) at Beltway 8 (HOUSTON)	84 cars
SH 6 at Alief-Clodine Road (HOUSTON)	200 cars
IH 45(N) at Spring Road (SPRING)	401 cars
FM 2920 at Bauer Road (HOCKLEY)	52 cars
FM 1960 at West Lake Houston Parkway (HOUSTON)	211 cars
IH 10(W) at Peek Road (KATY)	843 cars
SUBTOTAL	<u>3788 cars</u>

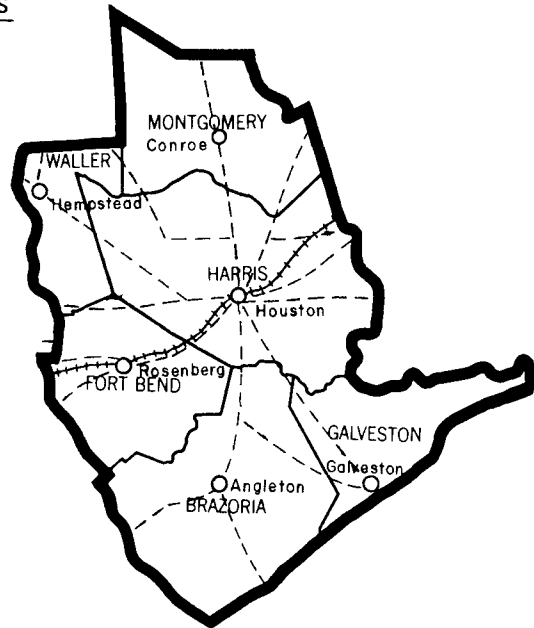
### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

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

#### Rail Systems:

Amtrak Routes-Sunset Limited



#### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 12 BY 1993

For the past couple of years, the Houston Metropolitan area was repeatedly and anxiously assured that the worst days of this area's recession were over. Now, there is solid reliable evidence that this area's economy is stabilizing. Several important economic barometers indicate the lowest declination of this area's problems has finally passed.

Signs of economy reviving and upward trend continue to be seen almost every day. The area's petro-chemical industry announced 49 expansion or new-build projects in 1987, and the Houston energy industry is once again a hot job market. There is also a demand for top management in the biotechnology industry for experts with financial background. Houston's city officials are backing the construction of a luxurious hotel to be built adjacent to the city's new George R. Brown Convention Center. The predictions and reviews of Houston's real estate experts have reached a consensus for a positive outlook for the year to come.

According to the projection published in the January, 1988 edition of American Demographics magazine, all of Texas' major metropolitan areas are due for major population growth by 2005. Houston's population will at least be 4.0 million by 2005 compared to the 3.3 million that reside in the Houston metropolitan area today, a most moderate estimate of 20 percent increase in 17 years. Demand of public transportation will certainly increase accordingly.

Another reason which may increase public transportation patronage is EPA's proposed tightening up measures of its post-1987 air quality conformity procedures. State implementation plan may force some of the older and poorly maintained vehicles off the road. This factor, coupled with ever

higher new car prices and rising insurance premiums will price more and more people out of the private car and into public transportation. This increasing trend is expected to continue and accelerate as urban and suburban transit systems offer better and more efficient, coordinated service.

Regardless of some of the problems Houston still has to face, Metro looks forward to its future. Implementation of the Phase 1 of the Regional Transit Plan which includes bus transitways on Houston's five radial freeways together with associated Park & Ride lots has made good progress. Area voters approved Metro's Phase 2 Mobility Plan which includes general mobility improvements, buses and transit support facilities, transitways and related facilities, transit related streets, and a rail system connector. The State's assistance will continue to be sought to implement the appropriate portion of the Phase 2 Mobility Plan. These transitway projects provide employment for hundreds of workers in the community and contribute to a healthier economy.

Outside of the Houston METRO service area, other suburban and rural populations are being served by increasing levels of public transportation services. In the City of Galveston, efforts are continuing to improve the bus system, and the light rail trolley system will begin operations in mid-1988. In the next 5 years, City of Galveston officials plan to purchase new replacement buses and to expand the new trolley system by 7 miles and add 3 more trolley vehicles. In 1987 a new Section 18 contractor started a rural transportation service in Galveston and Brazoria Counties. This fixed route and demand service system will be expanded to help meet public transit system needs and they plan on implementing a county-wide rural transportation service with the arrival of new vehicles ordered in 1988.

The increased usage of The Woodlands Park & Ride Lot has indicated a need to implement a Phase II expansion for 400 more cars. Brazos Transit System expects to request funding for a new park & ride facility to be located north of Conroe in the near future.

In 1988, the Houston-Galveston Area Council staff organized a Public/Private Sector Privatization Committee to serve as a working group to explore specific ways in which public and private sector transportation operators can cooperatively plan and deliver safe, efficient and cost effective public transit services in the Metropolitan Transit Authority (METRO) and Island Transit (Galveston) service areas. This committee dovetails with UMTA's recently announced new initiative to help suburbs solve growing traffic congestion problems through development of effective alternatives to the single occupant automobile for travel in and around the suburbs.

#### RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS 1989-1993

To develop and implement the long-term transit plan requires a large but responsible and realistic capital commitment. In consideration of the limited apportionment of State's Public Transportation Fund (PTF) in the past



two years and the relatively stable income from 1% sales tax for the Metro, the State's PTF is assumed to assist a portion of the Metro's transitways and bus acquisition program. Based upon this assumption, the recommended public transportation improvement plan and projects are listed in Table II, and the estimated project cost to all agencies is listed in Table III. The State's share of 1989-1993 project cost is estimated at \$19.6 million which is believed to be realistic and comparable with the previous year's funding level.

Also, when Metro presented the "Phase 2 Mobility Plan 1988-2000" for regional transit improvement for the area voter's approval, the agency also pledged several important principles. They are: (1) The plan is on "pay as you go" financial basis, with no new taxes or debts; (2) provide significant improvements for automobile travel; (3) complete transitways by 1991 and start rail operation by 1997; (4) recover 40-50% of operating cost from farebox by 2000; (5) involve the private sector at all stages.

To further understand the financial responsibility of the 13 year Metro's Phase 2 Mobility Plan, the financial analysis of this plan is summarized as follows:

<u>Financial Plan, Metro Phase 2 Mobility Plan</u>		<u>(Constant 1987 Dollars in Millions)</u>
Capital Costs		FY 1988-2000
1.	General Mobility Improvements	560
2.	Buses and Support Facilities	320
3.	Transitways and Related Facilities	340
4.	System Connector and TMC/S.E.T.C./Astrodome	1,040
5.	Transit Related Street & Highway Improvements	30
6.	Program Contingency	280
	TOTAL CAPITAL COSTS	2,570
Operating Costs		TOTAL OPERATING COSTS 2,150
		<hr/>
		TOTAL COSTS 4,720
Resources		
1.	Sales Tax Receipts	2,170
2.	State Grants	90
3.	Federal Grants	900
4.	Private Sector	130
5.	Operating Revenues	750
6.	Funds Available	370
7.	Interest Income	310
		<hr/>
		TOTAL RESOURCES 4,720

Besides the 1% sales tax receipts, Metro relies heavily on Federal grants, and assistance from private sector and the State in order to successfully implement the plan. During this time when the Federal government signals warning messages to Metro and the State's funding is less than certain, the success of the Phase 2 plan may not come without a maximum effort by all parties involved.

Metro has more than once been highly awarded by the transit industry of the nation for its outstanding performance. Therefore, the Metro Board of Directors and the management should have confidence to navigate through the

rough financial sea and achieve the goals set forth by the plan. The task will not be easy, but the challenge will be met.

While some Texas cities were planning their light rail systems, the City of Galveston was building a Phase I project. With the 4.7 mile rail system now in place and the vehicle maintenance facility complete, the City anxiously awaits delivery of its four self-propelled trolley vehicles. Once revenue service begins in August, 1988, the City expects demand for trolley service to justify a 7 mile Phase II (East/West) expansion of the rail system and a three vehicle increase in the trolley fleet. Prior to any route expansion, minor improvements in the existing system are planned to improve operating efficiency and economy. All plans for trolley system improvements are subject to available funding, but city officials are dedicated to improving area mass transit within the theme of historical compatibility.

Existing Section 18 operators in Montgomery, Galveston and Brazoria Counties plan rapid expansion of services to meet the needs of rural and suburban patrons for public transportation that is integrated with Houston's METRO and Galveston's Island Transit/Trolley Systems. A third Section 18 system is planned for Fort Bend County and is awaiting only Oil Overcharge funds to complete its local match requirement before contracting for a county wide rural/suburban transit system. Section 16b(2) agencies continue to meet the needs of elderly and handicapped clients within District 12.

TABLE II  
SUMMARY BY JURISDICTION

<u>JURISDICTION</u>	<u>FISCAL YEAR</u>	<u>OPERATING ESTIMATE (in \$1,000)</u>	<u>CAPITAL ESTIMATE (in \$1,000)</u>	<u>JURISDICTION TOTAL (in \$1,000)</u>
METRO Harris County	1989	\$ N/A	\$147,015	\$147,015
City of Galveston	1989	700	1,830	2,530
Gulf Coast MHMR	1989	462	80	542
Brazos Transit	1989	1,710	2,414	4,124
Fort Bend County	1989	203	84	287
E & H Transportation	1989	-0-	120	120
DISTRICT 12	•1989	\$3,075	\$151,543	\$154,618
METRO Harris County	1990	\$ N/A	\$137,348	\$137,348
City of Galveston	1990	710	1,497	2,207
Gulf Coast MHMR	1990	500	100	600
Brazos Transit	1990	1,828	901	2,729
Fort Bend County	1990	205	59	264
E & H Transportation	1990	-0-	144	144
DISTRICT 12	1990	\$3,243	\$140,049	\$143,292

TABLE II Continued

<u>JURISDICTION</u>	<u>FISCAL YEAR</u>	<u>OPERATING ESTIMATE (in \$1,000)</u>	<u>CAPITAL ESTIMATE (in \$1,000)</u>	<u>JURISDICTION TOTAL (in \$1,000)</u>
METRO Harris County	1991	\$ N/A	\$ 79,907	\$ 79,907
City of Galveston	1991	725	11,389	12,114
Gulf Coast MHRM	1991	541	100	641
Brazos Transit	1991	2,150	1,474	3,624
Fort Bend County	1991	215	23	238
E & H Transportation	1991	-0-	120	<u>120</u>
DISTRICT 12	1991	\$3,631	\$ 93,013	\$ 96,644
METRO Harris County	1992	\$ N/A	\$ 41,363	\$ 41,363
City of Galveston	1992	1,030	459	1,489
Gulf Coast MHRM	1992	586	125	711
Brazos Transit	1992	2,525	1,900	4,425
Fort Bend County	1992	225	-0-	225
E & H Transportation	1992	-0-	240	<u>240</u>
DISTRICT 12	1992	\$4,366	\$ 44,087	\$ 48,453
METRO Harris County	1993	\$ N/A	\$ 83,330	\$ 83,330
City of Galveston	1993	1,150	-0-	1,150
Gulf Coast MHRM	1993	636	125	761
Brazos Transit	1993	2,810	735	3,545
Fort Bend County	1993	225	-0-	225
E & H Transportation	1993	-0-	240	<u>240</u>
DISTRICT 12	1993	\$4,821	\$ 84,430	\$ 89,251

DISTRICT TOTAL FY 89 thru FY 93 \$532,258,000

TABLE IIA  
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS FY 1989-1993

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
METRO Harris Co.	Bus Operating Facility	FY 89	\$ 13,881	Federal & Local
	Park & Ride	FY 89	939	Federal & Local
	Joint Governmental/ General Mobility	FY 89	22,809	State & Local
	Transit Centers & Shelters	FY 89	5,306	Federal & Local
	Transitways & SC & C	FY 89	69,663	Federal, State & Local
	Transit Streets	FY 89	638	Local
	Land Acquisition	FY 89	12,340	Federal & Local
	Feasibility Study, Advance Planning & Engineering	FY 89	400	Federal & Local
	Bus Acquisition	FY 89	10,560	Federal, State & Local
	Support Facilities and Equipment	FY 89	1,819	Local
	E & H Transportation	FY 89	2,262	Local
	Contingencies	FY 89	<u>6,398</u>	Local
METRO HARRIS CO.	TOTAL	FY 89	\$147,015	
METRO Harris Co.	Bus Operating Facility	FY 90	\$ 3,552	Federal & Local
	Park & Ride	FY 90	-	-
	Joint Governmental/ General Mobility	FY 90	42,023	Federal, State & Local
	Transit Centers & Shelters	FY 90	7,223	Federal & Local
	Transitways & SC & C	FY 90	63,364	Federal, State & Local
	Transit Streets	FY 90	683	Local
	Land Acquisition	FY 90	1,180	Federal & Local
	Advance Planning & Engineering	FY 90	-	-
	Bus Acquisition	FY 90	10,560	Federal, State & Local
	Support Facilities and Equipment	FY 90	1,763	Local

TABLE IIA Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
	E & H Transportation	FY 90	-	-
	Contingencies	FY 90	<u>7,000</u>	-
METRO HARRIS CO.	TOTAL	FY 90	\$137,348	
METRO Harris Co.	Bus Operating Facility	FY 91	\$ -	-
	Park & Ride	FY 91	763	Federal & Local
	Joint Governmental/ General Mobility	FY 91	26,616	State & Local
	Transit Centers & Shelters	FY 91	1,087	Federal & Local
	Transitways & SC & C	FY 91	36,742	Federal, State & Local
	Transit Streets	FY 91	682	Local
	Land Acquisition	FY 91	-	-
	Advance Planning & Engineering	FY 91	-	-
	Bus Acquisition	FY 91	10,560	Federal, State & Local
	Support Facilities and Equipment	FY 91	457	Local
	E & H Transportation	FY 91	-	-
	Contingencies	FY 91	<u>3,000</u>	Local
METRO HARRIS CO.	TOTAL	FY 91	\$79,907	
METRO Harris Co.	Bus Operating Facility	FY 92	\$ -	-
	Park & Ride Lots	FY 92	4,701	Federal & Local
	Joint Governmental/ General Mobility	FY 92	3,886	Federal, State & Local
	Transit Centers & Shelters	FY 92	1,133	Federal & Local
	Transitways & SC & C	FY 92	17,832	Federal, State & Local
	Transit Streets	FY 92	826	Local
	Land Acquisition	FY 92	-	-
	Advance Planning & Engineering	FY 92	-	-
	Bus Acquisition	FY 92	10,560	Federal, State & Local

TABLE IIA Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
	Support Facilities and Equipment	FY 92	425	Local
	E & H Transportation	FY 92	-	-
	Contingencies	FY 92	<u>2,000</u>	-
METRO HARRIS CO.	TOTAL	FY 92	\$ 41,363	
METRO Harris Co.	Bus Operating Facility	FY 93	\$ 24,396	Local
	Park & Ride Lots	FY 93	5,312	Federal & Local
	Joint Governmental/ General Mobility	FY 93	-	-
	Transit Centers & Shelters	FY 93	-	-
	Transitways & SC & C	FY 93	6,299	Federal & Local
	Transit Streets	FY 93	32,413	Local
	Land Acquisition	FY 93	2,350	Federal & Local
	Advance Planning & Engineering	FY 93	-	-
	Bus Acquisition	FY 93	10,560	Federal, State & Local
	Support Facilities and Equipment	FY 93	-	-
	E & H Transportation	FY 93	-	-
	Contingencies	FY 93	<u>2,000</u>	Local
METRO HARRIS CO.	TOTAL	FY 93	\$ 83,330	

TABLE IIB  
RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS FY 1989-1993

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
METRO Harris Co.	See Table IIA			
	HARRIS COUNTY (METRO) SUBTOTAL	FY 89	\$147,015	
City of Galveston	Transit Operating Assistance	FY 89	\$ 700	Federal, Oil OC Local & Private
City of Galveston	Fuel Station Improvements	FY 89	57	Federal, State & Local
City of Galveston	Replace Supervisors Sedan	FY 89	8	Federal, State & Local
City of Galveston	Commuter Train Feasibility Study (Houston-Galveston)	FY 89	75	Federal, State Private & Local
City of Galveston	Replace 3/4 Ton Truck	FY 89	10	Federal, State & Local
City of Galveston	Install 15 Bus Benches	FY 89	10	Federal, State & Local
City of Galveston	Design & Construct Moody Center Transit Terminal Bldg.	FY 89	1,380	Federal, State, Oil OC, Local & Private
City of Galveston	Transit Planning	FY 89	30	Federal, State & Local
City of Galveston	Replace 2 Handicap Vans	FY 89	60	Federal, State, Oil OC & Local
City of Galveston	Purchase & Install Add'l Tools & Equipment for Trolley Maintenance Facility	FY 89	200	Federal, State, Oil OC & Local
Gulf Coast Regional MHRM Ctr./Galveston Galveston County	Rural Transportation System Administrative and Operation Costs (Sect. 18)	FY 89	462	Federal, Oil OC, Local & Private
Gulf Coast Regional MHRM Ctr./Galveston Galveston County	Purchase 4 Vans w/Lifts	FY 89	80	Federal, Oil OC, Local & Private
GALVESTON COUNTY	SUBTOTAL	FY 89	\$ 3,072	
Brazos Transit System Montgomery County	Commuter and Rural Transp. System, Admin. & Operating Costs (Sect. 18)	FY 89	\$ 1,710	Federal, Oil OC, Local & Private
Brazos Transit System Montgomery County	Construction: The Woodlands Park & Ride Phase II	FY 89	1,300	Federal, Oil OC & Local
Brazos Transit System Montgomery County	Purchase 3 Transit Coaches	FY 89	345	Federal, State, Oil OC & Local

TABLE IIB Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
Brazos Transit System Montgomery County	Public Transit Marketing Program	FY 89	19	Federal, State & Local
Brazos Transit System Montgomery County	30% Share of Construction Costs of Regional Maintenance Facility	FY 89	750	Federal, State, Oil OC & Local
MONTGOMERY COUNTY SUBTOTAL		FY 89	\$ 4,124	
Fort Bend County Office of Early Childhood Dev., Inc	Purchase of four 15 Passenger Vans, Fare Collectors & Shelters	FY 89	\$ 84	Federal, State, Oil OC, Local & Private
Fort Bend County Office of Early Childhood Dev., Inc	Rural Transportation System Admin. & Operating Costs (Section 18)	FY 89	203	Federal, Oil OC, Local & Private
FORT BEND COUNTY SUBTOTAL		FY 89	\$ 287	
District Wide Section 16b(2) Grant Program	UMTA Purchase of 5 new or replacement vehicles with lifts (Various Agencies)	FY 89	\$ 120	Federal, Oil OC & Private
DISTRICT 12 SUBTOTAL		FY 89	\$154,618	
METRO Harris Co.	See Table II			
HARRIS COUNTY (METRO) SUBTOTAL		FY 90	\$137,348	
City of Galveston	Transit Operating Assistance	FY 90	710	Federal, Oil OC Local & Private
City of Galveston	Purchase 5 Replacement Transit Coaches	FY 90	429	Federal, State Oil OC & Local
City of Galveston	Purchase 1 Trolley Vehicles (Light Rail)	FY 90	450	Federal, State Oil OC, Local & Private
City of Galveston	Construction: 2 switches and track work at Santa Fe Pl & 25th (Trolley turn-around); Yard switch & track work @ Maintenance Facility	FY 90	190	Federal, State Oil OC, Local & Private
City of Galveston	Trolley Expansion Feasibility Study, Environ. Impact Statement, Preliminary Design and Project Management	FY 90	350	Federal, State Oil OC, Local & Private
City of Galveston	Install 10 Bus Benches	FY 90	25	Federal, State Oil OC & Local
City of Galveston	Install 35 Bus Benches	FY 90	23	Federal, State Oil OC, Local & Private
City of Galveston	Transit Planning	FY 90	30	Federal, State & Local



TABLE IIB Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
Gulf Coast Reg. MHMR Ctr./Galveston Galveston County	Rural Transportation System Admin. & Oper. Costs (Sect.18)	FY 90	500	Federal, Oil OC & Local
Gulf Coast Reg. MHMR Ctr./Galveston Galveston County	Purchase 1 bus & Install Shelters	FY 90	100	Federal, Oil OC & Local
GALVESTON COUNTY	SUBTOTAL	FY 90	\$ 2,807	
Brazos Transit System Montgomery County	Commuter and Rural Transp. System, Admin. & Operating Costs (Sect. 18)	FY 90	\$ 1,828	Federal, Oil OC, Local & Private
Brazos Transit System Montgomery County	Purchase 10 Replacement Vans	FY 90	170	Federal, State, Oil OC & Local
Brazos Transit System Montgomery County	Public Transit Marketing Program	FY 90	19	Federal, State & Local
Brazos Transit System Montgomery County	Purchase 6 Transit Coaches	FY 90	690	Federal, State, Oil OC & Local
Brazos Transit System Montgomery County	Feasibility Study for New Park & Ride Facility North of Conroe	FY 90	22	Federal, State, Oil OC & Local
MONTGOMERY COUNTY	SUBTOTAL	FY 90	\$ 2,729	
Fort Bend County Office of Early Childhood Dev., Inc	Rural Transportation System Admin. & Oper. Costs (Section 18)	FY 90	\$ 205	Federal, Oil OC, Local & Private
Fort Bend County Office of Early Childhood Dev., Inc	Purchase of 1 Mini Bus	FY 90	55	Federal, State, Oil OC & Local
Fort Bend County Office of Early Childhood Dev., Inc	Install 6 Bus Benches	FY 90	4	Federal, State, Oil OC, Local & Private
FORT BEND COUNTY	SUBTOTAL	FY 90	\$ 264	
District Wide Section 16b(2) Grant Program	UMTA Purchase of 6 new or replacement vehicles with lifts (Various Agencies)	FY 90	\$ 144	Federal, Oil OC & Private
DISTRICT 12	SUBTOTAL	FY 90	\$143,292	
METRO Harris Co.	See Table IIA			
	HARRIS COUNTY (METRO) SUBTOTAL	FY 91	\$79,907	
City of Galveston	Transit Operating Assistance	FY 91	\$ 725	Federal, Oil OC Local & Private

TABLE IIB Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
City of Galveston	Transit Planning	FY 91	30	Federal, State & Local
City of Galveston	Purchase 5 Replacement Transit Coaches	FY 91	429	Federal, State Oil OC & Local
City of Galveston	Expansion of the Trolley (light rail) system east and west, total of 7 miles	FY 91	9,930	Federal, State Oil OC, Local & Private
City of Galveston	Purchase 2 Trolley Vehicles (light rail) and spare parts	FY 91	1,000	State, Oil OC, Local & Private
Gulf Coast Reg. MHMR Ctr./Galveston County	Rural Transportation System Admin. & Oper. Costs (Sect.18)	FY 91	541	Federal, Oil OC & Local
Gulf Coast Reg. MHMR Ctr./Galveston County	Purchase 1 bus & Install bus shelters and benches	FY 91	100	Federal, Oil OC & Local
GALVESTON COUNTY SUBTOTAL		FY 91	\$12,755	
Brazos Transit System Montgomery County	Commuter and Rural Transp. System, Admin. & Operation (Sect. 18)	FY 91	\$ 2,150	Federal, Oil OC, Local & Private
Brazos Transit System Montgomery County	Purchase 10 Replacement Vans and 3 Mini Buses	FY 91	355	Federal, State, Oil OC & Local
Brazos Transit System Montgomery County	Public Transit Marketing Program	FY 91	19	Federal, State & Local
Brazos Transit System Montgomery County	Preliminary Design, Environ. Impact Statement and Land Purchase for new P&R Facility North of Conroe	FY 91	1,100	Federal, State, Oil OC, Local & Private
MONTGOMERY COUNTY SUBTOTAL		FY 91	\$ 3,624	
Fort Bend County Office of Early Childhood Dev., Inc	Rural Transportation System Admin. & Oper. Costs (Section 18)	FY 91	\$ 215	Federal, Oil OC, Local & Private
Fort Bend County Office of Early Childhood Dev., Inc	Install 6 Bus Benches	FY 91	4	Federal, State, Oil OC, Local & Private
Fort Bend County Office of Early Childhood Dev., Inc	Transit Planning and Marketing	FY 91	19	Federal, State & Local
FORT BEND COUNTY SUBTOTAL		FY 91	\$ 238	

TABLE IIB Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
District Wide UMTA Section 16b(2) Grant Program	Purchase of 5 new or replacement vehicles with lifts (Various Agencies)	FY 91	\$ 120	Federal, Oil OC & Private
DISTRICT 12 SUBTOTAL		FY 91	\$96,644	
METRO Harris Co.	See Table IIA			
HARRIS COUNTY (METRO) SUBTOTAL		FY 92	\$41,363	
City of Galveston	Transit Operating Assistance	FY 92	\$ 1,030	Federal, Local & Private
City of Galveston	Purchase 5 Replacement Transit Coaches	FY 92	429	Federal, State & Local
City of Galveston	Transit Planning	FY 92	30	Federal, State & Local
Gulf Coast Reg. MHMR Ctr./Galveston Galveston County	Rural Transportation System Admin. & Oper. Costs (Sect.18)	FY 92	586	Federal & Local
Gulf Coast Reg. MHMR Ctr./Galveston Galveston County	Purchase Replacement Vehicles	FY 92	125	Federal, State & Local
GALVESTON COUNTY SUBTOTAL		FY 92	\$ 2,200	
Brazos Transit System Montgomery County	Commuter and Rural Transp. System, Admin. & Operation Costs	FY 92	\$ 2,525	Federal & Local
Brazos Transit System Montgomery County	Design and Construction of new Park & Ride Facility North of Conroe	FY 92	1,900	Federal, State, Local & Private
MONTGOMERY COUNTY SUBTOTAL		FY 92	\$ 4,425	
Fort Bend County Office of Early Childhood Dev., Inc	Rural Transportation System Admin. & Oper. Costs (Section 18)	FY 92	\$ 225	Federal, Local & Private
FORT BEND COUNTY SUBTOTAL		FY 92	\$ 225	
District Wide UMTA Section 16b(2) Grant Program	Purchase of 10 new or replacement vehicles with lifts (Various Agencies)	FY 92	\$ 240	Federal & Priate
DISTRICT 12 SUBTOTAL		FY 92	\$48,453	

TABLE IIB Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>FUNDING SOURCE</u>
METRO Harris Co.	See Table IIA			
	HARRIS COUNTY (METRO) SUBTOTAL	FY 93	\$83,330	
City of Galveston	Transit Operating Assistance	FY 93	\$ 1,150	Federal, Local & Private
Gulf Coast Reg. MHRM Ctr./Galveston Admin. & Oper. Costs (Sect.18) Galveston County	Rural Transportation System	FY 93	636	Federal & Local
Gulf Coast Reg. MHRM Ctr./Galveston Vehicles Galveston County	Purchase Replacement Vehicles	FY 93	125	Federal & Local
GALVESTON COUNTY	SUBTOTAL	FY 93	\$ 1,911	
Brazos Transit System Montgomery County	Commuter and Rural Transp. System, Admin. & Operation Costs	FY 93	\$ 2,810	Federal, Local & Private
Brazos Transit System Montgomery County	Purchase of 4 Transit Coaches and 5 Mini Buses	FY 93	735	Federal, State, & Local
MONTGOMERY COUNTY	SUBTOTAL	FY 93	\$ 3,545	
Fort Bend County Office of Early Childhood Dev., Inc (Section 18)	Rural Transportation System Admin. & Oper. Costs	FY 93	\$ 225	Federal, Local & Private
FORT BEND COUNTY	SUBTOTAL	FY 93	\$ 225	
District Wide UMTA Section 16b(2) Grant Program	Purchase of 10 new or replacement vehicles with lifts (Various Agencies)	FY 93	\$ 240	Federal & Private
DISTRICT 12	TOTAL	FY 93	\$89,251	
DISTRICT TOTAL FY 89 thru FY 93			\$532,258,000	

TABLE III

## ESTIMATED PROJECT COST TO ALL AGENCIES

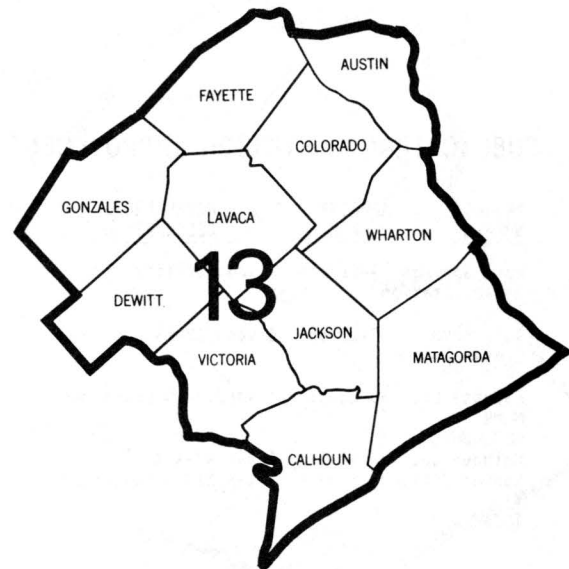
\*Some of these funding requirements may be met with Oil Overcharge Funds.

<u>JURISDICTION</u>	<u>FY</u>	<u>FEDERAL</u>	<u>State SDHPT*</u>	<u>Local*</u>	<u>Private Agencies</u>	<u>Total</u>
METRO Harris County	1989	\$60,346,000	\$4,856,000	\$81,813,000	\$ --	\$147,015,000
City of Galveston	1989	1,814,000	237,900	278,100	200,000	2,530,000
Gulf Coast MHMR	1989	343,600	10,400	132,538	55,462	542,000
Brazos Transit	1989	2,786,200	313,820	998,980	25,000	4,124,000
Fort Bend County	1989	186,932	4,091	94,977	1,000	287,000
E & H Transportation	1989	96,000	-0-	-0-	24,000	120,000
SUBTOTAL	1989	\$65,572,732	\$5,422,211	\$83,317,595	\$305,462	\$154,618,000
METRO Harris County	1990	\$44,216,000	\$4,541,000	\$88,591,000	\$ --	\$137,348,000
City of Galveston	1990	1,552,600	194,610	259,790	200,000	2,207,000
Gulf Coast MHMR	1990	381,000	13,000	150,000	56,000	600,000
Brazos Transit	1990	1,634,800	117,130	952,070	25,000	2,729,000
Fort Bend County	1990	168,532	6,344	88,124	1,000	264,000
E & H Transportation	1990	115,200	-0-	-0-	28,800	144,000
SUBTOTAL	1990	\$48,068,132	\$4,872,084	\$90,040,984	\$310,800	\$143,292,000
METRO Harris County	1991	\$30,344,000	\$3,210,000	\$46,353,000	\$ --	\$ 79,907,000
City of Galveston	1991	9,473,700	1,480,570	959,730	200,000	12,114,000
Gulf Coast MHMR	1991	403,900	13,000	16,100	57,000	641,000
Brazos Transit	1991	2,254,200	191,620	1,153,180	25,000	3,624,000
Fort Bend County	1991	146,900	12,480	77,620	1,000	238,000
E & H Transportation	1991	96,000	-0-	-0-	24,000	120,000
SUBTOTAL	1991	\$42,718,700	\$4,907,670	\$48,710,630	\$307,000	\$ 96,644,000
METRO Harris County	1992	\$16,319,000	\$2,265,000	\$22,779,000	\$ --	\$ 41,363,000
City of Galveston	1992	882,200	59,670	547,130	-0-	1,489,000
Gulf Coast MHMR	1992	449,100	16,250	187,650	58,000	711,000
Brazos Transit	1992	2,782,500	247,000	1,370,500	25,000	4,425,000
Fort Bend County	1992	136,500	1,950	85,550	1,000	225,000
E & H Transportation	1992	192,000	-0-	-0-	48,000	240,000
SUBTOTAL	1992	\$20,761,300	\$2,589,870	\$24,969,830	\$132,000	\$ 48,453,000
METRO Harris County	1993	\$13,122,000	\$1,688,000	\$68,520,000	\$ --	\$ 83,330,000
City of Galveston	1993	575,000	-0-	575,000	-0-	1,150,000
Gulf Coast MHMR	1993	476,800	16,250	208,950	59,000	761,000
Brazos Transit	1993	1,993,000	95,550	1,431,450	25,000	3,545,000
Fort Bend County	1993	136,500	1,950	85,550	1,000	225,000
E & H Transportation	1993	192,000	-0-	-0-	48,000	240,000
SUBTOTAL	1993	\$16,495,300	\$1,801,750	\$70,820,950	\$133,000	\$ 89,251,000
5-Year Plan TOTAL						
DISTRICT 12 TOTAL	FY 89 - FY 93	\$193,616,164	\$19,593,585	\$317,859,989	\$1,188,262	\$532,258,000

YOAKUM DISTRICT (DISTRICT 13)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



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



The District encompasses an area of approximately 9,950 square miles with a 1980 population of 289,974. The population density averages 29 people per square mile. At this time, there is only one officially recognized urbanized area in the district, that being the City of Victoria which qualified as an urbanized area in the 1980 Federal Census. Eight other cities are considered Urban Areas (population of more than 5,000), namely, Bay City, Port Lavaca, Cuero, Gonzales, Edna, Yoakum, El Campo and Wharton. Of these eight cities, Bay City, El Campo and Port Lavaca are the largest with 1980 populations of 17,837, 10,462 and 10,911, respectively.

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

Within the District there are 3,383 miles of roadway comprising the highway system. One airport serves scheduled air travel to connecting points worldwide. Numerous bus lines and a rail system (Amtrak) serve intercity - interstate transportation needs. Interaction of the FM Road, SH, US and Interstate Highway Systems with existing modes of transportation create a network that has the capability of providing accessibility to all populations.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986 - 1988

Since none of our cities have public transit systems and although there are programs that are not department administered under which Federal assistance funds are available, most transportation improvements made in

this district have all been under the Section 16b(2) and Section 18 programs.

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

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988

PROJECT NUMBER	APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Warm Springs Rehabilitation	9-21-84	2 vans w/lifts	\$ 40,160.00	\$ -0-	\$10,040.00	\$ 50,200.00
Gulf Bend Center	7-10-85	4 vans/12-15 passenger	50,608.54	-0-	13,152.14	63,760.68
Fayette Co. MHMR	8-22-85	1 van/12-15 passenger	12,549.60	-0-	3,137.40	15,687.00
Calhoun Co. Senior Citizens	2-4-87	1 van w/lift	18,996.00	-0-	4,749.00	23,745.00
		1 van 12-15 passenger	13,290.16	-0-	3,322.54	16,612.70
TOTAL			\$135,604.30	\$ -0-	\$34,401.08	\$170,005.38

SECTION 18

PROJECT NUMBER	FINAL APPROVAL	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Golden Crescent-Regional Planning Commission	11-5-86	1 van w/lift	\$ 18,796.00	\$ -0-	\$ 4,699.00	\$ 23,495.00
		5 vans 12-15 passenger	56,515.87	-0-	14,128.97	70,644.84
		2 vans 7 passenger	22,785.60	-0-	5,696.40	28,482.00
Colo. Valley Transit System	9-26-86	2 vans 12-15 passenger	28,020.80	-0-	7,004.70	35,025.50
		1 van 7 passenger	9,242.68	-0-	2,310.67	11,553.35
TOTAL			\$135,360.95	\$ -0-	\$33,839.74	\$169,200.69

We currently have two Section 18 Grant Programs operating in District 13. One is Golden Crescent Regional Planning Commission, located in Victoria, Texas. They are operating a combination fixed route and demand response service. Their need is based on serving basically the elderly and handicapped and providing service to the general public on a space available basis.

They are currently operating 22 vehicles under this system, of which eight have been purchased under the Section 18 Program. They propose to purchase six additional vans in the near future.

Colorado Valley Transit System, located in Columbus, Texas has also been established in the past two years. They operate in Colorado, Waller, and Austin Counties. They also are operating on a combination fixed route and demand response service for the elderly and handicapped and providing service to the general public on a space available basis. They have five vehicles operating in their system, with three being purchased through the Section 18 Program within this period. They have also purchased a radio base station and five mobile units, complete telephone system and a computer under this program.

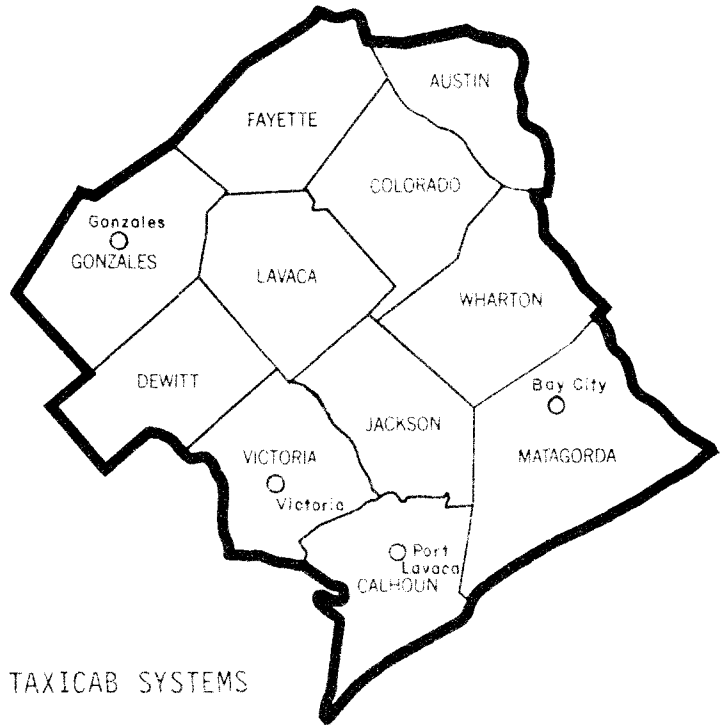
PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 13 - 1988

1. Municipal Transit Systems

None

2. Paratransit Systems

Circles indicate cities with taxicab service.



2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Victoria	1	DID NOT COMPLETE FORM					
Port Lavaca	1	2	0	2,000	750	Not Available	Min. Fare \$1.00 \$0.10 more for each 0.1 mile
Gonzales	1	1	0	500	200	"	\$2.50/Trip \$1.00/Mile outside city
Bay City	2	3	0	1,500	400	"	Set rate by City Ordinance \$1.00/Mile outside city limits
Total	5	6	0	4,000	1,350		

2B. HUMAN SERVICES TRANSPORTATION SYSTEM

AREA	NUMBER OF AGENCIES HOQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 13	20	70	8	**64,262	*22,401	***155,135	*\$53,555.88

\* Partial data; two agencies did not reply.  
 \*\* Partial data; three agencies did not reply.  
 \*\*\* Partial data; five agencies did not reply.



PARK AND RIDE PARKING AREAS

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

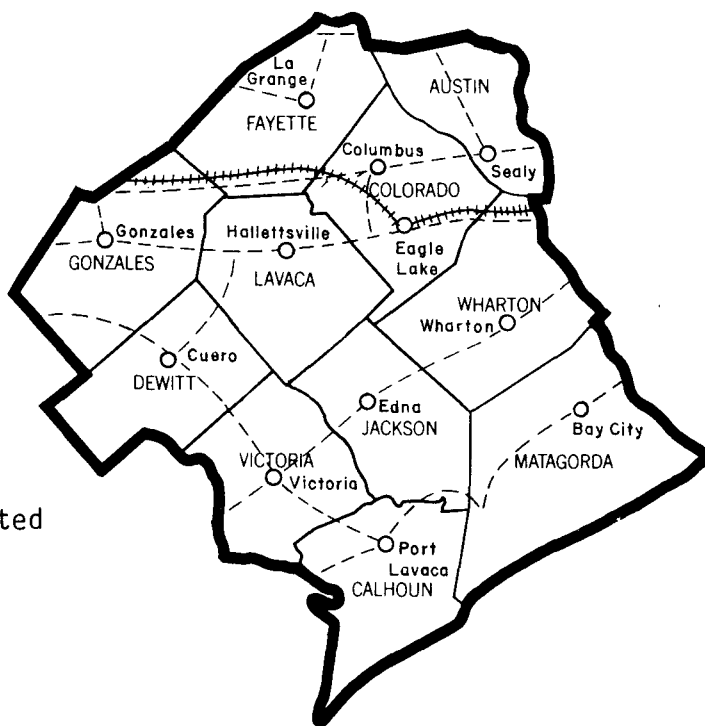
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

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

Rail Systems:

- Amtrak Routes-Sunset Limited



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS  
IN DISTRICT 13 BY 1993

District 13's 1980 population for the eleven county area was 289,974, representing a 15.4% increase over the 1970 population (251,271) for the same region. The rate of growth for the area is anticipated to be fairly constant. The 1989 population is expected to be about 312,300 while the 1992 population is estimated to be slightly over 334,000. All except 105,000 of this population is now and is expected to continue to be concentrated within Austin, Matagorda, Victoria, Wharton and Calhoun Counties. Due to the low population densities in the other six counties (Gonzales, Fayette, Colorado, Lavaca, DeWitt and Jackson), the major needs in public transportation will be for medical and social purposes for the elderly, poor and handicapped.

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

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

From extrapolated information provided in the Department's publication "Elderly and Handicapped Transportation in Texas" and information furnished by the Gulf Coast Council of Governments, it appears that approximately 19% of the District 13 population (about 55,000) will fall into the category of elderly and/or handicapped by 1993. Certainly not all of that group would be expected to use public transportation even if it were provided; however, it is apparent that a significant increase in demand for transportation may be expected from this segment of the population. With the continuing rise in the general inflation rate, it is anticipated that an increasing number of the elderly and handicapped transportation disadvantaged will become more dependent on some form of public transportation.

The UMTA 16b(2) and Section 18 Programs have provided and continue to provide assistance to private and non-profit organizations for capital improvements.

Replacement vehicles for those organizations participating in this 16b(2) Program are anticipated on about a five year schedule; therefore, it is estimated that fourteen (14) will be needed during this time frame of this plan (10 for replacement and 4 for expansion). Under the Section 18 Grant Program, 16 vans will be needed for replacement and nine (9) vans for expansion. Also, there will be a need for two (2) buses.

Other social service transportation programs within the district are funded through the Area Agency on Aging, Title XIX, and other programs administered through the Councils of Governments.

Effort has and is being made locally and through the Texas Transportation Institute to acquaint local officials and major employers of the benefits of carpooling/vanpooling. Four Park and Ride facilities have been established and are in operation in District 13. Capacity of these four facilities is about 200 vehicles. Additional Park and Ride facilities are being considered along with future sites for carpooling purposes.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

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

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

TABLE II

RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS FY 1989-93

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>	<u>IMPLEMENTATION DATE</u>
<u>SECTION 16B(2)</u>			
Human Services	Capital Assistance to Private Non-Profit Agencies for Equipment Acquisition:		
	Gulf Bend Center 5 Vans (replacement)	\$ 90,000	
	Gonzales Warm Springs 2 Vans w/lift (replacement)	60,000	
	Fayette Co. MHMR 1 Van (replacement)	18,000	
	Calhoun County Sr. Citizens 1 Van (replacement)	18,000	
	1 Van w/lift (replacement)	30,000	
	Texas Elks 1 Van (expansion)	18,000	
	1 Mini Van (expansion)	14,000	
	Location Unknown 2 Vans (expansion)	36,000	

TABLE II Continued

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>	<u>IMPLEMENTATION DATE</u>
<u>SECTION 18</u>			
	Colorado Valley Transit, Inc.		
	2 Vans (expansion)	\$ 18,000	
	1 Mini Van (expansion)	14,000	
	1 Van w/lift (replacement)	30,000	
	2 Vans (replacement)	18,000	
	1 Mini (replacement)	14,000	
	Golden Crescent Regional Planning Commission		
	3 Vans (expansion)	\$ 54,000	
	3 Mini Vans (expansion)	42,000	
	2 Buses, 18-24 Psgr. (expansion)	80,000	
	12 Vans (replacement)	216,000	
	TOTAL COST	\$770,000	

Note: Vehicle prices are based on 1988 estimate.

The total cost of all the recommended public transportation improvement projects through 1993 for District 13 is estimated at about \$770,000. The estimates of funding required are to maintain the current level of human services transportation with some small degree of expansion. If the present method of financing public transportation projects continues, the approximate cost to each agency would be as shown in Table III.

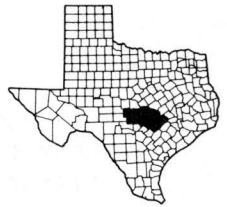
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-93  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

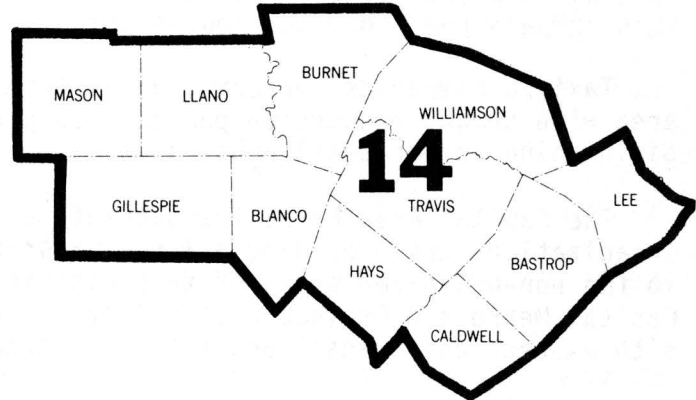
<u>FEDERAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$616,000	\$154,000	\$770,000



AUSTIN DISTRICT (DISTRICT 14)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 14 of the State Department of Highways and Public Transportation consists of an eleven county region in Central Texas. These eleven counties contain a population of 645,846 according to the 1980 U.S. Census and comprise a land area of 9,483 square miles. The population per square mile varies from four to sixty-nine in the ten counties surrounding Travis County, which average 415 people per square mile. It is estimated that the Austin area population increased 31% from 1980 to 1986.



There are seven cities in this District which are considered urban areas (more than 5,000 population): Fredericksburg, Georgetown, Lockhart, Luling, Round Rock, San Marcos and Taylor. All other areas of the District are considered rural except Austin, with an estimated population of 551,000 and is the only urbanized area (more than 50,000 population) in the District. The population of urban areas varies from approximately 1,000 to 2,600 persons per square mile.

The metropolitan City of Austin, the State's capitol city, has more than one-half of the total population of this District and is the hub of the Standard Metropolitan Statistical Area (SMSA) which includes Travis, Hays and Williamson Counties. Austin has an average population density of less than 3,000 persons per square mile, situated in Travis County, and over 83 percent of this District's population resides in the metropolitan region of Austin. I.H. 35 traverses through the three counties which comprise the SMSA with the largest cities of the District along this route. The Balcones Escarpment lies just west of and parallel to I.H. 35, which is a definite geographical change with the blackland prairies to the east and the hill country to the west.

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

The Capital Metropolitan Transportation Authority (Capital Metro) was created as a result of Austin and surrounding community voter approval January 19, 1985 and manages transit services with a General Manager coordinating activities. Capital Metro contracts with American Transit Corporation for transit operations.

Rapid growth during the past decade in the Austin area and related peak hour congestion requires transit service expansion that is efficient and attractive to users.

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

Taxicab companies perform a vital transportation function in the Austin area with demand responsive public transportation, but the taxicabs are diminishing in our small urban areas.

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

PUBLIC TRANSPORTATION IMPROVEMENTS AND  
EXPENDITURES 1986-1988

Capital Metro had approximately \$24.5 million in active Public Transportation Improvement Projects to purchase and/or install capital improvements during the past two years that were eligible for state assistance. Of that total, \$1.5 million is eligible for State Public Transportation Funds. Capital Area Rural Transportation System (CARTS) was authorized the 20 percent local match money for \$313,747 in Capital purchases from deobligated State Funds by Mass Transit Authority's. Table I identifies each project and its sources of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988

PROJECT NUMBER	APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-03-0055	1-9-80	Maintenance Facility Exp. Passenger Facilities Support Equipment	\$ 193,289	\$ 31,409	\$ 16,913	\$ 241,611
TX-03-0060	3-4-81	Passenger Facilities	2,598	422	228	3,248
TX-03-0061	3-4-81	1 Full-size Bus w/lift	118,264	19,218	10,348	147,830
TX-03-0066	10-5-81 Amended	Land Acquisition and Terminal Construction 3 Full-size buses w/lifts 3 Vehicles - Mobility Impaired, Pass. Fac., Support Equipment and Support Vehicles	1,490,911	242,273	130,455	1,863,639
TX-05-0052	7-9-80 Amended	Land Acquisition for Terminal Engineering and Design	\$ 301,110	48,930	26,347	\$ 376,387

TABLE I Continued

PROJECT NUMBER	APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-05-0064	3-4-81 Amended	Construct Terminal & Parking Space	\$ 577,008	\$ 93,764	\$ 50,488	\$ 721,260
TX-05-0078	12-3-81	Five Radios	7,256	1,179	635	9,070
TX-05-0107	1-3-85 Amended	6 Trolleys & 8 Minibuses 3 Support Vehicles, 30 Shelters Passenger Facilities Support Equipment	1,205,300	195,861	105,464	1,506,625
TX-90-X030	11-5-85 Amended	Land Acquisition P & R Lots Northwest & Southwest Austin	1,423,199	231,270	124,530	1,778,999
TX-05-0118	11-5-85 Amended	Design-Engineering P & R Lots NW & SW, Transit Fac. Expansion Support Equipment	576,800	93,730	50,470	721,000
TX-90-X041	11-5-85 Amended	16 Trolley Buses Pave a P&R Lot (Coliseum)	2,110,824	343,009	184,697	2,638,530
TX-03-0104	3-20-87	Maintenance Facility Expansion, Land Acquis. and Engineering	10,121,872	176,886	4,161,059	14,459,817
		Capital Metro TOTAL	18,128,431	1,477,951	4,861,634	24,468,016
RPT-0008	12-30-87	CARTS local match for Capital Purchases	\$ 250,997	\$ 62,750	\$ -0-	\$ 313,747

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 14 - 1988

1. Municipal Transit Systems

Capital Metro  
P. O. Box 1943  
Austin, Texas 78767  
(512) 476-7400

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

Bus transit service in the Austin area is operated over fifty (50) fixed routes and nine (9) Park and Ride Lots enhance express bus routes. Capital Metro operates 'Dillo routes throughout Central Austin with free parking lots at the City Coliseum and near Austin High School/Mopac.

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

Special Transit Services is Capital Metro's door-to-door transportation for individuals who are unable to use the system's fixed-route buses



because of a disability. Reservations must be made a minimum of three hours before the trip. They also contract with taxicab companies to supplement these services.

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

The results of the pilot project, RIDE-FINDERS has formed fifteen (15) vanpools in 1987. Furthermore, due to the success of this program two fixed routes have been replaced with vanpools. This replacement of fixed routes is a demonstration project and Capital Metro is providing operating assistance. Even with the operating assistance Capital Metro is expecting to save approximately \$250,000 by using vanpools.

### OPERATING STATISTICS

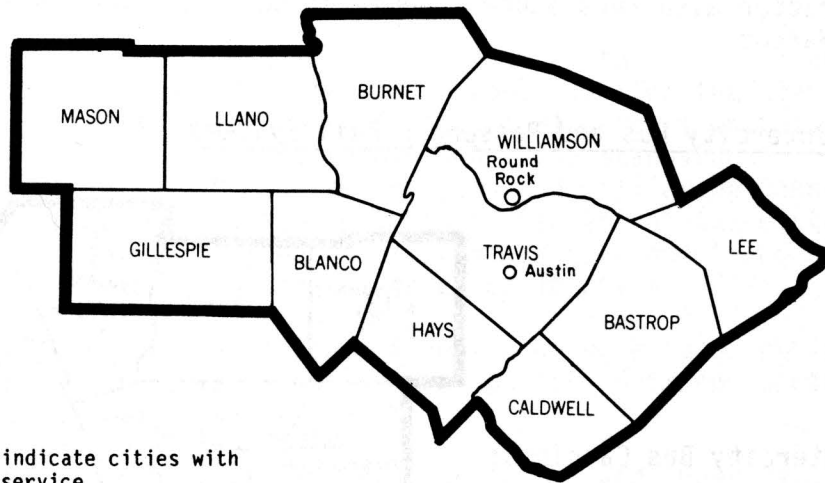
AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Austin	195	9,953,459	9,032,966	\$3,291,988	\$35,260,038*	698	Under 6 yrs.-Free Students - 25¢ Adults - 50¢ E & H - 25¢ & 50¢ P & R - \$1.00 STS - 60¢

\*This figure includes transportation, maintenance, general administration, depreciation and amortization expenses.

### VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	NUMBER EQUIPPED FOR HANDICAPPED
Vans (up to 15 Passengers)	31	5				36	31
Small Transit Coach (16-25 Passengers)			5			5	5
Regular Transit Coach (Over 25 Passengers)	169		26			195	152
-Other: Rubber Tire Trolleys	26					26	17
						<b>TOTAL VEHICLES</b>	<b>262</b>
							<b>205</b>

## 2. Paratransit Systems



### 2A. TAXICAB SYSTEMS\*

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MO. VEH. MILES	MONTHLY ONE-WAY PASS. TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Austin	5	408	5	1,464,135	197,397	1,200	\$1.00 1st 1/5 Mile 0.20 each add'l Mile Live meters \$9/Hour

\* Taxicabs are diminishing in small urban areas.

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES *	MONTHLY ONE-WAY PASS. TRIPS*	POTENTIAL ELIGIBLE PASSENGERS*	MONTHLY EXPENSES*
District 14	23	363	40	274,215	33,519	152,437	\$205,535

\* These figures are estimated by some Agencies.

### 2C. OTHER PARATRANSIT SYSTEMS

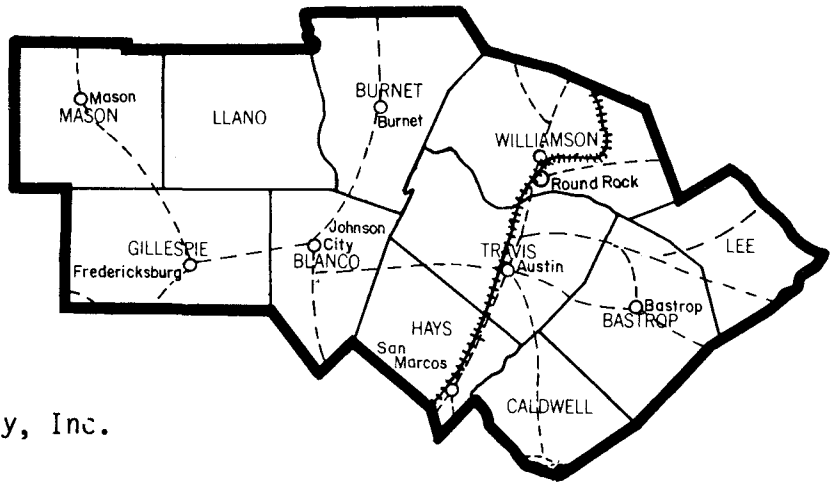
AREA	NUMBER OF AGENCIES HDQTR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MO. VEH. MILES	MONTHLY ONE-WAY PASS. TRIPS
Laidlaw Transit, Inc.	1	100	0	840,000	340,000
LBJ National Historic Site	1	6	6	27,369	6,000
TOTAL	2	106	6	867,369	346,000

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

### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

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



#### Rail Systems:

Amtrak Routes - The Eagle  
 Sunset Limited

### 4. Park and Ride Facilities

<u>Location</u>	<u>County</u>	<u>Near City/Town</u>	<u>Available Capacity</u>	<u>Est. % Usage</u>
Leander Church of Christ CR 275 West of US 183	Williamson	Leander	100 Cars	28
Buttercup Creek Center, Buttercup Creek Parkway at US 183	Williamson	Cedar Park	100 Cars	44
Value Club, Lake Creek Parkway at US 183	Travis	Austin	50 Cars	108
Spicewood/183 Shopping Center Spicewood Springs at US 183	Travis	Austin	40 Cars	65
Balcones Woods Shopping Center Balcones Woods at US 183	Travis	Austin	40 Cars	N/A
North Austin Christian Church Rutland at Ledgewood	Travis	Austin	50 Cars	20
Pflugerville ISD FM 1825 at Pflugerville High School	Travis	Pflugerville	100 Cars	35
North Lamar Park & Ride North Lamar at Research	Travis	Austin	225 Cars	9
Winn's Texas 71 at US 290	Travis	Oak Hill	50 Cars	20
Main Street at City Park	Bastrop	Elgin	80 Cars	N/A

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS  
IN DISTRICT 14 BY 1993

The State Department of Highways and Public Transportation publication, District and County Statistics, estimates 1986 population for the eleven county region of District 14 is 867,700. This is a 34 percent increase from the 1980 U.S. Census Bureau count of 645,846. The Standard Metropolitan Statistical Area (SMSA), Travis, Hays and Williamson Counties, has an estimated population of 726,400 which is 84 percent of the District total. Austin, as the capitol city and seat of state government and higher education, has a rapidly expanding science-oriented industry.

In view of the population statistics and Austin being a major employment area, it is apparent that major public transportation improvements during the next five years will be in the SMSA.

To accommodate this rapid growth in both population and industry, Capital Metro increased the bus fleet transferred from the City of Austin from 88 to 225, expanded the downtown 'Dillo service into 3 routes, utilizes 9 Park-N-Ride facilities to implement express routes and timed-transfers with feeder routes, promoted express transit service by purchasing 189 miles of Railroad Right-of-Way along with 3 miles of downtown rail Right-of-Way, and continues to study major corridors.

In February, 1986 Capital Metro began its first major long range study, the Transitway Corridor Analysis Project (TCAP). Presently in Alternative Analysis, Capital Metro will study the detailed examination of specific modes and routing alternatives within the priority corridor which will be completed in early 1989. The analysis will include a study of the potential ridership, capital costs, operating costs, financial factors and environmental impacts related to each alternative. At the conclusion of Alternative Analysis, the Capital Metro Board of Directors will select a specific mode and routing option for design and implementation.

For these proposed transit improvements to effectively provide efficient and reliable transportation, arterial streets and highway systems in the Austin area will require reconstruction to increase capacities or extensions for new service.

Peak hour congestion is the major problem confronting public transportation providers in the SMSA and especially Austin. It appears that staggered work hours, ridesharing, vanpooling and other alternative modes being studied will be needed.

There should be an increase in demand for taxicab service in the urbanized area commensurate with growth projections. Capital Metro will continue to contract with taxi companies for demand-responsive service. Taxicab service in urban areas is diminishing.

Private non-profit organizations and local governments are providing the majority of human service transportation in District Fourteen. Financial assistance is being acquired from the Urban Mass Transportation Administration 16b(2) program and the Section 18 program. The Capital Area

Rural Transportation System has acquired Section 18 monies to coordinate human service transportation in nine counties with public transportation in the non-urbanized area. Multi-handicapped special clients are concentrated in the Austin urbanized area. Their need should be a consideration in future transportation planning.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

The overall mission of Capital Metro is to provide efficient and effective service in a cost effective manner which will increase ridership, gain public confidence in the Authority, improve the contribution which Capital Metro makes to the transportation and development resources of the region, and build the financial capacity to develop improved transit services and facilities in the long term.

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

TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENTS PROJECTS - FY 1989-93

<u>JURISDICTION OF AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Capital Metropolitan Transportation Authority (Capital Metro)	Maintenance Facilities	FY 89	\$23,679,000
	Alternatives Analysis/Environmental Studies of Express Transit Corridors		2,400,000
	Park-N-Ride Facilities		3,240,000
	150 Full-Size Transit Coaches	FY 90	13,647,109
	Support Vehicles		150,000
	Passenger Facilities		260,000
	*Support Equipment		650,000
	Preliminary Engineering of Express Transit Corridors		5,700,000
	Dillo Parking Structure		7,600,000
	Downtown Circulation Improvements		1,570,000
	Support Vehicles	FY 91	150,000
	Passenger Facilities		260,000
	Park-N-Ride Facilities		5,458,000
	Downtown Circulation Improvement		6,282,000
	Support Vehicles	FY 92	150,000
Passenger Facilities		200,000	
Park-N-Ride Facilities		5,458,000	
Support Vehicles	FY 93	200,000	
Passenger Facilities		225,000	
30 Full Size Coaches		3,750,000	
CAPITAL METRO (SUB-TOTAL)			\$81,029,109
Capital Area Rural Transportation System (CARTS)	Capital and operating assistance from the Section 18 Program	FY 89-93	\$11,000,000
Private Non-profit Agencies	Capital Equipment for the elderly and mobility impaired	FY 89-93	\$ 600,000
TOTAL COST			\$92,629,109

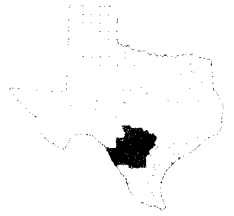
TABLE III  
ESTIMATED PROJECT COSTS TO ALL AGENCIES BY 1989-93  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$68,063,402	\$11,746,883	\$12,698,824	\$120,000	\$92,629,109

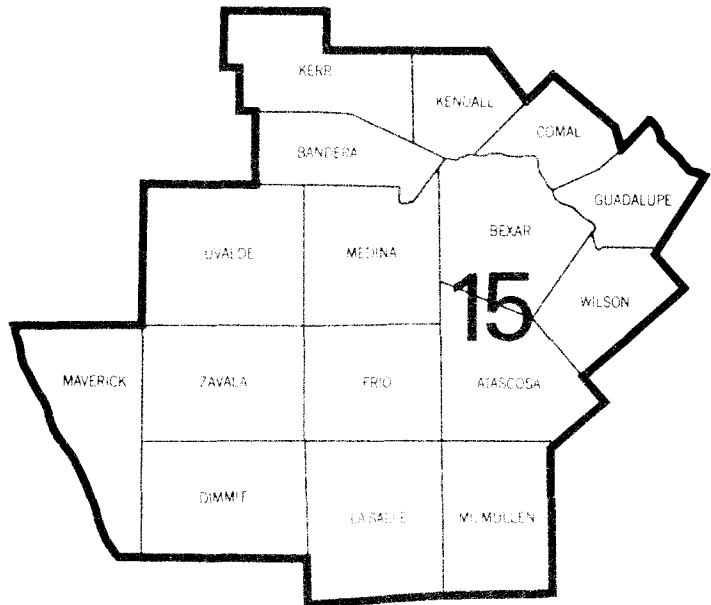
Unrestricted Federal Funds may be used by Local Governments  
and Private Agencies under certain circumstances.



SAN ANTONIO DISTRICT (DISTRICT 15)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 15 of the State Department of Highways and Public Transportation consists of a sixteen county region in South Central Texas. According to the 1986 Census estimates these counties contain a population of approximately 1,517,700 and cover a land area of 17,708 square miles. The population density of non-urban areas varies from 0.8 persons per square mile in McMullen County to 80 persons per square mile in Guadalupe County. Bexar County has a density of approximately 938 persons per square mile.



San Antonio is the only urbanized area in the District with a population exceeding 50,000. The 1986 Census estimate indicates a population of 914,350 for San Antonio, creating a density of approximately 3,028 persons per square mile. Based on the 1986 Census estimate, twenty-two additional cities in the District had populations exceeding 5,000. Thirteen of these cities fall outside of Bexar County and include New Braunfels, Eagle Pass, Seguin, Kerrville, Uvalde, Crystal City, Pearsall, Schertz, Carrizo Springs, Pleasanton, Boerne, Floresville, and Hondo. The Cities of Universal City, Leon Valley, Live Oak, Kirby, Converse, Alamo Heights, Windcrest, Terrell Hills, and Castle Hills, lie totally within Bexar County. All other areas in the District can be considered predominately rural.

Within the District there are 4,521 miles of roadway that comprising the state highway system. Numerous public transportation carriers serve intercity and interstate transportation needs. VIA Metropolitan Transit provides bus service to most of Bexar County. Taxicab companies operate in the San Antonio-Bexar County area and serve four other cities within District 15. Additionally, Amtrak rail and four intercity bus lines schedule service between San Antonio and communities outside the urbanized area. The San Antonio International Airport provides additional intra-state, interstate and international public transportation connections for the 4.7 million passengers who enplaned and deplaned in San Antonio in 1986.



PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

Since August 31, 1986, almost \$6.7 million has been authorized for public transportation expenditures in District 15, with federal, state and local participation in the funding. This is the only grant for which the State provided matching funds, however, additional UMTA funds have been provided to VIA during this time period. In addition, the Urban Mass Transportation Administration awarded \$266,832 to the area's Section 18 Program for the provision of rural transportation in the District. In the Section 16b(2) Program \$357,854 was allocated (80% UMTA, 20% Local) for transportation of the elderly and handicapped.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1986-1988

JURISDICTION (PROJECT NO.)	STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
TX-03-0062	04-01-87	Purchase one 25' bus, office equipment and furniture, fare box vaults, cabinets, and support equipment; install phone system and two-way radio system; engineering, design and construction of bus storage yard, addition to Station Foreman Bldg. and remodeling of 1st Flr. Service Station facility; renovation of maintenance and repair facility; purchase and land improvements.	\$5,350,000	\$719,370	\$618,130	\$6,687,500
<u>UMTA SECT. 16b(2)</u>						
Programs for Comm. Participation and Services (RAMPARTS)	11-20-86	One 10-16 Passenger Van w/lift	\$ 19,400	\$ 0	\$ 4,850	\$ 24,250
Alcoholic Rehab. Center	09-30-86	One 10-16 Passenger Van	12,547	0	3,136	15,683
Alpha Tau Omega	10-08-86	Two 10-16 Passenger vehicles w/lift	41,024	0	10,256	51,280
Medina County Senior Citizens, Inc.	02-12-87	Two 10-16 Passenger Van One 10-16 Passenger Van w/lift	47,112	0	11,778	58,890
Volunteer Services Council for the Kerrville State Hospital	02-20-87	Two 10-16 Passenger One 5-9 Passenger Station Wagon	42,096	0	10,524	52,620
Community Council of South Central Texas, Inc.	01-13-88	Eight 10-16 Passenger Vans	124,105	0	31,026	155,131
TOTALS			\$286,284	\$ 0	\$71,570	\$357,854

TABLE I CONTINUED

JURISDICTION (PROJECT NO.)	STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
<u>UMTA SECTION 18</u>						
Community Council of South Central Texas, Inc. RPT-U006 Amendments 2, 3, & 4	11-20-86* 02-17-87 01-06-88	Admin./Operating, Purchase 3 vans	\$118,540	\$ 0	\$34,417	\$152,957
Community Council of Southwest Texas RPT-U007	04-11-88	Admin./Operating	148,292	0	55,906	204,198
TOTALS			\$266,832	\$ 0	\$94,323	\$361,155

\* Original contract was approved by the State 06-13-86.

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 15 - 1988

1. Municipal Transit Systems

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

VIA Metropolitan Transit was created on March 1, 1978, following a special referendum in which Bexar County residents voted to establish a public transportation authority. Originally serving the City of San Antonio and eight political subdivisions, VIA now has a service area of approximately 1,100 square miles which contains a population of approximately 1,102,359 persons.

Owning 403 regular transit coaches, 55 small transit coaches and 23 streetcars, VIA operates 90 regular, crosstown, and express routes. VIA offers service from 5:00 a.m. to Midnight, seven days a week. The System operates three types of route structures: radial oriented central business district, crosstown, and circulation type; with two basic services being local and express.

Six special services are offered as well: Downtown circulator service, VIA Ltd., VIAtrans, special subscription services, Grayline Tour and VIA Limousine. VIA's Downtown Circular service consists of streetcars operating seven days a week. The VIA Ltd. service is a new experimental, demand responsive transportation system using vans operating in a designated service area. VIAtrans provides demand-responsive, curb-to-curb service for mobility impaired persons within the VIA service area. VIAtrans offers service from 5:00 a.m. to 12:00 p.m., seven days a week. To supplement the van services, VIA contracts with a local taxi company to provide

transportation for semi-ambulatory clients. In 1987, VIAtrans passenger trips totaled 96,438. In addition, 53,470 taxi trips were made. VIA contracts with the San Antonio Independent School District to provide off-route service for schools utilizing 79 buses during peak hours. VIA provides the Grayline Tour Service, with two vehicles available on a regular basis. Also, the VIA Limousine service offers express service from International Airport to downtown San Antonio daily from 6:00 a.m. to Midnight.

#### OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE</u>
San Antonio	521	27,048,422	16,303,959	\$23,096,853*	\$41,917,137	1,012	\$.05-1.00

\*Operating revenues only. In addition, approximately \$30,997,421 was collected from a 1/2% sales tax specifically for transit purposes.

#### VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u>EQUIPPED FOR HANDICAPPED</u>
Vans (up to 15 passengers)	40	0	0	0	0	40	26
Small Transit Coaches (16 to 25 passengers)	35	20	0	0	0	55	0
Regular Transit Coaches (over 25 passengers)	28	192	121	25	37	403	0
Other: Streetcars	23	0	0	0	0	23	0
Service and Support	29	8	6	0	0	43	0
VIA METROPOLITAN TRANSIT, TOTAL VEHICLES						564	26

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

A recent recipient of an UMTA Section 18 grant, the City of Eagle Pass is operating three small buses with lifts. The service is demand responsive. Emphasis is placed on service to the Elderly/Handicapped. The buses average approximately one thousand person trips per month.

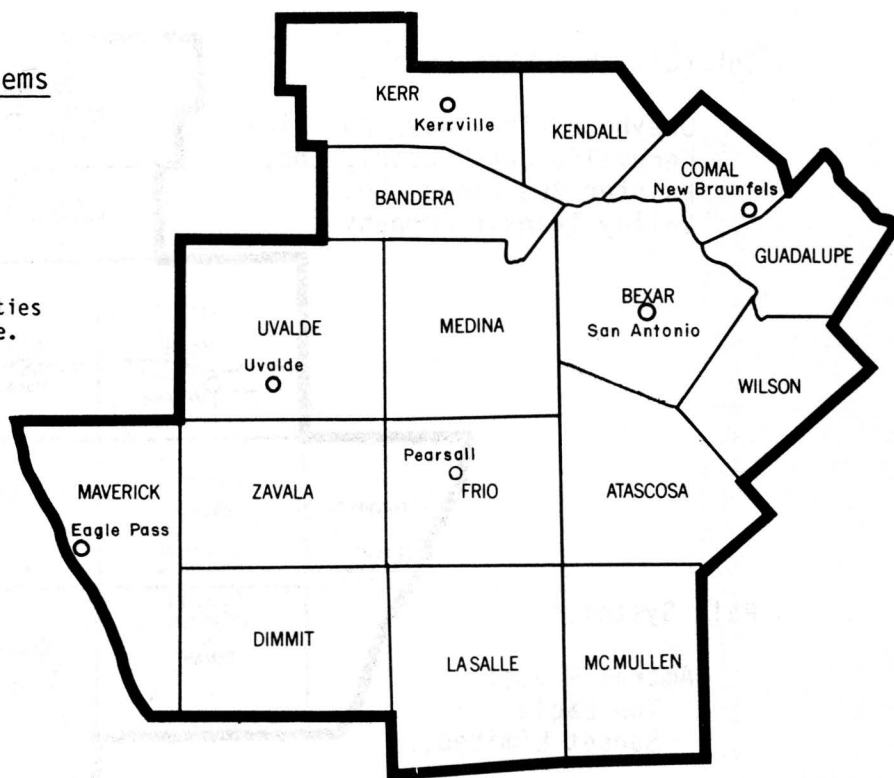
Eaglette Shuttle Bus Service, Inc.  
P. O. Box 1791  
Eagle Pass, Texas 78852

Eaglette Shuttle Bus Service, Inc. is a privately owned and managed municipal transit system in Eagle Pass. The service owns one 5-9 year old regular transit coach, (over 25 passengers). This bus is not equipped for the handicapped. The system operates from 9:00 a.m. to 5:00 p.m. Monday through Saturday especially for shoppers as a shuttle from various sub-

divisions to local shopping facilities. Fare Structure: 40¢ with no transfer policies.

## 2. Paratransit Systems

Circles indicate cities with taxicab service.



### 2A. TAXICAB SYSTEMS\*

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>PERSONS PER TAXICAB</u>	<u>FARE STRUCTURE</u>
San Antonio	9	314	0	933,010	165,622	2,903	\$1.45 first 1/5 Mile +.20 per 1/5 mile
TOTAL	9*	314	0	933,010	165,622	2,903	

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

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>MONTHLY EXPENSES</u>
District 15	37	200 <sup>1</sup>	31	468,000	52,767	\$178,815 <sup>2</sup>

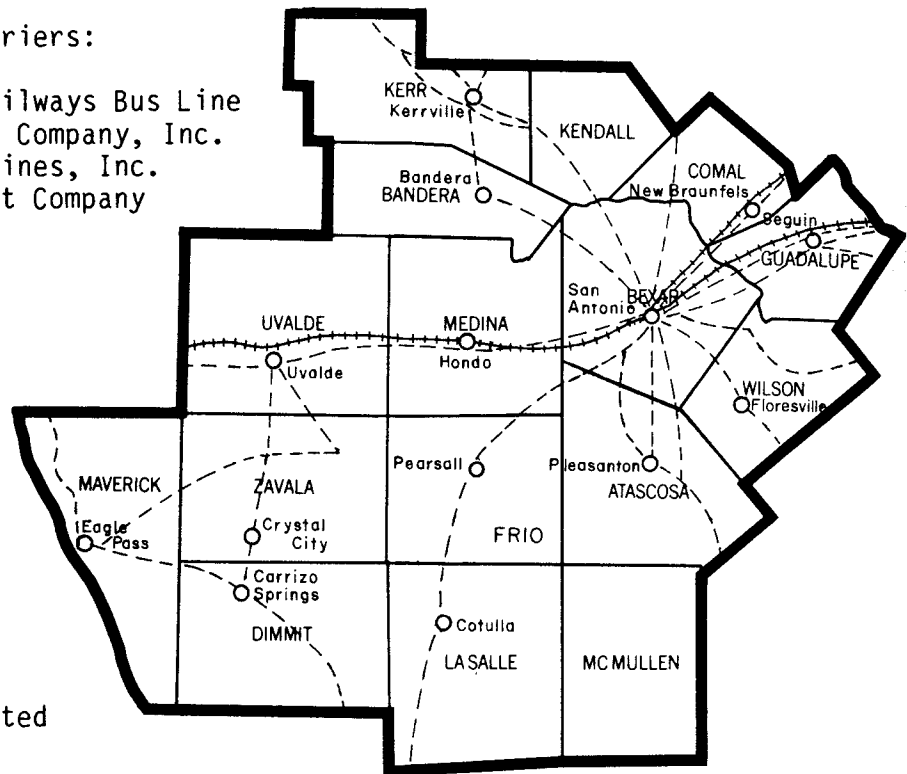
<sup>1</sup> Figures do not reflect Title III and VII Programs of AACOG, Alamo Area Council on Aging because they are included in Community Council of South Central Texas, Dietert Claim and C.S.A. of Dimmit and LaSalle Counties data.

<sup>2</sup> Figures do not include cost per month for six agencies.

### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

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



#### Rail Systems:

Amtrak Route:  
 The Eagle  
 Sunset Limited

### 4. Park and Ride/Pool Facilities

#### 4A. PARK AND RIDE FACILITIES

<u>LOCATION</u>	<u>NUMBER OF SPACES</u>	<u>AVERAGE USAGE</u>
Wonderland Mall	322	70%
Windsor Park Mall	170	94%
Kelly-Lackland	159	60%
McCreless Mall	75	40%
South Park Mall	70	29%
IH 410/IH 35	300	7%
Ingram Park Mall	150	33%
IH 10/Loop 1604	447	6%
IH 410/Bandera Road	300	7%
Crossroads Mall*	505	-

\* Under construction

#### 4B. PARK AND POOL FACILITIES

<u>LOCATION</u>	<u>NUMBER OF SPACES</u>	<u>AVERAGE USAGE</u>
Atascosa - SH 16 @ FM 476	22	75%
Atascosa - IH 35 @ FM 2790	20	85%
Bandera - PR 37 @ FM 1283	12	38%
Bandera - SH 16 @ Bear Creek*	13	74%
Bexar - Loop 1604 @ SH 16	20	11%
Bexar - IH 35 @ Old Austin Rd.	82	12%
Bexar - IH 10 @ Loop 1604**	88	0%
Bexar - IH 10 @ Boerne Stage Rd.	20	17%
Bexar - US 281 So. of Bexar/Comal CL	18	14%
Bexar - Loop 1604 @ FM 78	29	20%
Bexar - Loop 1604 @ FM 471	24	21%
Comal - IH 35 @ FM 482	48	22%
Comal - SH 46 @ US 81 (Business)	50	32%
Guadalupe - FM 3009 @ IH 35	18	129%
Guadalupe - SH 123 @ US 90	31	67%
Guadalupe - IH 10 @ SH 46	88	25%
Kendall - SH 27 @ FM 473	19	43%
Kendall - IH 10 @ SH 46	22	20%
Kendall - IH 10 @ Cascade Caverns Rd.	16	32%
Kendall - US 87 @ School St.	20	19%
Medina - IH 35 @ SH 173	20	28%
Medina - US 90 in Castroville	17	50%
Medina - US 90 in Hondo	25	8%
Wilson - US 181 @ SH 97	66	82%

\* Completed in March, 1987.

\*\*Completed in November, 1987.

#### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 15 BY 1993

A 1993 population of 1,694,320 is projected for the sixteen county area which composes District 15. San Antonio/Bexar County, will contain nearly seventy-six percent, or 1,287,428 people, of the District's total population by 1993.

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

Regular route bus ridership on the VIA Metropolitan Transit System decreased by 5.4 percent from 28,516,844 in 1986 to 27,048,422 in 1987. During the same period of time, line revenue miles increased 1.5 percent from 16,070,548 to 16,303,955 and VIA operated nine park and ride facilities throughout the service area. VIA has acquired land for a park and ride lot at SH 151/Military Drive and plans to acquire property in the vicinity of US 281/Airport Boulevard.

Ridesharing programs and their support activities should continue to be promoted in the City of San Antonio and throughout District 15. San Antonio Transportation Management Program (TMP), in its fourteenth year of operation, directs its efforts toward conserving fuel by promoting carpooling, vanpooling, and buspooling through educational programs. In addition to these activities, the TMP continues to emphasize increased participation of employers in establishing transportation management programs for their facilities and employees. Increased community participation in the promotion and use of ridesharing is also stressed.

Since 1979, District 15 has constructed twenty-four "Park and Pool" lots containing a combined total of 775 spaces. These carpool lots are located on state right-of-way at the junctions of Interstate, U. S. and State Highways, and Farm-to-Market roads. District 15 is planning to build additional park and pool lots or expand existing lots as necessary. These facilities are an effective mechanism for encouraging ridesharing throughout the District and thus warrant continued support and development.

The growing number of elderly and handicapped persons in District 15 reveal the need to continue specialized public transportation. Projections indicate approximately 15 percent of the District's population will fall into the category of elderly and/or handicapped by 1993. The projected 254,148 elderly and handicapped will place heavy demands on public transit and paratransit providers. Continued coordination and expansion of specialized transportation services in District 15 are necessary.

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

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

In addition to the Section 16b(2) vehicles, eighteen, 10-16 passenger vans are operated in rural areas by Community Council of Southwest Texas, Inc. headquartered in Uvalde. These vehicles were acquired through UMTA Section 18 grant in 1983 and 1987.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

District 15 Public and Mass Transportation Plan consists of four major components. First, is the continuation of public transportation services provided by VIA Metropolitan Transit. Second, is the continued development of ridesharing activities throughout the District. Third, the continued support of specialized transportation services for the elderly and handicapped in the District. Fourth, the continued provision of rural transportation services.

TABLE II  
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS - FY 1989-93

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
VIA Metropolitan Transit	Purchase 9, 0-15 passenger vans; 6 of which are to be lift equipped	FY 1989	\$ 345,000
	Purchase 10, 16-25 passenger small transit coaches	"	1,250,000
	Purchase 104, 36-45 passenger large transit coaches	"	14,404,000
	Purchase 3 streetcars	"	390,000
	Purchase of maintenance equipment: 20 bus lifts	"	331,000
	Purchase of operations equipment: 28 radios and 378 fareboxes	"	601,000
	Acquisition and construction of a Park and Ride facility at US 281/ Airport Boulevard	"	2,295,000
	Acquisition and construction of North Central Transfer Terminal	FY 1990	3,500,000
	Design, acquisition & construction of Ingram Transit facility	"	4,300,000
	Development of SH 151 Park & Ride Facility	"	1,700,000
	Acquisition, design & construction of property for McCreless Transit facility	"	2,500,000
	Purchase 25, 0-15 passenger vans; 16 of which are to be lift equipped	"	1,000,000
	Purchase maintenance equipment: 6 bus lifts	"	90,000
	Purchase operations equipment: 25 radios and 74 fareboxes	"	150,000
	Land acquisitions for Satellite Facility	FY 1991	11,000,000
	Development of Park & Ride facility junction of Loop 1604 and Nacogdoches	"	7,000,000



TABLE II Continued

<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
VIA METROPOLITAN TRANSIT	Acquisition, design and construction of South Park Transit Facility	"	2,000,000
	Purchase 115, 36-45 passenger large transit coaches	FY 1991	\$17,250,000
	Purchase 7 service vehicles	"	98,000
	Purchase 9 patrol cars	"	126,000
	Purchase maintenance equipment: 4 bus lifts	"	50,000
	Purchase operations equipment: 345 fareboxes	"	571,000
	Purchase 10, 0-15 passenger vans; 7 of which are to be lift equipped	FY 1992	1,100,000
	Purchase 6, 16-25 passenger small transit coaches	"	900,000
	Purchase maintenance equipment: 12 bus lifts	"	100,000
	Purchase operations equipment: 10 radios and 48 fareboxes	"	97,000
	Purchase 19, 0-15 passenger vans; 6 of which are to be lift equipped	FY 1993	880,000
	Purchase 9 service vehicles	"	135,000
	Purchase maintenance equipment: 16 bus lifts	"	100,000
	Purchase operations equipment: 456 fareboxes	"	831,000
	TOTAL		\$75,094,000

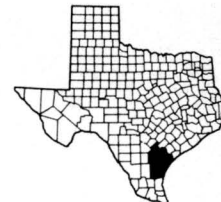
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

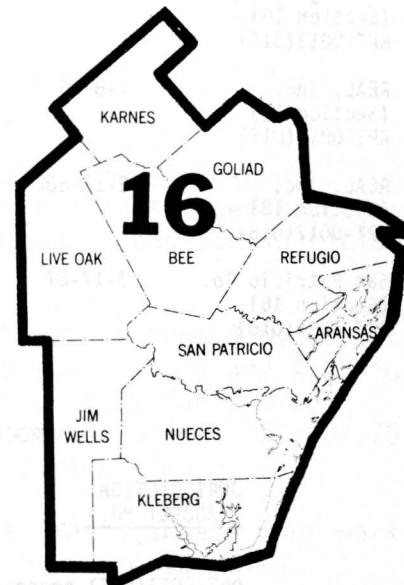
<u>FEDERAL</u>	<u>STATE*</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$60,075,200	\$9,762,220	\$5,256,580	\$ -0-	\$75,094,000

\* Assuming availability of State Public Transportation funds.

**CORPUS CHRISTI DISTRICT (DISTRICT 16)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN**



District 16 includes 10 counties; Aransas, Bee, Goliad, Jim Wells, Karnes, Kleberg, Live Oak, Nueces, Refugio, and San Patricio. There are approximately 2,650 miles of state maintained roads in the District. Interstate Highway 37 extends from the northwestern part of the District to the Corpus Christi Metropolitan area. U.S. Highway 77, a major highway, crosses the District from the northeast to the southwest. The Intracoastal Waterway lies along the eastern border of the District. This waterway offers unique transportation routes to the industrial areas of the District.



The District covers 7,797 square miles, the majority of which are devoted to farming and ranching. Tourism is a major contributor to the local economy in the coastal counties. Corpus Christi and Portland make up the only urbanized area in the District. Nine other cities in the District have populations above 5,000. The population density of the District is approximately 72 people per square mile.

**PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988**

During the period of 1986-1988 there has been \$7,287,125.00 of federal funds committed to public transportation in District 16. This commitment of funds consists of \$6,018,780.00 to the Regional Transit Authority and \$1,268,345.00 to various agencies providing rural public transportation under the Section 18 program.

**TABLE I  
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988**

JURISDICTION (PROJ.NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	Cost			
			FEDERAL	STATE	LOCAL	TOTAL
Bee CAA (Section 18) Amendment #2 RPT-0011(016)	1-27-87	Administration	\$ 4,554	\$ -	\$ 1,139	\$ 5,693
Bee CAA (Section 18) RPT-0015(016)	3-6-87	Purchase 2 vehicles administration & operation	253,155	13,502	147,144	413,801

TABLE I Continued

JURISDICTION (PROJ.NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	Cost			
			FEDERAL	STATE	LOCAL	TOTAL
Kleberg County (Section 18) RPT-0013(016)	7-8-86	Purchase 2 vehicles renovate offices, admin. & operation	\$263,194	\$11,310	\$127,212	\$401,716
REAL, Inc. (Section 18) RPT-0014(016)	7-8-86	Purchase radios & computer admin. & operation	328,637	3,600	178,294	510,531
REAL, Inc. (Section 18) RPT-0017(016)	2-12-88	Purchase 3 vehicles admin. & operation	135,000	-	83,753	218,753
San Patricio Co. (Section 18) RPT-0016(016)	3-17-87	Purchase 3 vehicles admin. & operation	283,805	9,992	151,154	444,951
SUB-TOTAL			\$1,268,345	\$38,404	\$688,696	\$1,995,445

PROGRESS REPORT ON APPROVED PROJECTS

JURISDICTION (PROJECT NO.)	AUTHORIZED	EXPENDED	% COMPLETE
Bee CAA RPT-0011(016) Amend.#1	\$ 5,693	\$ 5,693	100%
RPT-0015(016)	413,801	317,391	76.7%
Kleberg County RPT-0013(016)	401,716	338,748	84.3%
REAL, Inc. RPT-0014(016)	510,531	504,900	98.9%
RPT-0017(016)	218,753	-0-	0%
San Patricio Co. Comm. on Youth Education and Job Opportunities RPT-0016(016)	444,951	242,056	54.4%
Regional Transit Authority TX-90-X064/TX-90-0073	6,930,972	1,559,466.00	22.5%
TX-90-X082	636,547	635,373.00	99.8%

UMTA GRANTS

JURISDICTION (PROJ.NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Regional Transit Authority TX-90-X064 TX-90-0073	3-23-87	Purchase 24 buses, 5 Elderly & Handi- capped vehicle, 5 service vehicles radios & shop/office equipment	\$5,544,742	\$ 56,798	\$1,329,387	\$6,930,927
Regional Transit Authority TX-90-0082	4-13-87	Maintenance Facility Improvements	474,038	42,000	76,509	592,547
SUB-TOTAL			6,018,780	98,798	1,405,896	7,523,474
GRAND TOTAL			\$7,287,125	\$137,202	\$2,094,592	\$9,518,919

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 16 - 1988

1. Municipal Transit Systems

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

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

Fixed route service is provided Monday through Friday from 5:01 a.m. to 10:32 p.m. and on Saturday from 5:05 a.m. to 10:32 p.m. Fares are \$.25 for students, elderly and handicapped. \$.50 for adults. \$.25 for demand response (elderly and handicapped on a 24 hour reserved basis). \$1.00/.75 for commuter park and ride. Children under 5 years ride free.

There are 23 fixed routes in the Corpus Christi metro area. Four park and ride locations are serviced in Nueces and San Patricio Counties.

Downtown shuttle system Monday through Saturday - 15 minutes turnaround \$.25 fare.

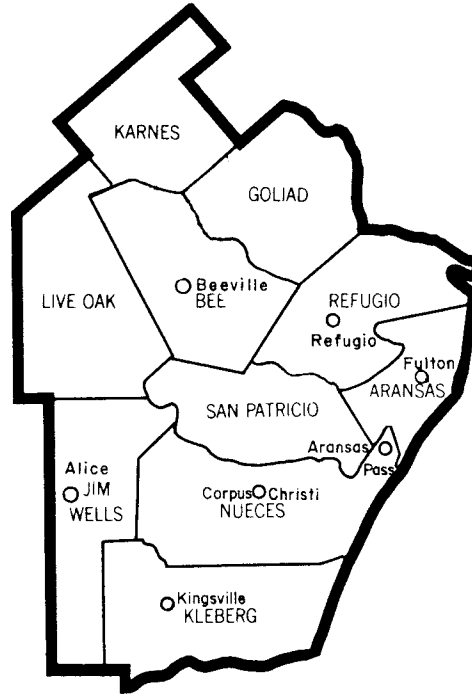
OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
Corpus Christi	43	3,042,824	2,644,915	\$609,748	\$8,357,838	162	50¢

VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YRS. OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	EQUIPPED FOR HANDICAPPED
Vans (up to 15 passengers)	10	8	0	0	0	18	2
Small Transit Coach (16 to 25 passengers)	20	1	0	0	0	21	0
Regular Transit Coach (over 25 passengers)	0	19	15	0	31	65	0
Service & Support	8	6	2	0	0	16	0
TOTAL VEHICLES	38	34	17	0	31	120	2

2. Paratransit Systems



Circles indicate cities with taxicab service.

2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES AUTHORIZED	NUMBER OF VEHICLES IN OPERATION	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY ONE-WAY PASSENGER TRIPS	AVERAGE MONTHLY MILES	FARE STRUCTURE
Aransas Pass	2	14	10	0	7,500	25,000	\$1.10 + \$1.10 /Mile
Corpus Christi	4	74	58	0	14,000	103,800	\$1.25 + \$.20 /1/5 mile
Refugio	1	1	1	0	5	5	\$2.00

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS\*

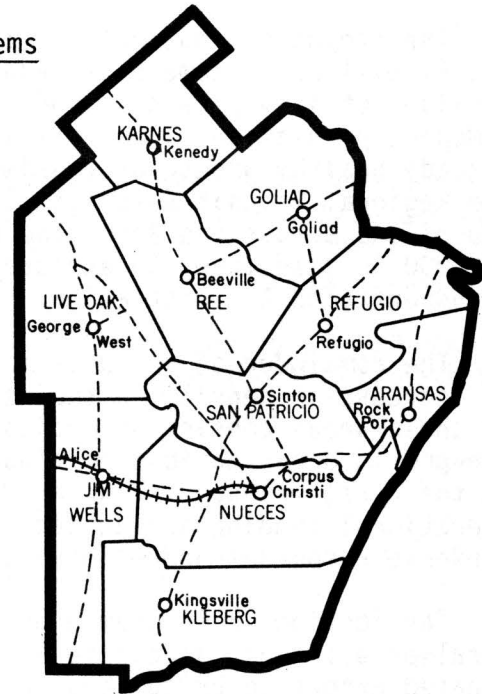
AREA	NUMBER OF AGENCIES HOQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 16	24	104	11	71,350	22,017	80,550	\$93,415

\*Partial Data

3. Intercity Bus and Passenger Rail Systems

Greyhound Bus Lines  
Valley Transit Co., Inc.

Rail Systems:  
Tex-Mex Express



4. Park and Ride Facilities

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

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

PUBLIC TRANSPORTATION IMPROVEMENT NEEDS  
IN DISTRICT 16 BY 1993

The estimated 1993 population for the 10 county district is 638,500. This represents a 35 percent increase over the 1980 population. Approximately 47 percent of the 1993 population will be in the Corpus Christi area. At present, this is the only area of the District that has the population density necessary to support a fixed route, regularly scheduled public transportation system.

The proposed construction of a Navy Homeport in 1990 in San Patricio County will bring some 5,000 additional naval personnel into the area. Families of Navy personnel and support services will swell the total Homeport population to approximately 12,400. This growth, combined with an already healthy growth of tourism around Corpus Christi Bay has prompted the Regional Transit Authority to look at fast water commuter service around and across the Bay. The Regional Authority recently received \$62,000 in seed money to explore this idea from the Urban Mass Transportation Administration.

The remainder of the District is very low density and is not expected to increase in density in the near future. The public transportation needs in these areas consist of medical aid and other human services. Private non-profit organizations continue to be called upon to provide the majority of the rural transportation needs. To do this, additional vehicles and operational funding are needed. Coordination between agencies will help conserve resources and eliminate duplication.

The Section 18 Program provides an opportunity for inhabitants in the rural area to gain access to urban areas. The need is present for a coordinated effort to bring about a system that will provide some level of service to these rural areas. This need is being somewhat satisfied by local (countywide) service providers.

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

Human service agencies now operating in the District have approximately 104 vehicles available. However, only 11 of these are equipped to handle wheelchairs. Of the 104 vehicles, approximately one third will need to be replaced within the next five years.

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

1. Purchasing new vehicles
2. Rehabilitating old vehicles
3. Expanding route system

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

The State Department of Highways and Public Transportation has contracted for construction of one new twenty vehicle ferry. The existing ferry landings and maintenance facilities have been upgraded to provide more efficient service.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

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

The transportation improvements listed in the following table were selected from information provided by the Regional Transportation Authority and various transportation providers.

TABLE II  
RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS FY 1989-93

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Regional Transit Authority	Equipment acquisition	FY 89	\$2,650,000
Various Agencies	Section 18	FY 89-93	6,146,180
Human Services	Capital Assistance to Private Non-profit Agencies Equipment Acquisition	FY 89-93	100,000
TOTAL			\$8,896,180

TABLE III  
ESTIMATED PROJECT COSTS TO ALL AGENCIES BY 1989-93  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$5,969,985	\$344,500	\$185,500	\$2,396,195	\$8,896,180

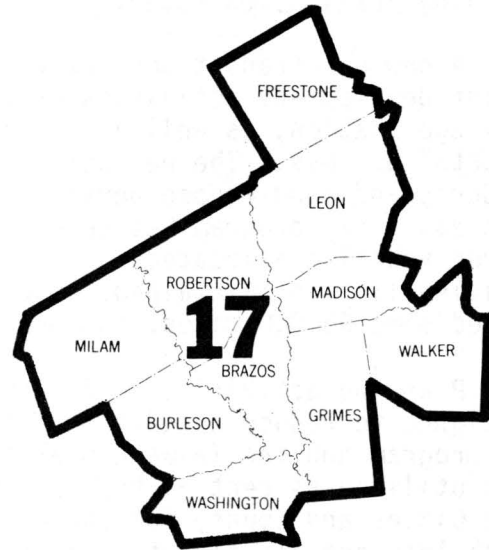




BRYAN DISTRICT (DISTRICT 17)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



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



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

<u>COUNTY/URBAN AREA</u>	<u>AREA SQ. MILES</u>	<u>1980 POPULATION</u>	<u>DENSITY/ SQ. MILE</u>
Brazos	586	*124,400	212
Bryan-College Station		**111,300	
Burleson	670	12,313	18
Freestone	865	14,830	17
Grimes	801	13,580	17
Navasota		** 5,971	
Leon	1,102	9,594	9
Madison	480	10,649	22
Milam	1,028	22,732	22
Cameron		** 5,721	
Robertson	877	14,653	17
Walker	790	41,789	53
Huntsville		** 23,936	
Washington	594	21,998	37
Brenham		** 10,966	
TOTAL	7,793	286,538	37

Source: Area - Texas Almanac; Population - 1980 Census

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

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

There has been significant progress in the transportation development activities within the Brazos Valley Region during the past year with continuing activity expected.

A new paratransit service which was inaugurated in 1986, following joint development activities of the MPO, BVCAA, the Cities of Bryan and College Station, as well as private individuals and organizations has been a total success. The new service, Med-Trans, provides transportation to elderly and handicapped persons to and from medical appointments and facilities. This program has been readily accepted by the community and the three vehicles allocated to the system are fully booked each day and a waiting list is maintained. During 1986-1987, the Med-Trans System traveled some 95,000 miles, and provided a total of 2,500 one-way trips.

Planning activities toward the development of park and ride lots designed to reduce congestion, as well as serving Brazos Transit's Section 18 program and the Texas A&M Shuttle Services continues. Since 1985, BTS has utilized as central bus terminal points park and ride lots donated by the Cities and County for the Brazos Transit Subscription work program. Such lots are located at existing public parks in Bryan, College Station and at the Brazos Center in Brazos County. Currently, this program provides daily transit services to commuters who work in surrounding small urban and rural communities. Due to the wide acceptance of the park and ride program, BTS and District 17 planning staff began planning for a more extensive and formal park and ride program for the Bryan/College Station area in 1987. The proposed program will result in the construction of three (3) park and ride facilities to be located within the Bryan/College Station area, to be serviced by BTS. The facilities will be fenced and will have sheltered terminals. Both have been requested by BTS patrons. In 1987, the commuter program was increased in quality and quantity when BTS replaced the aging Thomas Mini-Buses with 47 passenger Grumman/Flexible 870 Transit Coaches. The coaches were obtained by BTS through an interstate UMTA equipment transfer. Such transfer, which was the first ever in Texas, was facilitated by the District 17 planning staff, and allowed BTS to obtain approximately \$2,500,000.00 worth of equipment for less than \$40,000.00. With the establishment of new park and ride lots, BTS will open new commuter routes in 1988-89 to service the new industries locating within the district. This will double the current commuter assistance program, eliminating 500 automobiles from Farm to Market and State Highways each day.

BRAZOS VALLEY TRANSIT FLEET

<u>SECTION 16b(2) NUMBER</u>	<u>SEATING CAPACITY</u>	<u>TYPE</u>	<u>YEAR</u>	<u>MILEAGE</u>
3	10 Passenger	Van	1976	Exceed 100,000 miles
5	12 Passenger	Van	1980	Exceed 100,000 miles
3	14 Passenger	Van	1981	Exceed 100,000 miles
8	18 Passenger	Thomas Bus	1981	Exceed 100,000 miles
3	3 Passenger	Med. Transfer	1985	95,000 miles
20	15 Passenger	Vans	1986	Exceed 100,000 miles

BRAZOS VALLEY TRANSIT FLEET CONTINUED

SECTION 18

<u>NUMBER</u>	<u>SEATING CAPACITY</u>	<u>TYPE</u>	<u>YEAR</u>	<u>MILEAGE</u>
4	12 Passenger	Van	1982	Exceed 100,000 miles
10	30 Passenger	Thomas Bus	1984	Exceed 100,000 miles
1	18 Passenger	Trolley	1985	Under Litigation
15	*47 Passenger	Grumman	1980	Exceed 100,000 miles

Section 18 Freestone County Senior Services

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

\* Grumman buses were transferred through UMTA Section 18 program from California.

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 17 - 1988

1. Municipal Transit Systems

Huntsville Public Transit

The Brazos Transit System operates a fixed route, general public transit system in Huntsville, Texas. The system began in March, 1984 and services the City of Huntsville. In 1986-87, the system experienced growth and further expansion. The system has grown from a 1-trolley and 2-bus system with a total of 60 available seats to a system today which has 2 trolleys, 3 buses, 2 vans and a 2 Grumman 870 coaches. The current equipment was added as consumers demands increased and allows for a total of 212 available seats. The system operates from 5:00 a.m. to 7:00 p.m., Monday through Friday. The fare for the system is 50¢ for the general public, 25¢ for the elderly and handicapped and children under six years old are no charge.

When the system began in 1984, it carried an average of 500 passengers a month. The average passenger count has steadily increased as the residents of Huntsville have become familiar with the system.

In the first quarter of FY 1987, the system carried an average of 4,000 passengers per month, by year end of FY 1987, the system had an average monthly ridership of 5,000 passengers, carrying 60,000 passengers in the year. In the second quarter of FY 1988, three (3) additional commuter routes will be established to service the Texas Department of Corrections. These routes will be served by three (3) 47-passenger Grumman 870 buses operating from park and ride lots.

## 2. Paratransit Systems

Circles indicate cities with taxicab service.



### 2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	FARE STRUCTURE
Bryan-College Station	4	9	0	8,000	1,850	\$2.50-3.00
Brenham	1	1	0	600	100	\$2.00
Cameron	1	2	0	3,500	350	\$1.50
Caldwell	1	2	0	1,500	250	\$2.00
Hearne	1	3	0	5,000	300	\$3.50
Huntsville	1	4	0	2,000	1,200	\$1.20

NOTE: All of the above taxi operations, are very small operations. Most are family operations which operate from private residences. Few records are available as to revenues and expenses. The figures shown in the chart above are estimates which were made by the cab operators.

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

AREA	NUMBER OF AGENCIES HDQR. IN DISTRICT	NUMBER OF VEHICLES	SPECIALY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	POTENTIAL ELIGIBLE PASSENGERS	MONTHLY EXPENSES
District 23		6	1	-	-	-	-
District 17	6	64	5	112,460	33,990	112,400	\$96,000

There are approximately 112,400 potentially eligible passengers to be served by human services transportation in District 17.

In addition to the transportation providers listed above, the Bryan Boy's Club and the Bryan Girl's Club have vans which are used for club activities. The mileage and cost per month varies greatly from month to month and is not included in the above total. A local volunteer organization, RSVP, serves the Bryan-College Station area. Approximately eight private vehicles are on call to provide chauffeur service for the elderly and handicapped. These volunteers are reimbursed at the rate of 15¢ per mile. A typical month's expense is estimated to be about \$100.00. These transportation providers have not been included in the tabulation.

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

\*(in District 23)

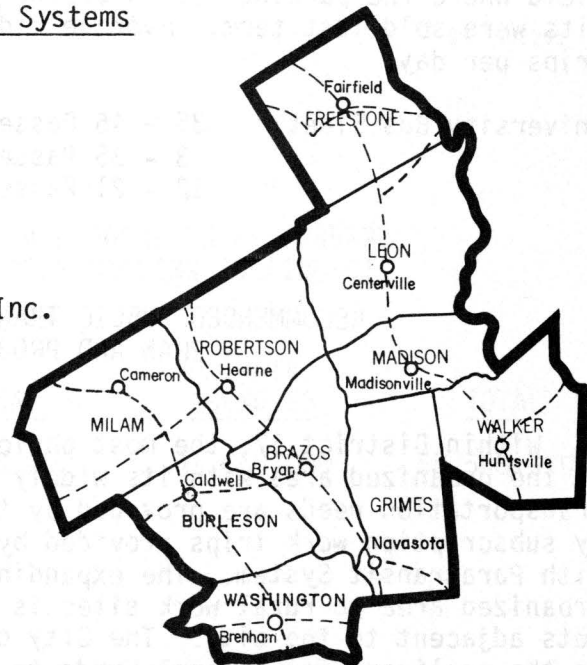
### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

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

#### Rail Systems:

No Service



#### PARK AND RIDE

<u>COUNTY</u>	<u>LOCATION</u>	<u>CITY</u>	<u>USAGE</u>
Burleson Co.	Junction of FM 908 & SH 21	Caldwell	50%
Burleson Co.	Junction of FM 2000 & SH 21	Caldwell	70%
Burleson Co.	Junction of FM 1362 & SH 21	Cooks Point	50%
Milam Co.	Adjacent US 190	Gause	75%
Brazos Co.	Olsen Field	College Station	100%



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

Additionally, Brazos Transit System operates three (3) park and ride locations utilizing lots donated by County and City Governments. These lots are as follows:

Brazos County	Brazos Center	Bryan	80%
Brazos County	Central Park	College Station	80%
Brazos County	Southwood Valley Park	College Station	80%

Special Transportation

Texas A&M University has an in-house bus operation serving faculty staff and students. It operates both an outer campus fixed route system (10 routes) as well as an on campus shuttle system.

The outer system served 21,200 passengers per year at a cost of \$46.00 per semester. The shuttle system services a park and ride lot at Olsen Field where the parking fee is \$15.00 per year. One thousand parking permits were sold last term. Average ridership of shuttle system is 4,200 trips per day.

University Bus Fleet:      35 - 46 Passenger at 1/2 remaining life  
                                       3 - 35 Passenger at 3/4 remaining life  
                                       12 - 21 Passenger at 3/4 remaining life

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
 PLAN AND PROJECTS - 1993

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

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

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

TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS - FY 1989-1993

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Brazos Valley CAA	Brazos Transit System (Section 18)	FY 89	\$1,500,000
	Brazos Transit System (Section 18)	FY 90	1,500,000
	Brazos Transit System (Section 18)	FY 91	1,500,000
	Brazos Transit System (Section 18)	FY 92	1,500,000
	Brazos Transit System (Section 18)	FY 93	1,500,000
	Brazos Transit System (Section 9)	FY 89	768,990
Bryan-College Station	Public Transit System for Urbanized Area (Park and Ride Lots)	FY 89	300,000
TOTAL			\$8,568,990

TABLE III  
ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-93  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$5,138,990	\$130,000	\$1,650,000	\$1,650,000	\$8,568,990

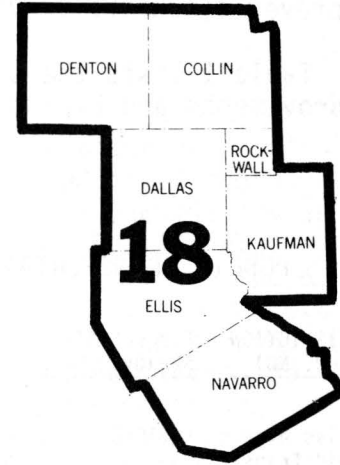




**DALLAS DISTRICT (DISTRICT 18)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN**



District 18 of the State Department of Highways and Public Transportation consists of a seven county region located in the north central portion of Texas. The District has an overall population of 2,440,563, based on 1987 population estimates of the following counties:



<u>County</u>	<u>Population</u>
Dallas	1,781,475
Denton	239,543
Collin	228,533
Ellis	75,296
Kaufman	51,361
Navarro	41,864
Rockwall	22,491

The five largest cities in the region are Dallas (950,550), Garland (179,850), Irving (150,250), Plano (114,550) and Mesquite (97,800).

This seven county region represents a total of 3,233 people per square mile, and the population is projected to increase 40 percent by the year 2010.

Transportation has become an increasingly important dimension of urban and non-urban life throughout District 18. The quality of transportation as well as the capability of systems to move people have become a major issue. The largest District 18 county (Dallas) has experienced major changes over the past two years. April of 1986 brought the completion of the Dallas Area Rapid Transit (DART) suburban local network, as 28 new routes serving Addison, Carrollton, Dallas, Farmers Branch, Garland, Irving, Plano, Richardson and Rowlett were added.

Steps toward construction of the new DART rail system have been taken, which includes 93-miles of rail, to be completed in the year 2010.

District 18 has also been active in aviation progress. A final runway at the Dallas/Fort Worth International Airport was opened since the last 1986 Master Plan was printed. As the fourth busiest airport in the world, D-FW International now has six active runways serving more than 1,700 arrivals and departures daily. In addition to this activity the District has seen progress on planning for several general aviation airports and heliports in the area.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

In reference to Public Transportation Improvement and Expenditures for 1986-1988, District 18 has no improvements to report that have been approved since the previous plan.

Table 1 lists the summary of activity for Public Transportation Improvements and Expenditures during the 86/88 Master Plan.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-88

JURISDICTION (PROJ. NO)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Dallas Area Rapid Transit (TX-03-0081)	10/85	Construct mainte- nance facility, engineering & design, site development, construction, purchase of equipment & tools, site acquisition, contingency	\$131,170	\$ 28,420	\$15,303	\$174,893
			23,525	5,097	2,745	31,367
			20,107	4,356	2,346	26,809
DART (TX-05-0044)	6/84	14 fuel storage tanks, paving bus storage lots, electronic fare collection, 100 bus shelters, 400 bus stop signs, radio communication, contingency	11,423	1,856	1,000	14,279
DART (TX-05-0104)	6/86	Purchase voice/ digital bus radio system, 560 bus radios, radios for supervisory & maintenance personnel	68,417	11,118	5,987	85,522
DART (TX-03-0098) (TX-05-0009)	6/86	Purchase 44 buses	105,225	22,798	12,276	140,299
DART (TX-90-0001)	6/86	Management info. system, signal pre- emption system, bus-lane improvements, 24-40 replacement buses	175,520	28,522	15,358	219,400
TOTAL			\$535,387	\$102,167	\$55,015	\$692,569

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 18 - 1988

1. Municipal Transit Systems

Dallas Area Rapid Transit (DART)  
601 Pacific Avenue  
Dallas, Texas 75202  
(214) 748-3278

The Dallas Area Rapid Transit (DART) is the major provider of public transportation in District 18. DART's network of over 100 fixed routes serve Dallas and its surrounding cities. The service area encompasses an estimated population in excess of 1.6 million in Addison, Buckingham, Cockrell Hill, Carrollton, Coppell, Dallas, Farmers Branch, Flower Mound, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett and University Park. The bus service expansion program - which brought the first public transportation to many cities in the region, has increased the total distance DART buses travel from 1.3 million miles per month in January 1984, to approximately 2.4 million miles per month in November 1987. Over the same period, ridership has increased from 146,000 passengers per day to approximately 160,000. The privately-owned Dallas Area Rapid Transit System has now taken over all of the former city-owned public transportation system Dallas Transit System (DTS).

Because of the vastness of the region, DART has developed a service plan which envisions the development of a multi-modal transit system, including bus transit, rail transit, car-pooling, van pooling, and a special transportation plan for mobility-impaired citizens.

In addition to the regular scheduled service, DART provides charter service, and special services for the elderly and handicapped. Working with special event sponsors, the DART agency has expanded the DARTflyer program and established a new CHART-A-DART Program to provide special service to major entertainment, sports and civic events throughout the service area. Also, DART has assumed responsibility for the Handi-Rides program, formerly administered by the City of Dallas, doubling the number of mobility impaired customers served. DART expanded its taxi and lift-equipped "Handi-Rides" van service to all 16 towns and cities in the service area. The service provides curb to curb service to 7,000 certified customers. Operating statistics and vehicle inventory for DART are given in the following tables.

OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED BUSES</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>ANNUAL OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>
DART SERVICE	686	30,799,733	20,691,718	\$80,956,875.36	1,860

## FARE STRUCTURE

DART fares are based on the distance you travel

Cash Fares - Dallas Zones

Zones 1, 2, or 3 and Zones 2 to 3 and 3 to 4 . . . . .	\$ .75
Zones 1 to 2 . . . . .	1.50
Zones 1 to 3 . . . . .	1.75
Zones 1 to 4 . . . . .	2.25

Cash Fares - Suburban Zones

1 or 2 Suburban Zones . . . . .	\$.75
3 Suburban Zones . . . . .	1.50
4 Suburban Zones . . . . .	1.75
5 Suburban Zones . . . . .	2.25

Monthly Passes

\$0.75 Zone 1 . . . . .	\$27.00
1.50 Zone 2 . . . . .	54.00
1.75 Zone 3 . . . . .	63.00
2.25 Zone 4 . . . . .	81.00

Computer Cards

\$0.75 Trip Card . . . . .	\$ 7.50
1.50 Trip Card . . . . .	15.00
1.75 Trip Card . . . . .	17.50
2.25 Trip Card . . . . .	22.50

### Reduced Fares

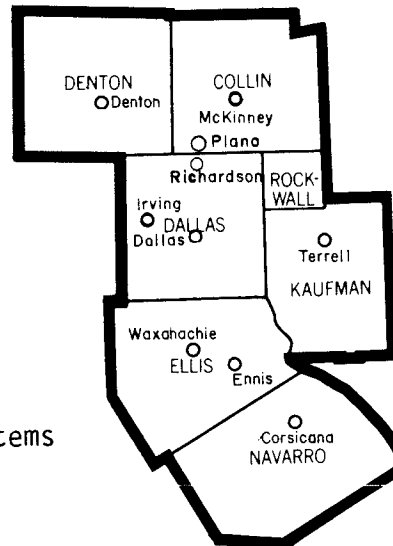
Senior Citizens	Disabled	Students	Other
Cash Fare .15	Cash Fare .35	20 Trip Ticket 7.00	Children (ages 5-11) .35
Monthly Pass 5.00	Monthly Pass 12.00	40 Trip Ticket 14.00	Hop-A-Bus .35
			Stop & Go Permit .35

## VEHICLE INVENTORY

VEHICLE TYPE/SIZE	UNDER 5 YEARS OLD	5-9 YEARS	10-14 YEARS	15-19 YEARS	20+ YEARS	TOTAL	# EQUIPPED FOR HANDICAPPED
Van (15 Passenger)						3	
Small transit coach (16 to 25 passenger)	3					3	
Regular transit coach (25 passenger)	375	258	50			683	85
Other Exp. Coach							
	378	258	50			686	85

## 2. Paratransit Systems

Circles indicate cities with taxicab service.



- A. Taxicab Systems
- B. Human Service Transportation Systems
- C. Other Paratransit Systems

Source: 1988 Public Transportation Survey

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

## 2A. TAXICAB SYSTEMS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>FARE STRUCTURE</u>
Dallas	6	117	30	345,400	14,150	\$1.30 drop 1.00 mile
Waxahachie	1	1	0	4,000	1,000	A. \$1.85 up zone B. 1.90 zone C. 1.95 zone D. 2.35 zone
Plano	2	13	0	N/A	N/A	\$2.00 1st mile 1.00/mile after 1
Denton	2	4	0	N/A	N/A	1.20 1st mile 1.00/mile after 1
Corsicana	1	1	0	N/A	N/A	1.30 1st mile .80/mile after 1
McKinney	1	2	0	N/A	N/A	Zone
Ennis	2	8	0	N/A	N/A	Zone
Terrell	2	4	0	N/A	N/A	Zone
Totals	17	151	30			

## 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASS. TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGER</u>	<u>MONTHLY EXPENSE</u>
District 18	26	90	56	174,415	33,162	232,412	\$170,120

## 2C. OTHER PARATRANSIT SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>
Dallas	14	260	21	241,839	22,003

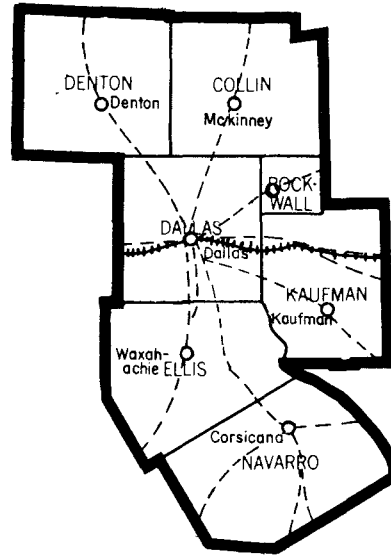
### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

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

#### Rail Systems:

Amtrak Route - The Eagle



### 4. Park and Ride Facilities

<u>NAME</u>	<u>LOCATION</u>	<u>CITY</u>	<u>ESTIMATED PERCENT USAGE</u>
Flower Mound Park & Ride/EP	Long Prairie Blvd.	Flower Mound	N/A
Coppell Park & Ride/PP	N/A	Coppell	N/A
Carrollton Park & Ride/EP	Beltline & I-35	Carrollton	100%
Crosby Road & Ride/ET	Crosby Rd.	Carrollton	30%
Word of Faith Park & Ride/EP	S. Carrollton	Carrollton	62%
N. Carrollton Transit Ctr/UC	Farmers Branch	Carrollton	N/A
Loos Stadium Park & Ride/EP	Trinity Mills/Dickerson	Addison	73%
North Central Park & Ride/EP	Spring Valley Rd.	Dallas	8%
Plano Park & Ride/ET	Expressway Service Rd.	Plano	70%
W. Plano Transit Ctr/UC	US 75/Parker Rd.	Plano	N/A
Rockwall Park & Ride/ET	Coit/Whitsitt, 15th St.	Richardson	36%
Hamilton Park Bapt. Church Park & Ride/ET	Collins Blvd.	Richardson	88%
Richardson Transit Ctr/PP	Phillips St.	Richardson	N/A
N. Garland Transit Ctr/EP	Greenville/Arapaho	Garland	94%
S. Garland Transit Ctr/EP	Walnut/N. 5th St.	Garland	79%
Johnson Stadium Park & Ride/ET	NW Hwy/Jackson	Garland	9%
Dalrock Park & Ride/EP	E. Centerville Rd.	Rowlett	98%
Pleasant Grove Park & Ride/EP	Dalrock Rd. Bapt. Church	Dallas	N/A
Bishop College Park & Ride/EP	Alto Garden/Coston Dr.	Dallas	N/A
Redbird Park & Ride/EP	Mt. Tabor Bapt. Church	Dallas	N/A
Redbird - Servion/ET	Redbird Airport	Dallas	N/A
N. Irving Park & Ride/ET	Redbird Airport	Dallas	N/A
Bowie J.H.S. Park & Ride/EP	Las Colinas Urban Center	Irving	74%
S. Irving Transit Ctr/UC	S. Irving (6th/Nursery)	Irving	39%
S. Irving Transit Ctr/PP (Phase II)	Rock Island Rd./Hasting	Irving	54%
	Rock Island Rd./Hasting	Irving	N/A

#### Key:

ET/Existing Temporary  
 EP/Existing Permanent  
 PP/Potential Project  
 UC/Under Construction  
 T/Temporary

PUBLIC TRANSPORTATION NEEDS  
IN DISTRICT 18 BY 1993

A total population of 2,933,108 is forecasted for the seven county District 18 region by the year 1993. The county of Dallas is expected to reach a population of 2,097.36 persons by 1991, comprising approximately 71% of the District population.

Supply and demand have resulted in a significant decrease in residential, commercial and industrial development for the district. However, substantial growth in Ellis County is expected, should Texas win the bid for the superconducting super collider for which the state is presently running in second place.

The State Department of Highways and Public Transportation has joined together with DART to develop a plan to improve traffic flow on LBJ Freeway (Interstate 635). The study is expected to continue through 1989. Improvements include the consideration of a "High Occupancy Vehicle" lane to accommodate buses, vanpools, carpools, and the construction of rail transit and interchange improvements.

It is expected that civil rights groups such as ADAPT (American Disabled for Public Transportation) in the District will continue to strive to make it easier for disabled people to get access to public transportation. Frustrations of living in a society that is not accessible to the handicapped, have caused transit authorities such as DART to listen. The DART board recently approved plans to help meet the needs of mobility impaired citizens in the District. The plan calls for system wide taxi and lift-equipped van service as well as the installation of lifts on all buses purchased in the future.

Other service improvements for DART include the installation and replacement of 300 bus shelters at key bus stops, improvements to bus-stop signs, and the construction of 10 transit centers throughout the service area.

Due to increased development of programs offered to senior citizens to enhance their activity levels, Human Service systems which provide transportation for elderly citizens will experience an increased demand on services. Therefore, increased requests for capital vehicle purchases are expected. Rural service providers are expected to expand slowly because of soaring insurance rates.

RECOMMENDED PUBLIC TRANSPORTATION  
IMPROVEMENT PLAN AND PROJECTS - 1993

Public transportation projects listed in Table II, Recommended Transportation Improvement Projects FY 1989-1993, are designed to meet public transportation needs of District 18. These projects were listed in the 1988 Transportation Improvement Program published by the North Central Texas Council of Governments. The implementation date of each project is noted.



TABLE II  
RECOMMENDED TRANSPORTATION  
IMPROVEMENT PROJECTS FY 1989-1993

<u>JURISDICTION AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
City of Mesquite	Mesquite E&H Transp.	FY 88	\$ 22,000
City of Grand Prairie	Grand Prairie Gen. Transp. I	FY 88	50,000
City of Grand Prairie	Grand Prairie Gen. Transp. II	FY 88	300,000
			\$ <u>372,000</u>
City of Grand Prairie	Park-and-Ride Lot	FY 88	313,000
DART	Bus Acquisition	FY 88	3,850,000
	Richardson Transit Center		2,200,000
	Red Bird Transit Center		1,700,000
	South Garland Transit Center		2,000,000
	Las Colinas Transit Center		1,900,000
	Automobile Acquisition		130,000
	Computer Improvements		100,000
	Bus Radio Acquisition		1,362,000
	Service & Maint. Acquisition		105,000
	Major Bus Parts		200,000
	Shop Tools & Equip. Acquisition		100,000
	Computerized Typesetting Equip.		50,000
	Bus Stop Sign Acquisition		600,000
	Automated Pass System		183,000
	Electronic Information System		850,000
	Bus Shelter Addition		1,200,000
	Handi-Ride Radio System		480,000
	Handi-Ride Vans		875,000
	Handi-Ride Dispatch System		600,000
	Video Maint. Training System		100,000
		TOTAL	<u>\$18,898,000</u>
DART	Handi-Ride Maint. Facility	FY 88	200,000
	Preliminary Eng. Study		
	Park and Ride Lot Acquisition & Preliminary Eng. Study		2,000,000
	Bus Acquisition		3,500,000
		TOTAL	<u>\$ 5,700,000</u>
Variety Club	Vehicle Addition	TOTAL	\$ 296,000
		GRAND TOTAL	<u>\$25,266,000</u>

The cost of recommended transportation improvement projects through 1993 is estimated at \$25,266,000 of the total, \$23,199,190 anticipated to be provided through governmental funding. Provided past methods of funding public transportation projects continue, the majority of the funding will be by UMTA Section 9 and 3 grants. Other sources of funding include: FHWA, PTF and local governmental bodies.

Improved access and mobility will result from the implementation of the projects. Considering the prevalence of two-income households, population growth will not occur as rapidly as job growth. As households have to more frequently choose residential locations accessible to two different work areas, travelers are beginning to consider average trip lengths, auto ownership trends, as well as residential location patterns.

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

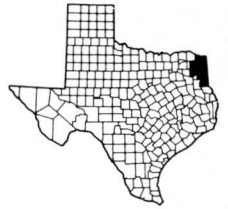
TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

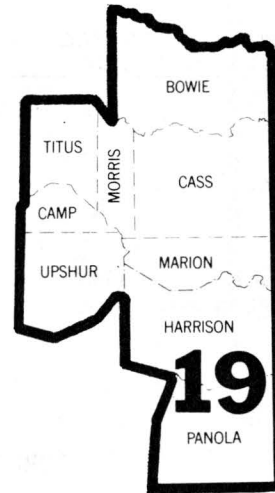
<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$19,816,200	\$3,382,990	\$2,066,810	\$ -0-	\$25,266,000



ATLANTA DISTRICT (DISTRICT 19)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 19 of the State Department of Highways and Public Transportation consists of a nine county region in extreme Northeast Texas. The 1980 population for these counties was 262,021. The land area is comprised of 5,429 square miles with an average population density of approximately 48 people per square mile. Bowie County, the most populous county in District 19, has an average population density of 85 people per square mile. Average population density per square mile for the remaining eight counties varies from 29 people per square mile in Panola County to 58 people per square mile in Harrison County.



The only urbanized area (more than 50,000 population) in District 19 is the Texarkana urban area. This includes the cities of Texarkana, Texas; Texarkana, Arkansas; Nash, Texas; and Wake Village, Texas. Population of the urbanized area, including Texarkana, Arkansas, was 72,560 according to the 1980 census data.

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

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

During the past two years Urban Mass Transportation Administration (UMTA) funds have been used to purchase two 15-passenger vehicles for the Marshall Area Association for Retarded Children, Inc. They are now awaiting delivery of a Type II 11-passenger vehicle with lift and wheelchair space.

Texarkana Special Education Center, Inc. has purchased one 15-passenger vehicle and has let the bid for another 15-passenger vehicle. They have also sent out a bid package on a Type IV 11-passenger vehicle with lift and wheelchair space.

Camp County Developmentally Disabled Association, Inc. has applied for and received a fully executed contract for one Type II 15-passenger vehicle with lift and wheelchair space.

Sabine Valley HUD Corporation has asked for and received an application for funding under the Section 16b(2) Grant Program.

TABLE I  
PUBLIC TRANSPORTATION IMPROVEMENT AND EXPENDITURES  
1986-1988

JURISDICTION (PROJECT NO.)	FINAL APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST		
			FEDERAL	LOCAL	TOTAL
Marshall Area Association for Retarded Children, Inc.	1987	Two 15-Passenger Vans	\$26,366.93	\$6,591.73	\$32,958.66
	1987	One 11-Passenger Van With Lift	20,200.00	5,050.00	25,250.00
TX-16-0023					
Texarkana Special Education Center, Inc.	1988	One 15-Passenger Van	\$13,480.00	\$3,370.00	\$16,850.00

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 19 - 1988

1. Municipal Transit Systems

At the present time there are no municipal transit systems operating in District 19. It is further anticipated that there will be none within the next five year period with the possible exception of Texarkana. A study previously made by the University of Texas analyzed the demographic and socioeconomic variables most commonly associated with transit usage and then identified census tracts with disproportionate shares of people having these characteristics. The study presented a number of detailed and comprehensive analyses of the key demographic variables of Texarkana's population, of employment trends and patterns, and of major trip attractors and generators. The study then uses all of the preceding analyses and data to develop actual routes and service plans for Texarkana and analyzes the financial feasibility of each specific transit route and service.

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

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

## 2. Paratransit Systems



Circles indicate cities with taxicab service

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

### (a) Taxicab System

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

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

### 2A. TAXICAB SYSTEMS

AREA	NUMBER OF COMPANIES	NUMBER OF VEHICLES	SPECIALLY EQUIPPED VEHICLES HANDICAPPED	MONTHLY VEHICLE MILES	MONTHLY ONE-WAY PASSENGER TRIPS	PERSONS PER TAXICAB	FARE STRUCTURE
Mt. Pleasant	1	1	0	1,600	300	N/A	\$2.00 First Mi.; \$1.50 Add'l Mi.
Marshall	4	8	0	N/A	N/A	N/A	N/A
Texarkana	2*	11	0	5,000	6,000	N/A	\$.85 First Mi.; \$.20 Add'l 1/5 Mi.
Pittsburg	1	2	0	20	1,000	N/A	\$3.00 in C/L; \$1.00 Mi. Out C/L
<b>TOTALS</b>	<b>8</b>	<b>22</b>	<b>0</b>	<b>6,620</b>	<b>7,300</b>	<b>N/A</b>	

\*One did not report.  
N/A = Information not available.

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

(b) Human Service Transportation Systems

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

2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQTR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 19	12	89	17	70,665	23,218	61,000**	\$44,350.*

\*All systems did not report monthly expenses.  
\*\*Estimated.

Since the last report in 1986, the number of human service agencies providing transportation in District 19 has increased from eleven to twelve, or an increase of one agency. The number of vehicles showed an increase from eighty-five to eighty-nine. Monthly miles decreased and passenger trips increased, but expenses decreased.

(c) Miscellaneous Providers

We now have only one miscellaneous transportation provider who operates as a private/profit agency. This company provides transportation for the KCS Railroad on a demand and response basis and does not provide transportation to the general public. This is the only service they provide.

2C. MISCELLANEOUS PROVIDERS

<u>AREA</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>AVG. NO. MILES SYSTEM OPERATED PER MONTH</u>
District 19	1	2 Cars	0	N/A	15,000

PROJECTED EXPANSIONS  
1988-1992

Texarkana Special Education Center, Inc. is waiting for bids on one Type IV 11-passenger vehicle with lift and wheelchair space. The agency requested that the Texarkana Urban Transportation Study (TUTS) Transportation Improvement Program (TIP) be revised to allow them one 15-passenger vehicle in fiscal year 1988. This request was approved by the TUTS Policy Advisory Committee.

Marshall Area Association for Retarded Children is waiting for delivery of one Type II 12-passenger vehicle with lift and wheelchair space.

Camp County Developmentally Disabled Association, Inc. is working on a bid package for one Type II 15-passenger vehicle.

We have given an application to Sabine Valley HUD Corporation and they are preparing it for submission.

Senior Citizens Services of Texarkana, Inc. has moved from Texarkana, Arkansas, to 2502 South Lake Drive, Texarkana, Texas.

Most of the vehicle being applied for at the present time are replacement vehicles. One of the vehicles being applied for is a new system.

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

### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

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

#### Rail Systems:

Amtrak Route - The Eagle



### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 19 BY 1993

A total population of 317,100 is forecast for the nine county region of District 19 by 1993. Of this total 79,275, or 25 percent, is forecast for the Texarkana urban area (inclusive of Texarkana, Arkansas). The portion of Bowie County not in the Texarkana urban area, as well as the eight other counties in District 19, are projected to continue to have low population densities. The nine counties of District 19 are not experiencing rapid growth; however, it has been steady and should continue so during the next five years.



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

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

### RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1993

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

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

TABLE II  
RECOMMENDED PUBLIC TRANSPORTATION  
IMPROVEMENT PLAN AND PROJECTS 1993

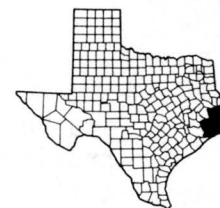
JURISDICTION OR AGENCY	PROJECT DESCRIPTION	IMPLEMENTATION DATE	ESTIMATED COST
Texarkana Special Education Center, Inc.	1 16-20 Passenger Van with lift	1988-91	\$118,500.00
	4 15-Passenger Vans		
Texarkana Sheltered Workshop	4 15-Passenger Vans	1988-91	76,000.00
Senior Citizens Services of Texarkana, Inc.	4 15-Passenger Vans (1 with lift)	1988-91	86,000.00
Camp County Developmentally Disabled Association, Inc.	1 15-Passenger Van with lift	1988-91	25,345.00
Sabine Valley Hud Corporation	1 15-Passenger Van	1988-91	19,950.00
TOTAL			\$325,795.00

TABLE III  
ESTIMATED PROJECT COSTS TO ALL AGENCIES  
FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

FEDERAL	STATE	LOCAL	PRIVATE AGENCIES	TOTAL
\$260,636.00	---	\$65,159.00	---	\$325,795.00



BEAUMONT DISTRICT (DISTRICT 20)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 20 of the State Department of Highways and Public Transportation (SDHPT) consists of eight counties which include Chambers, Hardin, Jasper, Jefferson, Liberty, Orange, Newton and Liberty. It is located in southeast Texas and has a land area of 6,778 square miles. Collectively, these counties reflect a population of 501,831. Listed below are statistics taken from the 1980 Census.



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

There are two cities within District 20 which are considered urbanized areas (over 50,000 in population); Beaumont and Port Arthur. Almost fifty percent of the District's population is located within these cities; however, they account for less than 3% of the land area.

Eight cities in the District are urban areas (exceed 5,000 persons): Bridge City, Cleveland, Dayton, Jasper, Liberty, Orange, Silsbee and Vidor. All other cities located in this District are considered rural areas (under 5,000 population).

There are approximately 2,124 miles of roadway comprising the state maintained highway system. The existing city streets, county roads and highway system provide adequate access to all areas of the District. Scheduled air travel to connecting points is available through the Jefferson County Airport and there are several other municipal airport facilities throughout the District. Greyhound Bus Lines and the Amtrak rail system serve intercity and interstate travel demands. Public transportation services to the general public is handled by the Beaumont

and Port Arthur Transit Systems only. Numerous paratransit operators provide special transportation for elderly, handicapped and indigent citizens. Efforts are continuing to further the implementation of UMTA Section 16b(2) and Section 18 grant programs.

Regional Council of Governments involved in this District are the Deep East Texas Council of Governments (DETCOG), Houston-Galveston Area Council (H-GAC) and the Southeast Texas Regional Planning Commission (SETRPC). These agencies play an important part in the planning process for establishing transportation objectives.

The Park Central Municipal Utility District (MUD) of Port Arthur is examining the possibility of creating an industrial development corporation to issue bonds to help finance a proposed \$3.6 million industrial park served by railroad and possibly two additional industrial parks in south Jefferson County. Manufacturing type companies have expressed an interest in this area, however, no firm commitments have been made.

In an effort to focus attention on the human as well as business side of economic development, the City of Beaumont hosted an economic summit in February of 1987. The summit was open to all residents of Southeast Texas and was considered to be the world's largest economic development committee, with approximately 4,500 in attendance. Area officials, educators and businessmen shared ideas with the public regarding future projects and the need to attract new industry to the area. Plans regarding two construction projects: a \$500,000 expansion of boating facilities on the Neches River near Interstate 10 and a \$9 million water theme park were announced. A second summit was held in February of 1988.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES 1986-1988

Approximately \$3,177,582 in public transportation improvements have been implemented in District 20 during the past two years. Table I identifies each project and the sources of funding.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Port Arthur (TX-90-X111)	N/A	Purchase 5 buses, bus spare parts, 6 radios, a support vehicle, Tommy lift and grant admin. expenses	\$651,200.00	\$105,820.00	\$56,980.00	\$814,000.00
City of Beaumont (TX-05-0133)	04/87	Purchase of coin counter/sorter; design, engineering and construction of repairs to bus parking area	47,211.20	7,671.82	4,130.98	59,014.00

TABLE I (CONTINUED)

JURISDICTION (PROJ. NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
City of Beaumont (TX-05-0123)	N/A	Design & construction of an off-street transfer facility	\$ 256,000.00	-	\$ 64,000.00	\$ 320,000.00
City of Beaumont (TX-90-X100)	N/A	Purchase of 11 buses and bus spare parts	1,360,000.00	-	340,000.00	1,700,000.00
Land Manor (TX-16-0023)	10/86	Purchase 2, 15 Pas- senger vans without lifts	25,345.47	-	6,336.37	31,681.84
Concepts of Care (TX-16-0023)	02/87	Purchase 11, 7 Pas- senger mini-vans without wheelchair lifts and 5, 11 Pas- senger vans with wheelchair lifts	202,309.01		50,577.26	252,886.27
TOTAL			\$2,542,065.68	\$113,491.82	\$522,024.61	\$3,177,582.11

The City of Port Arthur has completed their grant application and approval from UMTA has been received. However, they will not be able to proceed with this grant until state funding is made available through the monies received from the oil overcharge funds.

The City of Beaumont has completed their grant application for the purchase of a coin sorter/counter and repair of the bus parking area. The grant for the design and construction of an off-street transfer facility has been delayed pending the start-up of a connector street project. The City's grant for the purchase of eleven buses has been approved and vehicle specifications are finalized. The City is planning to award the bid prior to the end of this fiscal year.

The Beaumont and Port Arthur transit systems remain concerned about the decline in federal funds, the lack of funds in the state public transportation fund and the small city's transit bill not being passed into legislation. The non-profit agencies providing transportation to the elderly and handicapped citizens continue to be concerned about the escalating cost of insurance for their vehicles and a need for operating assistance.

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 20 - 1988

1. Municipal Transit Systems

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

The Port Arthur Transit (PAT) System is managed by the American Transit Corporation and owned by the City of Port Arthur. This system provides regular fixed route service which is available from 6:15 a.m. to 6:15 p.m.

on weekdays and 8:15 a.m. to 6:15 p.m. on Saturdays. Charter service is also available.

In addition to their regular fixed route and charter service PAT has a contract with Port Arthur Senior Citizens Services, Inc. to provide "door to door" service to all residents who are unable to use the fixed route service because of age or disabilities. This specialized service is available on weekdays from 7:30 a.m. - 5:30 p.m. at a rate of 30¢ - 60¢ per one-way trip.

### OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE*</u>
Port Arthur	10	307,694	291,514	\$123,751	\$711,408	22	30¢-60¢

\*Children up to 12 years old - 30¢  
 Adults & Students - 60¢  
 Elderly & Handicapped - 30¢  
 Zone Charges: Additional 30¢ is charged for passengers transferring between zones.

### VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u>EQUIPPED FOR HANDICAPPED</u>
Vans (Up to 15 Pass.)	2	3	-	-	-	5	2
Small Transit Coach (16 to 25 Pass.)	5	5	-	-	-	10	0
						TOTAL VEHICLES	15
							2

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

The Beaumont Municipal Transit System (BMT) is owned by the City of Beaumont and operated by City Coach of Florida, a private transit firm. This system offers a regular fixed route, charter and demand responsive services for the elderly and handicapped.

The Special Transit Service (STS) is available to the handicapped Monday through Saturday from 6:00 a.m. to 6:00 p.m. at a cost of \$1.00/one-way trip. Hours of operation for the regular fixed route service are 6:00 a.m. - 6:30 p.m. Monday through Friday and 7:30 a.m. - 6:30 p.m. on Saturday.

## OPERATING STATISTICS

<u>AREA</u>	<u>NUMBER OF BUSES USED DAILY</u>	<u>ANNUAL PASSENGERS</u>	<u>VEHICLE MILES OPERATED</u>	<u>REVENUE</u>	<u>OPERATING EXPENSES</u>	<u>NUMBER OF EMPLOYEES</u>	<u>FARE STRUCTURE*</u>
Beaumont	26	1,081,187	589,850	\$345,406	\$1,370,562	37	Free-\$1.00*

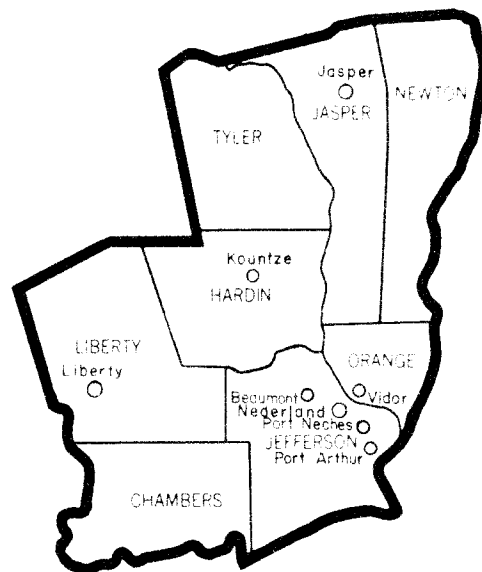
\*Children up to 6 years old, with adult - Free  
 Students - 20¢  
 Adults - 50¢  
 Elderly & Handicapped - 15¢  
 Special Transit Services - \$1.00  
 Monthly Passes:  
   Adult - \$18.00  
   Elderly, Handicapped & Students - \$7.00  
   Special Transit Services - \$30.00  
 Transfers:  
   Adults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

## VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS. OLD</u>	<u>5-9 YEARS</u>	<u>10-14 YEARS</u>	<u>15-19 YEARS</u>	<u>20+ YEARS</u>	<u>TOTAL</u>	<u>EQUIPPED FOR HANDICAPPED</u>
Vans (Up to 15 Pass.)	3	-	-	-	-	3	3
Regular Transit Coach (over 25 Pass.)	-	-	21	-	-	21	-
TOTAL VEHICLES						24	3

## 2. Paratransit Systems

Circles indicate cities with taxicab service





## 2A. TAXICAB SYSTEMS

Our efforts were unsuccessful in obtaining data from approximately eighteen identified taxicab companies. Only six companies responded to the transportation survey. At least three companies responding to our 1986 survey are no longer in operation. Although the demand for taxi service in urbanized areas is expected to remain the same during the next five years, a decline is anticipated district-wide.

<u>CITY</u>	<u>NUMBER OF VEHICLES COMPANIES RESPONDING</u>	<u>NUMBER OF VEHICLES AUTHORIZED TO OPERATE</u>	<u>ACTUAL NUMBER OF VEHICLES OPERATING</u>	<u>NUMBER OF VEHICLES EQUIPPED FOR HANDICAPPED</u>	<u>AVG. NUMBER OF MONTHLY ONE-WAY PERSON TRIPS</u>	<u>AVERAGE NUMBER OF MILES PER MONTH</u>	<u>FARE STRUCTURE</u>
Port Arthur	2	25	10	0	2,600	21,300	Zone System \$3 - \$12
Vidor	1	1	1	0	*	*	\$3 In Vidor \$10 to Beaumont
Port Neches	1	1	1	0	60	600	Zone System \$3 - \$12
Nederland	1	2	2	0	300	5,000	Zone System \$3 - \$12
Kountze	1	1	1	0	40	200	*

\* Information was not listed on transportation survey.

## 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

Human services transportation systems in District 20 are providing service primarily to elderly, handicapped and low income residents. Special transportation services are being provided for health care, nutrition and recreational purposes. At this time, area providers are concerned about increases in operational cost; primarily, escalating vehicular insurance premiums. Efforts are being made to better coordinate special transportation service throughout the District. The data listed below reflect only those agencies responding to the questionnaire.

<u>AREA</u>	<u>NUMBER OF AGENCIES HDQR. IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>SPECIALLY EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>POTENTIAL ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
District 20	14	92	8	79,861	17,182	55,363+	\$2,312.72/ Agency

## 2C. OTHER PARATRANSIT SYSTEMS

Due to the fact that these transportation providers did not respond to our survey, no statistics are available at this time.

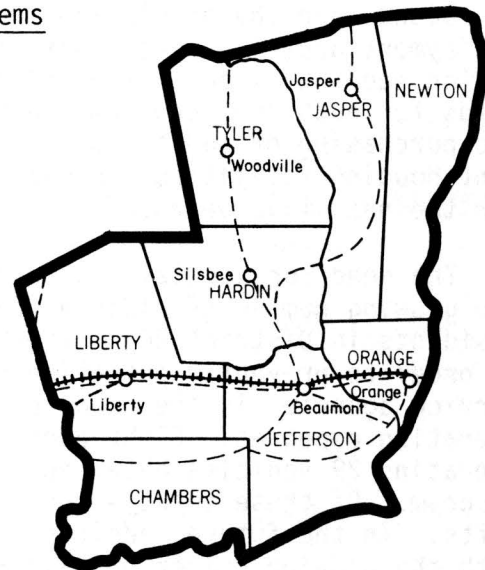
### 3. Intercity Bus and Passenger Rail Systems

#### Intercity Bus Carriers:

Greyhound Bus Lines  
Central Texas Bus Lines, Inc.

#### Rail Systems:

Amtrak Route - Sunset Limited



### 4. Park and Ride Facilities

<u>LOCATION</u>	<u>COUNTY</u>	<u>CLOSEST CITY/TOWN</u>	<u>ESTIMATED PERCENT USAGE</u>
SH 87 at FM 105	Orange	Orange	20%
Loop 358 at West Park Ave.	Orange	Pinehurst	10%
SH 62 West of IH 10	Orange	Pinehurst	70%
SH 87, 2 Miles North of the Rainbow Bridge	Orange	Bridge City	10%
SH 62 at SH 12	Orange	Mauriceville	90%
US 69 at Cooks Lake Road	Hardin	Lumberton	Temporarily closed due to Construction
US 69 at US 96	Hardin	Lumberton	Temporarily closed due to Construction
US 96 at FM 105	Jasper	Evadale	50%
US 96 at FM 363	Jasper	Kirbyville	30%
US 87 at FM 363	Jasper	Bleakwood	60%
US 190 at SH 87	Newton	Newton	50%
FM 92 at FM 1943	Tyler	Fred	40%
US 69, 2 miles South of Woodville	Tyler	Woodville	5%
SH 146 at US 90	Liberty	Dayton	110%
SH 62 So. of IH 10 (Private Facility)	Orange	Pinehurst	70%

#### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 20 BY 1993

A 1993 population of 673,232 is projected for the eight county area which composes District 20. The Standard Metropolitan Statistical Area (SMSA), Jefferson, Orange and Hardin counties, will have a population of 504,924, which is seventy-five percent of the District total.

Based upon the population growth forecast and the fact that the major employment area is located within the SMSA, future mass public transportation needs will be in the urbanized area of the District. Improvement needs for both the Beaumont and Port Arthur Transit Systems will involve the purchasing of additional fleet vehicles and the upkeep of their present housing facilities. Ridership is expected to remain at a steady rate for the next five years.

The need for specialized transportation continues to increase due to the growing number of elderly, handicapped and financially disadvantaged residents in District 20. Efforts to coordinate services are being made in order to prevent duplication of services. The primary concern of human service agencies is the need for additional funding to offset increases in operating expenses. Eight agencies in the District are currently operating 29 vehicles obtained through the UMTA Section 16b(2) Grant Program. Of those twenty-nine vehicles, six are equipped with wheelchair lifts. In the future, additional vehicles will be required to keep up with the growing number of clientele served by those agencies.

There are a number of elderly citizens who have limited or no transportation during evening hours. In the near future, a need to enhance the taxicabs' role as a human service transportation provider may be required.

#### RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1993

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

TABLE II  
RECOMMENDED PUBLIC TRANSPORTATION PROJECTS  
FISCAL YEARS 1989-1993

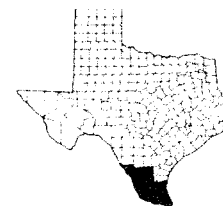
<u>JURISDICTION</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>	<u>SUBTOTALS</u>
City of Port Arthur	3 Bus Shelters, 1 Service Vehicle, Maintenance & Operations Equipment	FY 90	\$ 80,000	
	Replace sky light, Cap 2 skylights, Replace windows, Replace roof and air conditioner at transit service center	FY 90	149,000	
	Painting and sealing of transit service center exterior	FY 92	15,050	
	4 Fifteen passenger vans equipped for the handicapped, 5.26-35 pass. transit coaches	FY 92	973,000	
	TOTAL City of Port Arthur			\$1,217,050
City of Beaumont	Paving of bus parking lot and improvements to admin. building	FY 89	\$ 275,000	
	3 15-passenger vans equipped for the handicapped, 1 service vehicle, 2 support vehicles and maintenance & administrative equipment	FY 89	269,700	
	7 Regular transit coaches	FY 90	1,225,000	
	1 Service vehicle, bus shelters and benches	FY 91	125,000	
	TOTAL City of Beaumont			\$1,894,700
Human Services	Capital Assistance to Private Non-Profit Agencies - UMTA Section 16b(2) Grant Program		600,000	
	TOTAL Section 16b(2)			\$ 600,000
	TOTAL FY 89-93 PUBLIC TRANSPORTATION PROJECTS			\$3,711,750

TABLE III  
ESTIMATED PROJECT COST TO ALL AGENCIES  
FY 1989-1993  
(ASSUMING PRESENT LEVELS OF FUNDING CONTINUE)

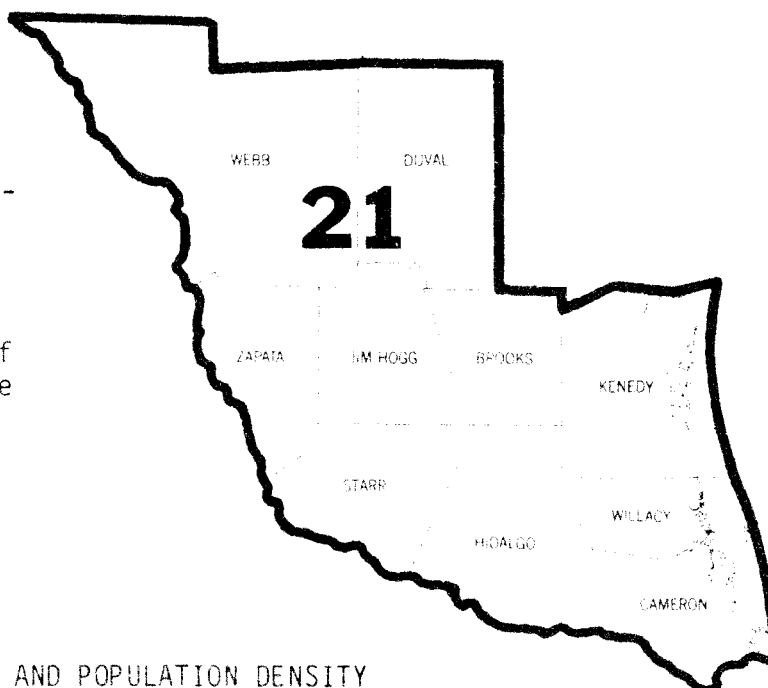
<u>JURISDICTION</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE</u>	<u>TOTAL</u>
City of Port Arthur	\$1,131,856	-	\$ 85,194	\$ -	\$1,217,050
City of Beaumont	1,762,071	-	132,629	-	1,894,700
Section 16b(2)	480,000	-	-	120,000	600,000
TOTAL	\$3,373,927	\$ 0	\$217,823	\$120,000	\$3,711,750



PHARR DISTRICT (DISTRICT 21)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



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



COUNTIES BY POPULATION AND POPULATION DENSITY

	Population 1986	Area Sq. Mi.	Population/Sq. Mi.
Brooks	9,100	942	9.66
Cameron	257,300	905	284.31
Kenedy	600	1389	0.43
Duval	13,500	1795	7.52
Hidalgo	365,900	1569	233.21
Jim Hogg	5,500	1136	4.84
Starr	36,100	1226	29.45
Webb	120,800	3363	35.92
Willacy	19,100	589	32.43
Zapata	8,600	999	8.61
Total	836,500	13,913	60.12

\*1986 Estimate by U.S. Bureau of Census

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

Limited Rural Transportation Programs are provided by the Lower Rio Grande Valley Development Council, the Community Action Council of South

Texas and the Laredo/Webb County Community Action Agency through the UMTA Section 18 Program.

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

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

TABLE I  
SUMMARY OF PUBLIC TRANSPORTATION IMPROVEMENTS  
1986-1988

JURISDICTION PROJECT NO.	STATE APPROVAL DATE	PROJECT DESCRIPTION	COST				COMP'L
			FEDERAL	STATE	LOCAL	TOTAL	
BROWNSVILLE TX-90-X068	4-21-87	Purchase, Const., & Instal. of 19 Engines & Mod. of 21 A/C Units	\$ 345,600	\$ 56,160	\$ 30,240	\$ 432,000	65%
LAREDO TX-05-0080	2-26-82	12-35 Passenger New Coaches, Auto Vac. Cl., etc.	1,807,168	293,665	158,127	2,258,960	100%
TX-05-0114	1-23-84	Renovate Jarvis Plaza for Downtown Transfer Terminal	462,210	69,261	37,294	568,765	95%
TX-05-0132	3-27-87	Purchase of Auto., Office Equipment, Admin. Cont., Contingency	17,480	2,646	1,724	21,850	98%
SECTION 18 LRGVDC RPT-0007(021)	11-3-87	Non Urbanized Public Transp. Proj. Hidalgo, Cameron & Willacy	473,906	---	118,476	592,382	18%
CACofST RPT-0006(021)	10-28-87	Non Urbanized Public Transp. Project Starr, Duval, Zapata & Jim Hogg	281,235	---	70,309	351,544	27%
LWCAA	12-11-87	Non Urbanized Public Transp. Proj. Webb	\$ 219,200	---	\$ 54,800	\$ 274,000	0%

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 21 - 1988

PUBLIC/PROFIT PROVIDERS

Two major public/profit providers serve the Brownsville, Harlingen-San Benito, McAllen-Pharr-Edinburg urbanized areas and the Lower Rio Grande Valley. Valley Transit Company, Inc. with main office in Harlingen, services the entire Lower Rio Grande Valley and some cities and points north to San Antonio and Houston. Trailways Bus System, with the main office in

McAllen also services the Lower Rio Grande Valley, each county in the District, plus statewide and nationwide. Each company provides substations throughout their area of operations.

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

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

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

#### PUBLIC/PROFIT INTERCITY 1988 BUS RATES

	VALLEY TRANSIT COMPANY	TRAILWAYS BUS SYSTEM
Pharr to San Juan	1.25	1.25
Pharr to McAllen	1.25	1.25
Pharr to Hidalgo	2.50	No Route
Pharr to Mission	2.00	2.00
Pharr to Edinburg	1.25	1.25
San Juan to McAllen	1.35	1.25
San Juan to Hidalgo	2.25	No Route
San Juan to Mission	2.50	2.00
San Juan to Edinburg	2.25	2.00
San Juan to Pharr	1.25	1.25
McAllen to Hidalgo	1.00	No Route
McAllen to Mission	1.25	1.25
McAllen to Edinburg	2.00	2.00
McAllen to San Juan	1.25	2.00
McAllen to Pharr	1.25	1.25
Hidalgo to Mission	2.25	No Route
Hidalgo to Edinburg	3.00	No Route
Hidalgo to San Juan	2.25	No Route
Hidalgo to Pharr	2.50	1.10
Hidalgo to McAllen	1.00	No Route
Mission to Edinburg	2.50	2.50
Mission to Pharr	2.00	2.00
Mission to San Juan	2.50	2.00
Mission to Hidalgo	2.25	No Route
Mission to McAllen	1.25	1.25



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

#### 1. Municipal Transit Systems

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

The Laredo Municipal Transit System (LMTS)  
401 Scott Street  
Laredo, Texas 78040  
Manager: Mr. Mark Pritchard

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

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

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

Ridership: 12 Mo. (1987) Regular: 3,094,502  
Transfers: 264,757  
Total Psngs.: 3,359,259

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

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

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

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

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

### OPERATING STATISTICS

<u>FAREBOX REVENUES</u>	<u>REVENUES TOTAL</u>	<u>OPERATING EXPENSE</u>	<u>MILES OF OPERATION</u>	<u>TOTAL PASSENGER</u>	<u>COST PER MILE</u>	<u>COST PER PASSENGER</u>	<u>FAREBOX RECOVERY RATE</u>
\$1,166,797	\$1,259,837	\$2,383,809	876,825	\$3,335,492	\$2.72	\$0.71	49%

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

### VEHICLE INVENTORY

<u>Vehicle Type/Size</u>	<u>UNDER 5 YRS.</u>	<u>5-9 YRS.</u>	<u>20+ YRS.</u>	<u>TOTAL</u>	<u>EQUIPPED FOR E &amp; H</u>
Regular Coach (Over 25 Psngr.)	17	14	1	32	16

Brownsville Urban System (BUS)  
 700 South Iowa  
 Brownsville, Texas 78520  
 (512) 541-4881  
 Manager: Mr. Larry Brown

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

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

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

Ridership: 12 Months (1987) Regular: 1,669,723  
 Transfers: 0  
 Total Psngrs.: 1,669,723

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

Special Services: Most drivers are trained to serve E&H passengers; three regular transit coaches are equipped with wheelchair lifts. The Amigoland Shopping Center

service fee is paid by Amigoland Retailers Association, plus \$0.25 per passenger. A demand responsive service for the handicapped is provided on weekdays from 8:00 am to 5:00 pm. Fee is \$1.00 an individual, can be accompanied by one individual free. To be eligible, individual must be certified as frail or handicapped by city clinic, a physician or D.H.R.

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

### OPERATING STATISTICS

<u>FAREBOX REVENUES</u>	<u>REVENUES TOTAL</u>	<u>OPERATING EXPENSE</u>	<u>MILES OF OPERATION</u>	<u>TOTAL PASSENGER</u>	<u>COST PER MILE</u>	<u>COST PER PASSENGER</u>	<u>FAREBOX RECOVERY RATE</u>
\$641,038	\$700,407	\$1,773,843	641,694	1,900,832	\$2.76	\$0.93	36%

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

### VEHICLE INVENTORY

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

### RURAL PUBLIC TRANSPORTATION SYSTEM

Grant Recipient  
 The Lower Rio Grande Valley Development Council  
 4900 North 23rd  
 McAllen, Texas 78504  
 Mr. Robert A. Chandler  
 Executive Director

LRGVDC Rural Transportation Program - This system operates seven fixed rural routes in Hidalgo, Cameron and Willacy Counties. They operate from 8:00 AM to 5:00 PM, Monday through Friday. There is no cost to the passenger for this service at this time.

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

Amigos Del Valle, Inc. (Subcontractor) - Amigos Del Valle, Inc. provides fixed route transportation to persons 60 years of age or older in eight (8) valley communities and surrounding area. The municipalities are Donna, Elsa, Mercedes, Rio Hondo, Raymondville, Santa Maria, Santa Rosa and Weslaco. The vehicles provide fixed route transportation to grocery shopping and for recreational purposes. The buses are available throughout the day for related group transportation. The service will also pick up non-elderly on the route and coordinate with other agencies in providing group or fixed route transportation when possible.

LRGVDC SECTION 18 PROGRAM DATA

<u>Provider</u>	<u>Number of Trips</u>	<u>Vehicle Miles</u>	<u>Cost</u>	<u>Cost Per Mile</u>	<u>Cost Per Av. Trip</u>
ADV.	34,083	41,180	\$ 32,532	\$0.79	\$0.95
TTC-MH/MR	53,808	261,676	145,155	0.57	2.75
LRGVDC *	<u>41,614</u>	<u>64,644</u>	<u>103,430</u>	<u>1.60</u>	<u>2.49</u>
Combined	129,505	367,500	\$281,117	\$0.76	\$2.20

\*Note: Configurations are calculated for 6 months of Operation in 1987.

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

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

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

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

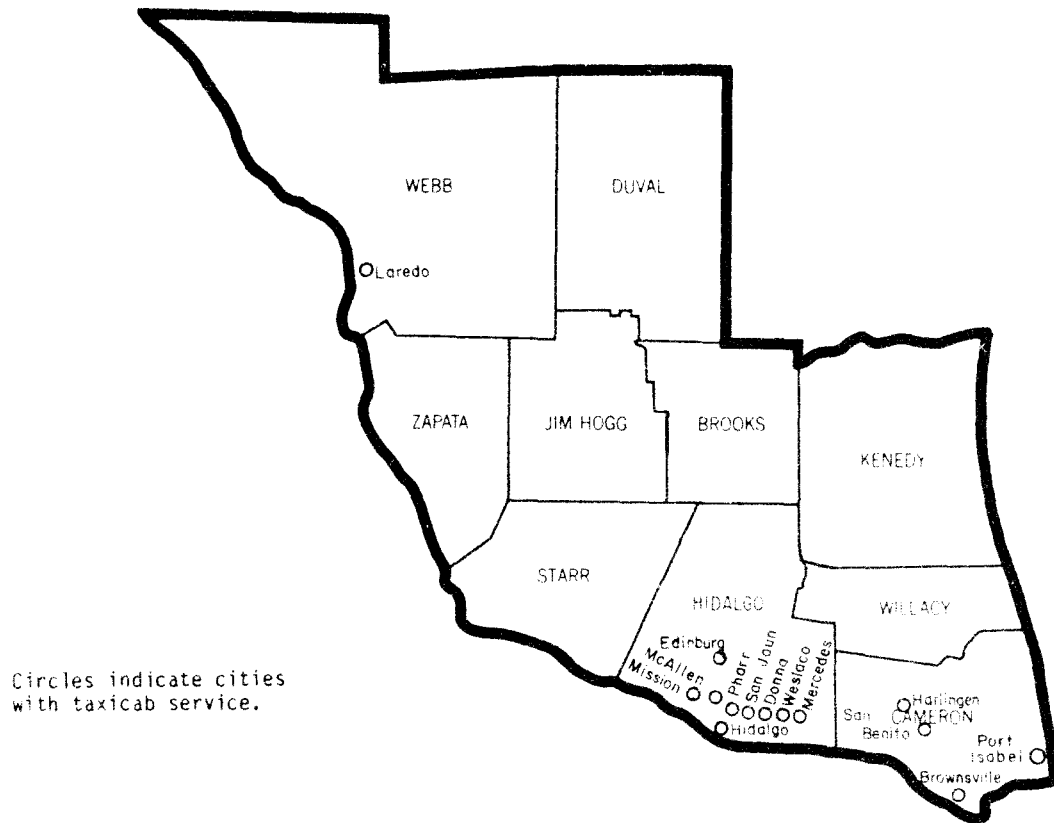
VEHICLE INVENTORY

<u>VEHICLE TYPE/SIZE</u>	<u>UNDER 5 YRS.</u>	<u>5-9 YRS.</u>	<u>9 YRS.</u>	<u>TOTAL</u>	<u>EQUIPPED FOR E&amp;H</u>
Vans Up to 15 Passenger	3	12	4	19	1
School Bus (24-48)	1			1	

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

<u>PROVIDER</u>	<u>NUMBER OF TRIPS</u>	<u>VEHICLE MILES</u>	<u>COST</u>	<u>COST PER MILE</u>	<u>COST PER AV. TRIP</u>
CACofST	42,274	102,616	\$170,693	\$1.66	\$4.04

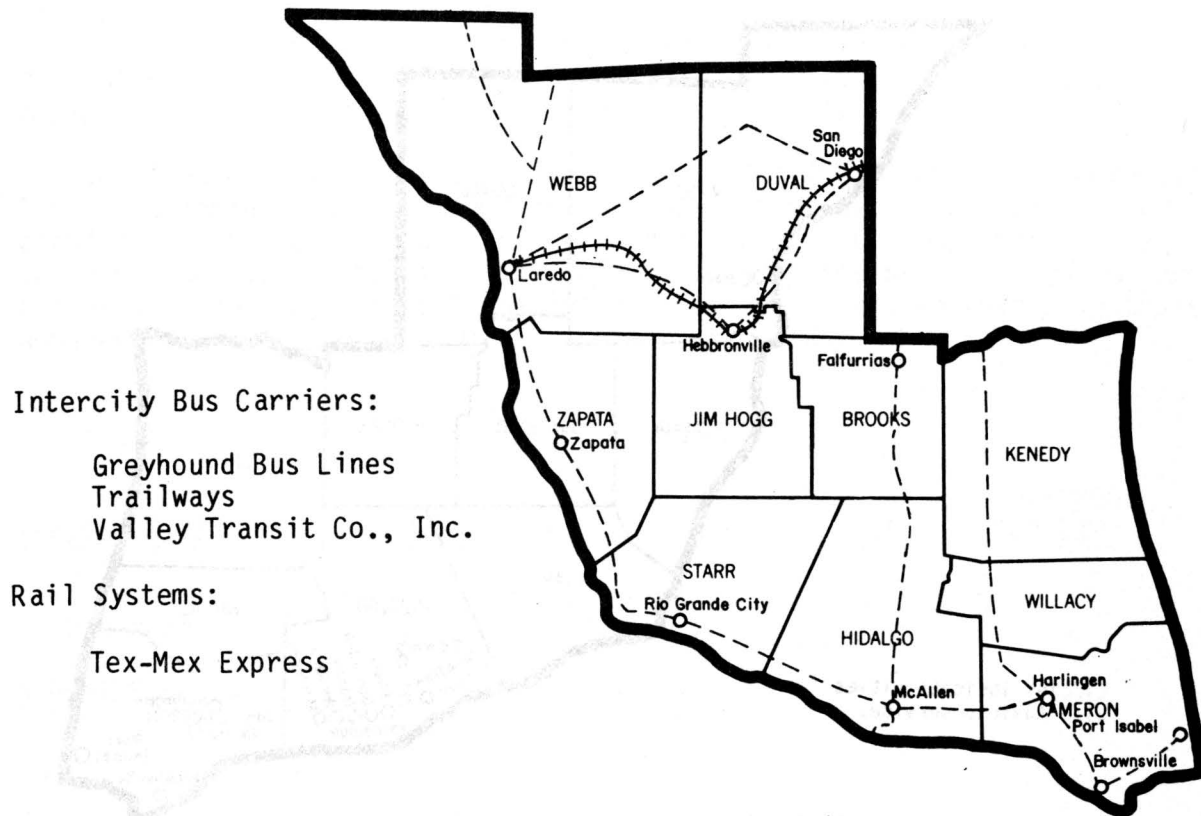
## 2. Paratransit Systems



### TAXICAB INVENTORY

	<u>COMPANIES</u>	<u>VEHICLES</u>	<u>EQUIPPED VEHICLES (HANDICAPPED)</u>	<u>BASE FARE</u>
Brownsville	13	67	0	2.50
Mission	5	10	0	2.00
McAllen	14	44	0	1.50
Pharr	3	6	0	2.00
San Juan	1	1	0	1.50
Edinburg	3	6	0	2.50
Hidalgo	9	19	0	2.50
Donna	1	1	0	1.50
Weslaco	3	7	0	2.00
Mercedes	2	2	0	1.50
Harlingen	5	12	0	2.50
San Benito	1	1	0	1.50
Port Isabel	4	4	0	2.00
Laredo	23	82	0	2.25
Total	<u>87</u>	<u>262</u>	<u>0</u>	<u>27.75</u>

### 3. Intercity Bus and Passenger Rail Systems



#### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN DISTRICT 21 BY 1993

##### Population

Population of 980,000 is forecast for the 10 county area by 1990 of which about 82% will live in the urban area. It is safe to assume population in Mexico cities, adjacent to the urbanized areas on the Rio Grande will be in excess of 1,000,000. District 21 has 44 incorporated cities of which 13 are located in urbanized areas. Three counties, Hidalgo, Cameron, and Willacy rank second, third and sixth population growth rate in Texas. Only Brownsville and Laredo are served by intracity public transit. It is not anticipated that the Harlingen/San Benito and the McAllen-Pharr-Edinburg area will develop intracity public transit systems. However, if the need arises, private enterprise will probably be invited to develop their public transportation systems. In the McAllen-Pharr-Edinburg area and the Harlingen/San Benito area intracity transportation is provided by taxicab, social service and Valley Transit Company on their intercity transit routes.

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

## Land Use Development

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

### Public Transit Ridership Forecast

Transit System	Monthly Average					Projected
	1983	1984	1985	1986	1987	1989
LMTS	262,926	279,578	281,445	273,517	277,958	290,000
BUS	131,762	142,212	152,196	170,356	158,637	165,000

LMTS - Acquired 3 trolley-like vehicles and are using them as a shuttle service which links River Drive Mall parking lot, downtown facilities motels, commercial areas and tourist facilities.

Additional acquisitions such as: 1 service vehicle, 8 bus shelters and 300 bus stop/signs are being implemented in their proper locations.

Other improvement needs are the acquisition of a personal computer, copy machine, bus vacuum cleaner and maintenance facility improvements.

BUTS - Replaced 19 bus engines instead of 24 which were originally proposed. They are still working on the modification of air conditioners for some of the buses. They expect to sell some of their buses that are not being used.

Other improvement needs are the installation of 70 concrete bus pads, 15 fareboxes, mobile radios, renovation of some bus shelters and the implementation of a bus washer.



TABLE II

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN OF PROJECTS - 1993

LAREDO METRO TRANSIT SYSTEM

<u>EQUIPMENT DESCRIPTION</u>	<u>1988</u>	<u>1989</u>
1 Copy Machine	\$ 3,300	
1 Bus Vacuum Cleaner	13,969	
Acquisition of a Personal Computer		N/A
Maintenance Facility Improvements		N/A
TOTAL	\$17,269	N/A

BROWNSVILLE URBAN SYSTEM

<u>EQUIPMENT DESCRIPTION</u>	<u>1988</u>	<u>1989</u>
70-10x50 Concrete Bus Pads	\$175,000	
15 Fareboxes	55,000	
Installation of Mobile Radios	35,000	
Renovation of Several Shelters	45,000	
Implementation of Bus Washer		\$100,000
TOTAL	\$310,000	\$100,000

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

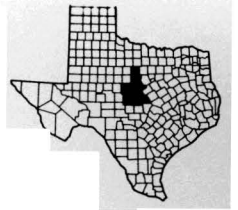
LAREDO METRO TRANSIT SYSTEM

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$13,815.20	\$2,244.97	\$1,208.83	\$ -0-	\$17,269

BROWNSVILLE URBAN SYSTEM

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$328,000	\$53,300	\$28,700	\$ -0-	\$410,000

BROWNWOOD DISTRICT (DISTRICT 23)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN

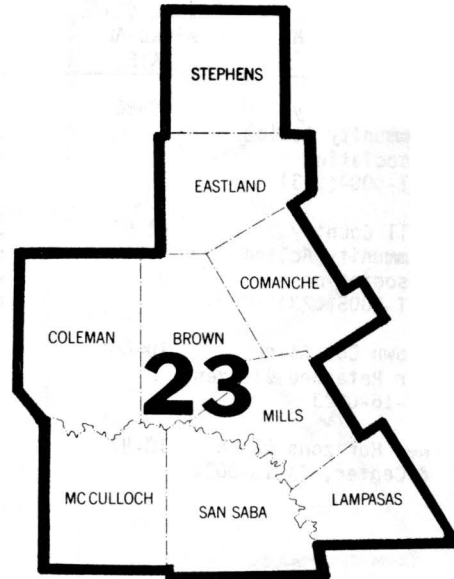


District 23 of the State Department of Highways and Public Transportation is located in central Texas and consists of nine counties, Brown, Coleman, Comanche, Eastland, Lampasas, Mills, McCulloch, San Saba and Stephens.

The District is comprised of predominantly rural counties with a total population of 116,940. There are five urban areas in the District: Brownwood, Breckenridge, Brady, Lampasas and Coleman. The District covers an area of 8,659 square miles and has a population density of 13.5 persons per square mile.

There are approximately 2,500 miles of roads on the highway system, and 5,693 miles of county roads in the District. There is one Rural Public Transit System. Three taxicab systems operate in the District, but ridership is limited because of high cost and low demand.

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



PUBLIC TRANSPORTATION IMPROVEMENTS AND  
EXPENDITURES 1986-1988

Approximately \$1,492,602 in public transportation improvements have been implemented by District 23 in the last two years. Two Section 18 applications for \$1,364,607 have been approved and are in full operation. Two Section 16b(2) projects were approved for two mini-buses, two 15-passenger vans and one station wagon in the amount of \$127,995. These applications are primarily for replacement vehicles for organizations providing assistance for poor, elderly and handicapped.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988

JURISDICTION PROJECT NO.	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST		
			FEDERAL	LOCAL	TOTAL
Hill Country Community Action Association RPT-0004(023)	09-86	Section 18 Six Vans, Radio Equipment	\$461,116	\$254,979	\$716,095
Hill Country Community Action Association RPT-0005(023)	12-87	Section 18 Four Vans, Station Wagon, Maintenance Facility	398,450	250,063	648,513
Brown Co. Assn. for Retarded Citizens TX-16-0023	10-86	Two Mini-buses	68,376	17,094	85,470
New Horizons Ranch & Center, TX-16-0024	10-87	Two 15-Passenger Vans, One Station Wagon	\$ 34,020	\$ 8,505	\$ 42,525

PUBLIC AND MASS TRANSPORTATION IN  
DISTRICT 23 - 1988

1. Municipal Transit Systems

Hill Country Community Action Association  
P. O. Box 846  
San Saba, Texas 76877  
(915) 372-5167

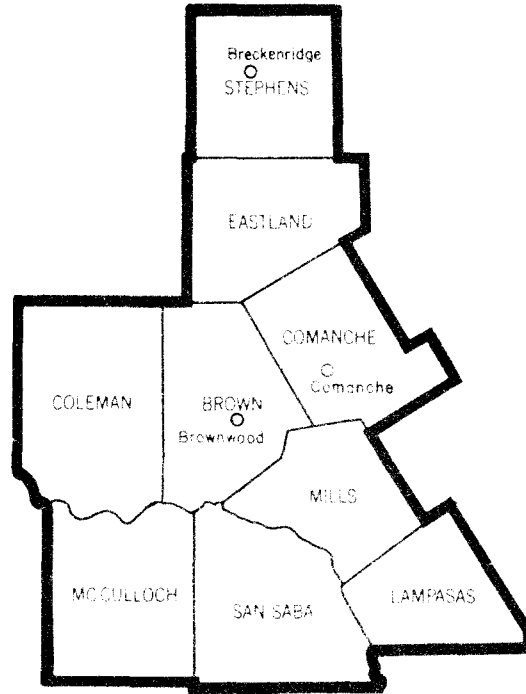
Hill Country Community Action Association (HCCAA), a private non-profit corporation, has operated a transportation program since 1976. HCCAA provides demand responsive service five days per week, 8:00 a.m. to 5:00 p.m. Reduced fare rates are offered to children, students, elderly, handicapped and low income. HCCAA currently operates 32 vans, three equipped with wheelchair lifts, one pickup and one station wagon. They have service contracts with Kohler Company in Brownwood, Williamson-Burnet County Opportunities, Inc. and Central Counties Center for MHMR Services.

VEHICLE INVENTORY

Vehicle Type	Under 5 Yrs. Old	5-9 Years	10-14 Years	15-19 Years	20+ Years	Total	Equipped For Handicapped
Vans (Up to 15 passengers)	18	14				32	3
Small Transit Coach (16 to 25 Passengers)							
Other							
Pickup	1					1	
Station Wagon	1					1	
						34	
						Total Vehicles	

## 2. Paratransit Systems

Circles indicate cities with taxicab service.



### 2A. TAXICAB SYSTEMS

	<u>Number of Companies</u>	<u>Number of Vehicles</u>	<u>Monthly Vehicle Miles</u>	<u>Monthly One-Way Passenger Trips</u>	<u>Fare Structure</u>
Brownwood	2	2	8,000	940*	**
Breckenridge	1	1	90	150	\$2.50 per trip

\*Partial Data

\*\*One Company charges \$1.75 for the first mile and \$1.00 for each additional mile. The other company charges \$1.00 for the first mile and \$0.75 for each additional mile plus \$1.00 for each additional passenger.

### 2B. HUMAN SERVICES TRANSPORTATION SYSTEMS

<u>Number of Agencies In District</u>	<u>Number of Vehicles</u>	<u>Specially Equipped Vehicles for Handicapped</u>	<u>Monthly Vehicle Miles</u>	<u>Monthly One-Way Passenger Trips</u>	<u>Potential Eligible Passenger</u>	<u>Monthly Expenses</u>
16	62*	7*	35,235*	6,461*	43,000	\$13,566*

\*Partial Data - Based on submissions by 12 providers

2C. OTHER PARATRANSIT SYSTEMS

	<u>NUMBER OF VEHICLES</u>	<u>MONTHLY ONE-WAY PASSENGER TRIPS</u>	<u>MONTHLY VEHICLE MILES</u>
Santa Fe Limo Service Brownwood, TX	18	4,086	25,100
Elizabeth Ratliff Lampasas, TX	1	190	600

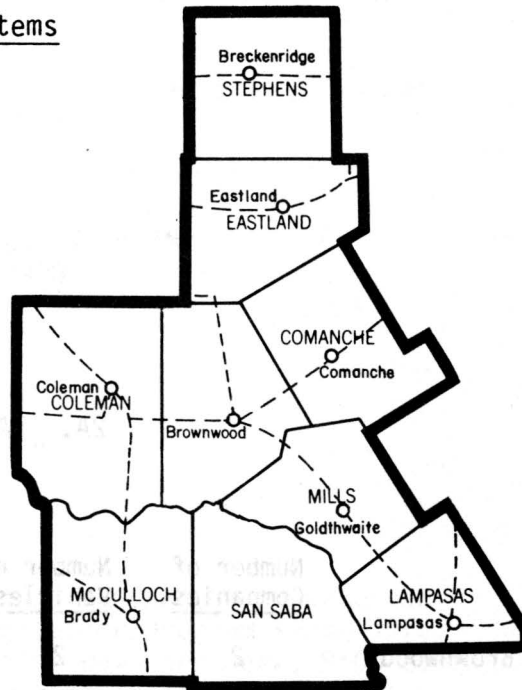
3. Intercity Bus and Passenger Rail Systems

Intercity Bus Carriers:

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

Rail Systems:

No Service



PUBLIC TRANSPORTATION IMPROVEMENT  
NEEDS IN DISTRICT 23 BY 1993

The Texas Water Development Board Population Projections (Rev. February, 1986) for the nine county region of District 23 indicate that the population of this area will be 143,032 by 1993. This is a 22 percent increase from the 1980 U. S. Census Bureau count of 116,940. Brown County will contain 30 percent of the District's total population. Approximately 43,000 people will be eligible for some type of human service transportation by the year 1993.

Future land use development in this area includes the construction of the Stacy Reservoir in Coleman and Concho Counties, the construction of the Aldersgate Enrichment Center in Brownwood, and a 260 mile rural water pipe-

line that is being developed by the Lometa Rural Water Supply Corporation. The Aldersgate Enrichment Center, a community for mildly retarded citizens, will employ approximately 200 people (including residents).

District 23 has one Section 18 contractor, Hill Country Community Action Association. Their improvement needs during the next five years will consist of replacing vans, purchasing fareboxes and constructing a maintenance facility. A major marketing campaign is planned for fiscal years 1988 and 1989 to introduce the fare structure.

Demand for taxi service is not expected to change within the next five years.

Demand for transportation services provided by human services agencies is expected to increase slightly over the next five years. This need will include replacing and expanding existing services with funding assistance through the UMTA Section 16b(2) Grant Program.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

The primary objective of the District 23 Public and Mass Transportation Plan is to provide for the replacement and addition of vehicles for social and health services transportation providers. The public transportation improvement projects listed in Table II reflect an estimate of the needs during the next five years. These estimates are based on data obtained from the public transportation providers.

TABLE II

RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS - FY 1989-93

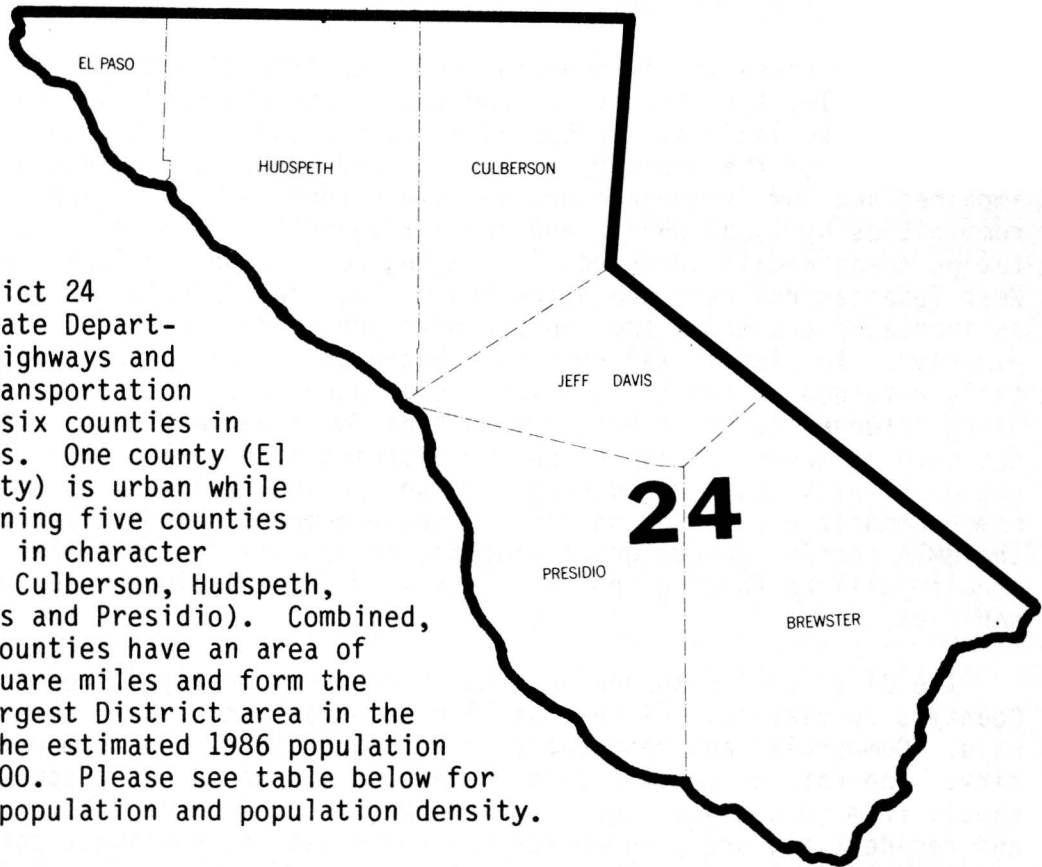
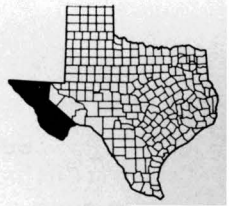
<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>DATE</u>	<u>COST</u>
Hill Country Community Action Assn. (Sect. 18)	Operating Assistance	FY 1989-1993	\$1,700,000
	Four 12-Passenger Vans	FY 1989	60,444
	One Station Wagon	FY 1989	13,281
	Maintenance Facility	FY 1989	29,000
	Equipment for Maintenance Facility	FY 1989	22,490
	Six 12-Passenger Vans	FY 1990	96,000
New Horizons Ranch & Center Section 16b(2)	25 Fareboxes	FY 1990	12,500
	Two 15-passenger Vans	FY 1989	30,000
Bethphage Comm. Services Section 16b(2)	Two Type IX Special Vans	FY 1989	\$ 30,000
TOTAL			\$1,993,715

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE</u>	<u>TOTAL</u>
\$1,294,072	\$20,535	\$679,108	\$ -0-	\$1,993,715

EL PASO DISTRICT (DISTRICT 24)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 24 of the State Department of Highways and Public Transportation includes six counties in West Texas. One county (El Paso County) is urban while the remaining five counties are rural in character (Brewster Culberson, Hudspeth, Jeff Davis and Presidio). Combined, the six counties have an area of 21,817 square miles and form the second largest District area in the State. The estimated 1986 population was 583,000. Please see table below for District population and population density.

<u>County</u>	<u>Square Miles</u>	<u>Population (1986*)</u>	<u>Population Density</u>
Brewster	6,204	8,000	1.29
Culberson	3,851	3,300	.86
Hudspeth	4,554	2,700	.59
Jeff Davis	2,259	1,800	.80
Presidio	3,892	5,700	1.47
El Paso	1,057	561,500	531.22
Totals	21,817	583,000	26.72

\* July 1986, United States Bureau of the Census



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

Although there is limited regular route intercity passenger carrier service available, the majority of the transportation needs in the District are met by private vehicles and social service agencies. The special transportation needs of the elderly, physically and mentally handicapped, mobility impaired and low income are met to some extent in El Paso and in some rural communities by local public and private agencies. Some special transportation needs remain unserved. The aging population continues to increase in West Texas as retirees are attracted to the area. New information indicates an increased awareness and concern with providing services to the "frail elderly". In 1986 it was reported that changes in the treatment of the mentally retarded at the State level would increase the number of patients being returned to their home communities for treatment. These changes did not have as severe an impact on the District transportation requirements as was originally anticipated because fewer patients were released to their home communities. Based on the increased number of inquiries received about the UMTA Section 16b(2) grant program, it appears that the most critical problem will be funding the costs involved in replacing an aging fleet of vehicles.

The City of El Paso now accounts for approximately 87 percent of the County's population. El Paso still remains a fast growing community in many ways. Commercial and residential development continues in many areas of the city. The rate of construction of residential units has dropped significantly from just a year ago. Several major developments, both commercial and residential, are planned for the northeast and northwest parts of the city. This indicates that construction should pick up again fairly soon. The District has several projects under construction and in planning stages which should improve mobility within the community.

The District has one Section 18 Rural Public Transportation project. Big Bend Community Action Committee, Inc., has sponsored Big Bend Transit since 1984. Because of unresolved audit exceptions which are still pending, Big Bend Transit was formally notified to cease operations in October 1986. La Incorporacion Del Valle Alto (LIVA) ceased operating in February 1986 when they could no longer manage their social service programs; project close-out is continuing.

Public transit ridership in El Paso still includes a high percentage of transit dependent users due to low incomes and low auto ownership rates. Ridership characteristics indicate that riders are 66.3 percent female; 35 percent are between the ages of 25 and 44 and 74 percent are Hispanic. Travel to work accounts for the largest percent of trips made on public transit in El Paso (National Transit Services, Inc., August 1985). The current capacity of The Lift (formerly HandySCAT) is far exceeded by the demand for special transit service.

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES  
1986-1988 (NEW PROJECTS SINCE THE 1986 MASTER PLAN)

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

Two projects were approved for the City of El Paso during this period and two were extended. The two new projects are TX-05-0134 and TX-90-0072. The first grant, with a total project cost of \$575,000, will be used to purchase 130 fareboxes, computer hardware and software. The second grant, with a total project cost of \$110,000, will purchase additional fareboxes. The other two projects (TX-05-0119 and TX-05-0127) were given time extensions to complete the original contracts. TX-05-0127 was amended to include the purchase of five additional demand response vehicles.

No new rural public transportation grants have been approved since the 1986 Master Plan was submitted.

Two approvals were granted to enable private non-profit organizations to purchase vehicles to transport elderly and handicapped clients. These projects are financed with 80 percent Federal funds from the UMTA 16b(2) program and 20 percent local match. The Federal share of these two projects is \$115,530 while the local share is \$28,883. The two grants will purchase 3 Type II vehicles and 4 Type IX vehicles to transport the mentally handicapped and the elderly.

TABLE I  
PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES FY 1986-1988

JURISDICTION (PROJECT NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL
1) City of El Paso (TX-05-0119)	04/18/85 Amended 08/31/87	Procurement of: 1) 4 radios 2) 3 supervisory sedans 3) 2 20-ton jacks 4) bus cleaner 5) wheel balancer 6) 500 bus stop signs 7) administrative allocation and contingencies 8) construction of 2nd floor parts room	\$ 88,205	\$ 14,333	\$ 7,718	\$ 110,256
2) City of El Paso (TX-05-0127)	03/17/87 Amended 02/01/88	Procurement of: 1) 13 demand response buses 2) one spare engine and transmission 3) 100 bus shelters and 20 bicycle lockers 4) Amendment: Purchase 5 additional demand response buses	\$1,167,840	\$149,123	\$142,837	\$1,459,800
3) City of El Paso (TX-05-0134)	02/01/88	Procurement of: 130 fareboxes Computer hardware and software	\$ 460,000	\$ 74,750	\$ 40,250	\$ 575,000
4) City of El Paso (TX-90-0072)	02/01/88	Procurement of: fareboxes	\$ 88,000	\$ 14,300	\$ 7,700	\$ 110,000

TABLE I Continued

JURISDICTION (PROJECT NO.)	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL
5) New Vistas, Inc. (Life Management Center) (TX-16-0024)	10/29/87	Purchase Vehicles: 2 10-16 Passenger Type II 3 12-15 Passenger Type IX 1 7 Passenger Type IX 5% Contingency	\$ 94,219	-	\$ 23,555	\$ 117,774
6) Jewish Federation of El Paso	FY 88	Purchase one Type II, lift equipped vehicle 5% Contingency	\$ 21,311	-	\$ 5,328	\$ 26,639
7) Big Bend Community Action Committee, Inc. (TX-18-0001)	06/20/84 Amended 10/23/85	Capital, administrative and operating assistance for rural public transportation	\$ 176,299	-	\$107,118	\$ 283,417

Expenditures on Approved Projects

No billings were received under the Section 16b(2) program during this period. We do anticipate receiving two billings in the current fiscal year.

A final billing was received from La Incorporacion Del Valle Alto (LIVA), but the final approved billing amount has not yet been determined. Big Bend Community Action Agency, Inc. submitted billings totalling \$34,828.16 in the first six months of 1986. No further billings have been processed pending a resolution of audit exceptions.

PUBLIC AND MASS TRANSPORTATION  
IN DISTRICT 24 - 1988

1. Municipal Transit Systems

Public Transit Administration  
700-A San Francisco  
El Paso, Texas 79901  
(915) 533-3333

Sun Metro (formerly SCAT - Sun City Area Transit) is operated by the Public Transit Administration, a department of the City of El Paso. In November 1987, voters approved the formation of a transit department funded by a half-cent sales tax (tax collection will begin in April 1988 when the name change occurs). Regularly scheduled fixed-route service is provided on thirty-five (35) routes. Sun Metro provides limited special services because of budget constraints. The system currently operates 140 transit vehicles, 43 of which are equipped with wheelchair lifts.

Regular route weekday service is provided from 5:00 a.m. to 10:00 p.m.; Saturday service operates from 5:00 a.m. to 10:00 p.m.; Sunday service is

provided from 7:00 a.m. to 9:00 p.m. Adult bus fares are 75¢ for regular bus service. Discount fares (35¢) are provided for children up to twelve and students. Elderly and handicapped fares are 15¢. Transfers are free, with some restrictions for use. The peak hour is served by 65 buses with a total fleet of 140 vehicles.

Special demand-response service is provided for the elderly and handicapped unable to use regular fixed-route service. The Lift (formerly HandySCAT) operates thirteen lift-equipped mini-buses Monday through Saturday 9:00 a.m. to 9:00 p.m. and Sundays from 9:00 a.m. to 6:00 p.m. Twenty-four hour advance notice is required, although service demands sometimes require appointments to be made as much as six weeks in advance. A local taxi company provides additional service to disabled persons not requiring wheelchairs through a contract with the Public Transit Administration. The Lift fares are 75¢ per one-way trip with an identification card. Peak hour service is provided by 10 vehicles.

#### OPERATING STATISTICS

AREA	NUMBER OF BUSES USED DAILY	ANNUAL PASSENGERS	VEHICLE MILES OPERATED	REVENUE	OPERATING EXPENSES	NUMBER OF EMPLOYEES	FARE STRUCTURE
El Paso	108	8,298,839	3,708,514	\$4,627,163	\$9,426,901	298	\$.75

#### VEHICLE INVENTORY

Vehicle Type/Size	Under 5 yrs.	5-9 yrs.	10-14 yrs.	15-19 yrs.	20+ yrs.	Total	Equipped for Handicapped
Vans (up to 15 passengers)	13					13	13
Regular Transit Coach (over 25 passengers)		30	85	12		127	30
						<u>140</u>	<u>43</u>

## 2. Paratransit Systems



### 2A. TAXICAB SYSTEMS

AREA	NO. OF COMPANIES	NO. OF VEHICLES OPERATED	NO. EQUIPPED FOR HANDICAPPED	MONTHLY VEHICLE MILES ***	MONTHLY ONE-WAY PASSENGER TRIPS ***	PERSONS PER TAXICAB*
City of El Paso	4	164**	0	61,000	56,720	3,424

Fare Structure: \$1.50 at the flag drop, 30¢ for every one-fifth of a mile. Fifty cents each additional passenger and fifty cents per piece of luggage over two pieces. \$2.50 charge to cross the border. This reflects the first fare change in seven years.

\* Based on a population of 561,500

\*\* Based on 4 surveys returned and 3 telephone follow-up calls.

\*\*\* Estimates only because this information is not routinely maintained by the taxi companies, although the individual drivers must maintain mileage logs.

## 2B. HUMAN SERVICE TRANSPORTATION SYSTEMS

AREA	NUMBER IN AGENCIES IN DISTRICT	NUMBER OF VEHICLES*	NO# OF VEHICLES EQUIPPED FOR HANDICAPPED	VEHICLE MILES PER MONTH*	ONE-WAY PASSENGER TRIPS PER MONTH*	POTENTIALLY ELIGIBLE PASSENGERS**	EXPENSE PER MONTH ***
24	22	108	12	88,378	29,038	209,068	\$38,355

\* The agencies provided some of their information through telephone interviews.

\*\* Not all respondents were able to answer this question and some estimations were unrealistically high.

\*\*\* Based on 21 surveys completing this section.

## 2C. OTHER PARATRANSIT SYSTEMS

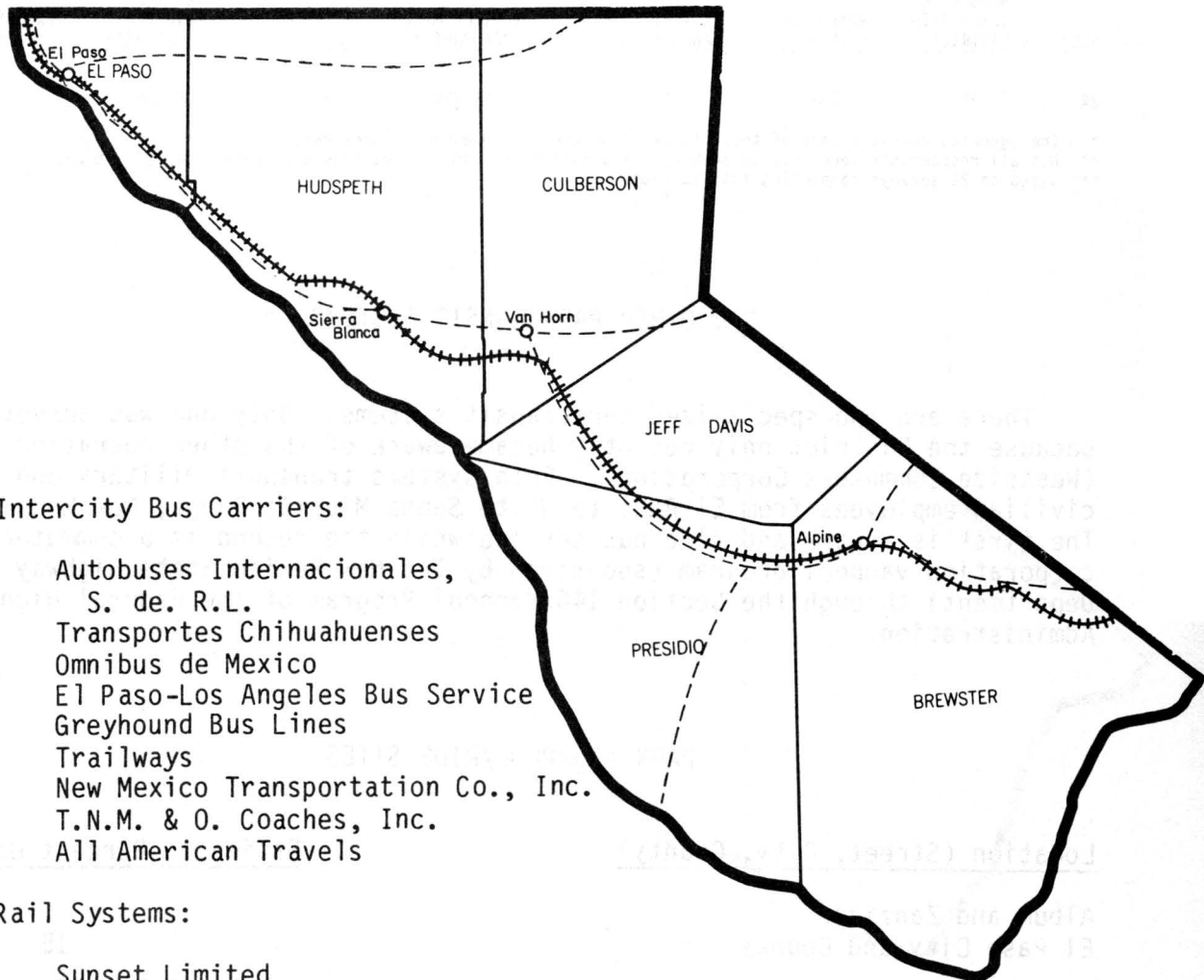
There are two specialized paratransit systems. Only one was surveyed because the District only recently became aware of the other operation (Westside Commuters Corporation). Both systems transport military and civilian employees from El Paso to White Sands Missile Range, New Mexico. The first is a park and ride bus service while the second is a commuters corporation vanpool program (sponsored by The New Mexico State Highway Department) through the Section 146 Vanpool Program of the Federal Highway Administration.

### PARK AND POOL/RIDE SITES

<u>Location (Street, City, County)</u>	<u>Estimated Percent Usage</u>
Album and Zanzibar El Paso City and County	15
Lee Trevino and Montwood El Paso City and County	10
McRae and IH-10 El Paso City and County	Unknown

Source: Public Transit Administration

### 3. Intercity Bus and Passenger Rail System



#### PUBLIC TRANSPORTATION IMPROVEMENT NEEDS IN THE DISTRICT BY 1993

#### Population Growth Forecast

The District population is expected to reach 652,805 by 1990, 795,372 by 2000 and 967,930 by 2010. These numbers represent increases in population of 30.5 percent, 59.0 percent and 93.4 percent over the 1980 District Census population of 500,350. The increases are expected to occur largely in the El Paso metropolitan area rather than in the rural counties of the District. See Population Growth Forecast Chart.

The population projections indicate that three of the rural counties will experience population declines over the 1980 Census figures (Brewster, Hudspeth and Culberson counties). The two remaining rural counties (Jeff



Davis and Presidio) should experience significant population increases. While the State system roads should be adequate to handle the projected increases, rural public transit will most likely be inadequate for the needs and demands of the rural residents as well as the special needs of the elderly and handicapped.

It is important to note that the elderly population in the District continues to grow faster than the State rate of 3 percent. A study by the Rio Grande (formerly West Texas) Council of Government's Area Agency on Aging revealed that in rural areas of El Paso County the first priority of social service agencies and the elderly is nutrition programs followed by transportation - particularly transportation to the nutrition programs.

#### Population Growth Forecast Chart\*

County	1990 (est.)	2000 (est.)	2010 (est.)
Brewster	7,181	7,158	7,448
Culberson	3,264	3,181	2,793
Hudspeth	3,264	3,977	4,655
Jeff Davis	1,958	2,386	2,793
Presidio	7,833	8,749	10,241
El Paso	629,305	769,921	940,000
West Texas Region (District 24)	652,805	795,372	967,930

\*Projected ratios based on regional population figures.

#### Land Use Development Plans

The primary land use in the District's rural counties is ranching. The National Park Service recently announced an initiative to encourage the use of underutilized national parks. This policy could result in an increased awareness and use of Big Bend National Park in Brewster County. Modest increases in commercial land uses are anticipated in Presidio County as a result of the new Presidio International Bridge. The Rio Grande Council of Governments continues its promotion of the agricultural cooperative in Hudspeth County as first reported in the previous Master Plan; it is also pursuing new commercial ventures such as rabbit farming in Hudspeth County.

Residential and commercial land development in El Paso County has slowed somewhat compared to the significant increases reported in earlier years. The County of El Paso has developed and started enforcing subdivision standards, but illegal subdivisions not served by public utilities or dedicated streets continue to be a priority for County officials. The Town of



Socorro in the Lower Valley and the Town of Anthony in the Upper Valley have both actively participated on the Steering Committee of the Urban Transportation Study Office. The recently re-incorporated Town of Socorro has started to develop zoning plans for its corporate limits. The Public Transit Administration, despite a dedicated revenue source, is not yet in a position to provide transportation services in the newer residential and commercial developments of the City of El Paso. In addition, the Public Transit Administration is permitted to provide service only within the city limits of El Paso and is not authorized to provide service in the County outside of the city.

#### Public Transit Ridership Forecast

The Public Transit Administration estimates that transit ridership will increase to 14.9 million passengers by 1990, while The Lift passengers will increase to 126,785.

#### IMPROVEMENT NEEDS IDENTIFIED IN EXISTING AND PROPOSED 3C PLANS, TIP, TSME AND TDP

The need for increased service has been identified for the currently developing fringes of El Paso. Neighborhood circulator systems have been proposed along with some satellite terminals. The City of El Paso is still emphasizing ridesharing to relieve traffic congestion especially during the four-stage project underway to widen Interstate 10 on the east side of El Paso.

A service plan was developed for the Transit Department in September 1987. The service plan, although not finalized, addressed many of the proposals made for increased service in the neighborhoods and the County. The existing fare schedule of 75¢ adult fares was maintained under this service plan. Special needs were included in the service plan by recommending improved accessibility for the disabled and an expansion of the demand-responsive service.

Although the El Paso Long Range Transit Plan, the El Paso Transit Department Service Plan and the current TIP all call for additional facilities, the Public Transit Administration does not anticipate being able to develop a downtown transit mall or three of the four satellite terminals in the next five years. The need for some of these projects is questionable, and they are probably not all feasible because of insufficient funding.

The improved quality control in the fleet maintenance program discussed in the 1984 Master Plan was implemented. A comprehensive marketing plan for public transportation will be developed for the new transit department. Public Transit has developed new route maps with the assistance of a consultant.

Transportation services, both public and private throughout the District, will require additional support. Public Transit has reduced scheduled service over the last two budget years and would like to restore

the cuts once the sales tax revenues are returned to the City. A number of private agencies expressed concern over the advancing age of their vehicles and an inability to purchase replacement equipment, especially if they must provide the additional services that Public Transit cannot accommodate.

#### Improvement Needs by Category of Provider

The Public Transit Administration has planned conservative improvements as a result of the recent election. Although the Public Transit Administration anticipates receiving approximately \$11 million annually in sales tax revenue, there are no plans for extravagant construction of facilities or other large capital purchases. Short range plans to be implemented include the purchase of four trolley theme buses, gradual expansion of the demand-response fleet, gradual replacement of the aging fleet of RTS II's and construction of a satellite terminal facility.

Three taxi companies have indicated that they will probably not expand their fleets due to low profits and too many vehicles already available for the population. One taxi company has applied to expand their fleet franchise.

Paratransit service will have to provide more services to the elderly and handicapped, particularly in El Paso if the Public Transit Administration cannot provide the level of paratransit services needed within the city limits of El Paso. Most private providers are concerned with vehicle replacement costs and maintaining their current operating budget. In FY 1989-1993 we estimate that 15 minibuses or vans will be needed by human service organizations in District 24.

#### RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT PLAN AND PROJECTS - 1993

Although no new service was initiated by Public Transit during this reporting period, some of the previous service improvements were degraded as a result of subsequent service cuts as a result of the transit department election. Public Transit foresees reinstating express route services, reinstating cut service hours, building a satellite terminal, gradually restoring the number of runs on routes and purchasing four trolley theme vehicles. The peak hour requirement for regular transit coaches has decreased by seventeen (17) buses, from 82 in 1985 to 65 in 1987. The number of Lift (HandySCAT) buses in service during the peak hour has decreased from twelve (12) to ten (10). An accessible regular service route which was initiated in 1985 to serve the Veterans Administration, Social Security Office and local medical facilities is still in operation.

Some activities in the TIP will not be carried out by Public Transit in the near future and others will be delayed. It is unlikely that all of the satellite terminals, downtown transit mall and vehicle fleet purchases will occur by 1993. This is due to limited funds, questionable need, UMTA fleet replacement requirements.

TABLE II  
RECOMMENDED TRANSPORTATION IMPROVEMENT  
PROJECTS FY 1989-1993

FY 1989	2	Service Vehicles	\$ 24,000
	2	Support Vehicles	22,000
	30	Bus Shelters	150,000
	150	Bus Stop Signs	45,000
		Tools	30,000
	5	Demand-Response Vehicles	265,000
	22	Regular Transit Coaches (36-45 passenger)	3,520,000
	4	Trolley Theme Buses	560,000
FY 1990	1	Demand-Response Vehicle	53,000
		Tools	35,000
		Bus Garage Construction	415,360
	30	Bus Shelters	150,000
	150	Bus Stop Signs	45,000
	22	Regular Transit Coaches (36-45 passenger)	3,520,000
FY 1991	1	Demand-Response Vehicle	53,000
		Tools	40,000
	30	Bus Shelters	150,000
	50	Bus Stop Signs	2,000
	22	Regular Transit Coaches (36-45 passenger)	3,520,000
FY 1992	14	Demand-Response Vehicles	742,000
		Tools	45,000
	30	Bus Shelters	150,000
	24	Regular Transit Coaches (36-45 passenger)	3,840,000
FY 1993	1	Demand-Response Vehicle	53,000
	30	Bus Shelters	150,000
	30	Regular Transit Coaches (26-35 passenger)	4,200,000
	Sub-Total	21,779,360	
Human Services Organizations			
FY 1989-1993		Purchase 15 minibuses or vans	350,000
		Total	<u>\$22,129,360</u>

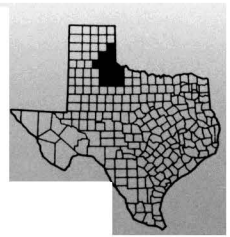
TABLE III

ESTIMATED PROJECT COST TO ALL AGENCIES FY 1989-1993  
 (ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$17,703,488	-0-	\$4,355,872	\$ 70,000	\$22,129,360

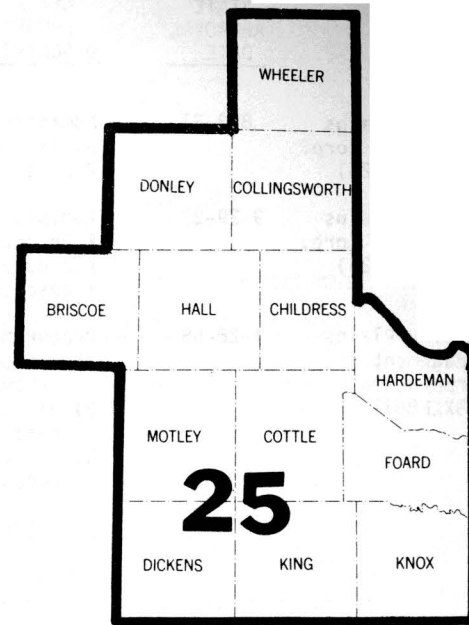


CHILDRESS DISTRICT (DISTRICT 25)  
1988 PUBLIC AND MASS TRANSPORTATION PLAN



District 25 of the State Department of Highways and Public Transportation, located in the southeast corner of the Texas Panhandle, consists of thirteen counties, Briscoe, Childress, Collingsworth, Cottle, Dickens, Donley, Foard, Hall, Hardeman, King, Knox, Motley, and Wheeler.

Predominant rural counties encompass an area of 11,140 square miles and, according to the 1980 U. S. Bureau of Census, contains a population of 53,699. There are twenty-seven incorporated cities in the District with only one, Childress, classified as an urban area of 5,000 or more population. Population density ranges from 0.5 in King County to 10 people per square mile in Childress County.



Within the District there are 2,430 miles of roadway comprising the highway system. Interstate transportation is provided by 4 bus lines. With the existing modes, and automobiles being the primary mode of transportation, the combined highway systems create a network that has the capability of providing accessibility to all populations. Since all counties are sparsely populated, no major changes in public transportation are anticipated in the District during the next five years.

PUBLIC TRANSPORTATION IMPROVEMENTS  
AND EXPENDITURES FY 1986-1988

Approximately \$238,828 in public transportation improvements have been implemented within the last year. The three projects approved for Rolling Plains Management Corporation during this period include RPT-0001(025) which was amended to increase the total administrative amount by \$5,600, and RPT-0002(025) and 509XF8031, two new projects totaling \$233,228 in Federal (Section 18) and State (Public Transportation) funds.

Two Section 16b(2) applications are pending totaling an estimated cost of \$31,500 and should be approved before end of Fiscal Year 1988.

TABLE I

PUBLIC TRANSPORTATION IMPROVEMENTS AND EXPENDITURES 1986-1988

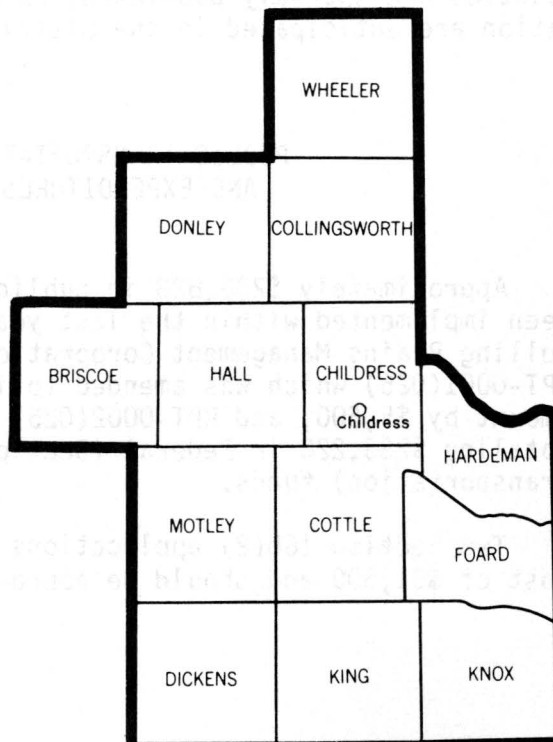
APPLICANT	FINAL STATE APPROVAL DATE	GENERAL PROJECT DESCRIPTION	COST			
			FEDERAL	STATE	LOCAL	TOTAL
Rolling Plains Management Corp. RPT-0001(025)	8-3-87	Administrative Assis. for Rural Public Transp. Program	\$ 4,480	\$-0-	\$ 1,120	\$ 5,600
Rolling Plains Management Corp. RPT-0002(025)	9-29-87	Administrative & Operating Assis. for Rural Public Transp. Program	\$135,577	\$-0-	\$93,887	\$229,464
Rolling Plains Management Corporation 508XXF8031	1-26-88	Procurement of: 1) Microcomputer Hardware 2) Radio Communication System 3) Painting and Logos for 4 Vans	\$ 3,011	\$753	\$ -0-	\$ 3,764
		TOTAL	\$143,068	\$753	\$95,007	\$238,828

PUBLIC AND MASS TRANSPORTATION IN DISTRICT 25 - 1988

1. Bus Transit

There are no Municipal Transit Systems in District 25.

2. Paratransit Systems



Circles indicate cities with taxicab service

## 2A. TAXICAB SYSTEMS

<u>CITY</u>	<u>NUMBER OF COMPANIES</u>	<u>NUMBER OF VEHICLES</u>	<u>EQUIPPED VEHICLES HANDICAPPED</u>	<u>MONTHLY VEHICLE MILES</u>	<u>ONE-WAY PASSENGER TRIPS (MO.)</u>	<u>FARE STRUCTURE ONE-WAY</u>
Childress	1	1	0	***	***	\$3.00-\$4.50

\*\*\* New Service

## 2B. HUMAN SERVICE TRANSPORTATION SYSTEMS

<u>AREA</u>	<u>NUMBER OF AGENCIES IN DISTRICT</u>	<u>NUMBER OF VEHICLES</u>	<u>VEHICLES EQUIPPED FOR HANDICAPPED</u>	<u>VEHICLE MILES PER MONTH</u>	<u>ONE-WAY PASSENGER TRIPS PER MONTH</u>	<u>POTENTIALLY ELIGIBLE PASSENGERS</u>	<u>MONTHLY EXPENSES</u>
Dist. 25	12	12	3*	5,175*	1,683*	2,280*	\$4,358*

\*Partial Data

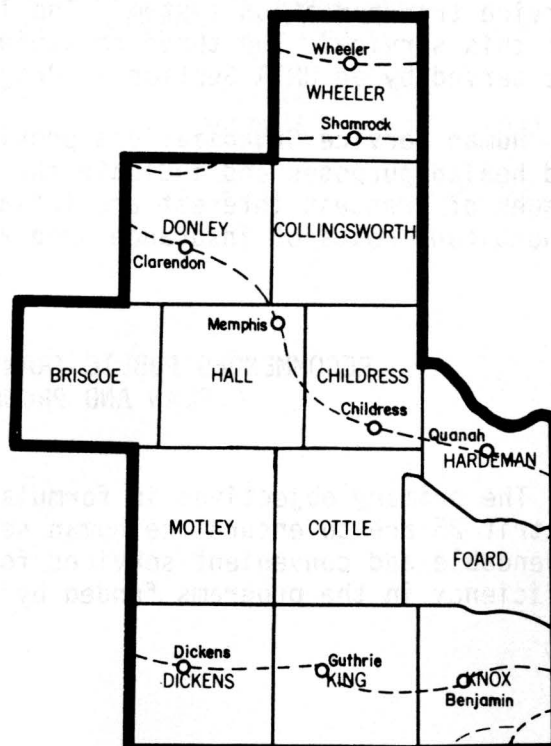
## 3. Intercity Bus and Passenger Rail Systems

### Intercity Bus Carriers:

Greyhound Bus Lines  
 Trailways  
 T.N.M.&O. Coaches, Inc.  
 Oklahoma Transportation Co.

### Rail Systems:

No Service



## 4. Park & Ride

There are no Park & Ride areas or facilities in District 25.



PUBLIC TRANSPORTATION IMPROVEMENT NEEDS  
IN DISTRICT 25 BY 1993

The total population in 1993 is expected to increase by approximately 0.1 percent bringing the population to 53,737 persons. Seventy-three percent of the population resided in one of the 27 municipal areas in 1980. This distribution is expected to remain about the same.

There are no known published land use development plans within the District. Development in all municipalities has been predominately single family dwellings, and is expected to continue to 1993.

With the low population density in the counties, the major problem in public transportation will be for medical and social purposes for the elderly, poor, and handicapped in the rural towns, although recent contractors of the UMTA Section 16b(2) and Section 18 grant programs are continuing to relieve the burden of insufficient public transportation.

Approximately 11,845 people in the District will be eligible for some type of Human Service transportation by 1993 and not all of this group would use public transportation even if it were provided. Currently, there are at least 19 vans operating in nine of the thirteen counties for the purpose of supplying transportation for the elderly, poor, and handicapped. Of the four remaining counties, Wheeler County does not provide any human service transportation system. The local officials feel there is no need for this service. The three remaining counties, Dickens, King, and Motley are served by an UMTA Section 18 Program coordinated by District 5.

Human Service Organizations provide transportation generally for social and health purposes and indicate the existing facilities are adequate but issues of greatest interest are inflation and operating funds including the exorbitant costs of insurance coverage.

RECOMMENDED PUBLIC TRANSPORTATION IMPROVEMENT  
PLAN AND PROJECTS - 1993

The primary objectives in formulating the Public Transportation Plan in District 25 are to ensure the human service agencies continue to provide dependable and convenient services for their clients and to promote more efficiency in the programs funded by Section 18 monies.

TABLE II

RECOMMENDED PUBLIC TRANSPORTATION  
PLAN AND PROJECTS - 1989-1993

<u>JURISDICTION OR AGENCY</u>	<u>PROJECT DESCRIPTION</u>	<u>IMPLEMENTATION DATE</u>	<u>ESTIMATED COST</u>
Human Services	Capital Assistance to Private Non-Profit Agencies: UMTA Section 16b(2) Grant Program	FY 89-93	\$ 45,000
Human Services	Capital & Operating Assistance: UMTA Sect. 18 Grant Program	FY 89-93	\$1,207,500
TOTAL			<u>\$1,252,500</u>

TABLE III

ESTIMATED PROJECT COSTS TO ALL AGENCIES FY 1989-1993  
(ASSUMING PRESENT METHOD OF FINANCING CONTINUES)

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>PRIVATE AGENCIES</u>	<u>TOTAL</u>
\$750,000	\$ -0-	\$502,500	\$ -0-	\$1,252,500