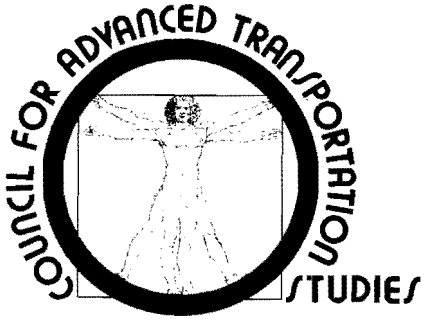
CHARACTERISTICS OF LOCAL PASSENGER TRANSPORTATION PROVIDERS IN TEXAS

RONALD BRIGGS

RESEARCH REPORT 45

JANUARY 1977



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CHARACTERISTICS OF LOCAL PASSENGER TRANSPORTATION PROVIDERS IN TEXAS

by

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RESEARCH REPORT 45

January 31, 1977

Prepared By

The Council for Advanced Transportation Studies
The University of Texas at Austin

For

The Texas Department of Community Affairs
Economic Opportunity Division

This report was produced as part of a "Survey of Transportation Providers in Texas" sponsored in part by the Texas Department of Community Affairs, the Texas Department of Highways and Public Transportation and the Council for Advanced Transportation Studies of The University of Texas at Austin. The analysis and interpretation of the results of the survey are the independent product of the author. The results and views expressed are those of the author and do not necessarily represent those of the sponsors.

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.

4. Title and Subtitle
CHARACTERISTICS OF LOCAL PASSENGER TRANSPORTATION PROVIDERS IN TEXAS

5. Report Date
January 1977

6. Performing Organization Code

7. Author(s)
Ronald Briggs

8. Performing Organization Report No.
RR-45

9. Performing Organization Name and Address
Council for Advanced Transportation Studies
The University of Texas at Austin
Austin, Texas 78712

10. Work Unit No. (TRAIS)

11. Contract or Grant No.

12. Sponsoring Agency Name and Address
Texas Department of Community Affairs
Economic Opportunity Division
Austin, Texas

13. Type of Report and Period Covered
Research Report

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This study seeks to accomplish five things: first, to provide a basic understanding of the transportation complex currently serving the public in general and the transportation disadvantaged in particular; second, to provide basic informational input for the preparation of the transportation plan for the state of Texas, mandated by the legislature in 1975; third, to provide social service agencies, community organizations, and the public in general with a listing of transportation operators who could potentially meet transportation needs; fourth, through the dissemination of information about existing systems, to encourage coordination and integration and to reduce duplication of services; and, finally, by providing precise data on the characteristics of existing systems, to allow transportation providers to draw upon the experience of others in planning and operating their systems. Data and analyses are presented to accomplish these five purposes.

17. Key Words	18. Distribution Statement
Transportation Disadvantaged; Transportation Providers: Bus Transit, Taxicab, Emergency/Medical, Social Service, Other; Clientele, Trip Purposes	Document is available to the public through the Texas Department of Community Affairs, Economic Opportunity Division

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	152	

EXECUTIVE SUMMARY

INTRODUCTION

This report presents results of a joint project conducted by the Texas Department of Community Affairs, Economic Opportunity Division (TDCA/EOD), the State Department of Highways and Public Transportation (SDHPT), and the Council for Advanced Transportation Studies (CATS) at The University of Texas at Austin. The project was concerned with inventorying and analyzing the characteristics of local passenger transportation providers in the state, including more conventional operators such as bus transit and taxicabs as well as the less conventional paratransit systems. The report is intended to be a resource for all persons concerned with transportation for the disadvantaged in the state of Texas.

PROBLEM STUDIED

The focus of the study was on the identification of transportation resources available to the transportation disadvantaged, other than the private automobile. The study included the systems available to general public plus those transportation systems which cater to, or are legally restricted to, the transportation disadvantaged. Four separate, but overlapping, groups are defined to be within the transportation disadvantaged. These include: low income persons, the disabled or handicapped, the elderly, and persons too young to obtain operators licenses. Other potentially transportation disadvantaged include members of single automobile families, particularly wives and children, who may not have access to transportation during substantial portions of the day because the family automobile is used by the breadwinner for the journey to work. Also, possession of an unreliable automobile, a likely occurrence among low income groups, may place a family temporarily in the transportation disadvantaged group. The concern, then, was to ascertain transportation resources, other than a private automobile, available to these individuals.

RESULTS ACHIEVED

This report summarizes the results of an inventory and analysis of the

characteristics of local passenger transportation providers in the state of Texas, including more conventional operators such as bus transit and taxicabs as well as the less conventional paratransit systems. The summary information is based on survey results from 684 transportation providers concerning their operations during May of 1975. Five major aspects of the transportation providers were examined:

(1) the type and nature of the organization providing transportation;
(2) the characteristics of the population served;
(3) the operation of configuration of the transportation systems;
(4) the economic frameworks within which the systems function; and
(5) their geographical distribution.

The data show that less than 30 percent of the transportation providers fall into conventional categories, such as bus transit, bus charter, taxicabs and limousine, whereas over 70 percent of transportation enterprises are operated by organizations having the provision of various types of personal and social services as their primary purpose. Another characteristic is the relative recency of the operation of the transportation systems, only 50 percent have operated for over five years. This is indicative of the fact that the provision of transportation has been an outgrowth from organizations oridinally having other primary purposes. Since many of these transportation providers just service one specific segment of the transportation disadvantaged population, there is an obvious need to coordinate between single clientele group providers to eliminate some of the overlap which must exist in route patterns and, perhaps, improve the general services available to the transportation disadvantaged.

There are many very small scale systems having a wide variety of vehicle types, with the predominant form being the automobile. There appears to be considerable functional overlap in these systems, and it is likely that a significant need for coordination exists.

The majority of the bus transit and taxicab systems operate on fixed route and demand responsive bases, respectively. Demand responsive systems are clearly the norm for the providers in the social and "other" categories. Thus, the newer, less conventional types of transportation providers have

that many parts of the state have no transportation alternative to the automobile whatsoever. Even where several providers are available, the number of passenger trips catered for is very small. In the majority of non-metropolitan areas it is minuscule.

UTILIZATION OF RESULTS

The results of the study should be a resource tool for all persons concerned with transportation for the disadvantaged in the state of Texas. It should also provide an empirical base for comparative studies and analyses in other states, as well as for future studies in Texas.

CONCLUSIONS

This study seeks to accomplish five things: first, to provide a basic understanding of the transportation complex currently serving the public in general and the transportation disadvantaged in particular; second, to provide basic informational input for the preparation of the transportation plan for the state of Texas, mandated by the legislature in 1975; third, to provide social service agencies, community organizations, and the public in general with a listing of transportation operators who could potentially meet transportation needs; fourth, through the dissemination of information about existing systems, to encourage coordination and integration and to reduce duplication of services; and, finally, by providing precise data on the characteristics of existing systems, to allow transportation providers to draw upon the experience of others in planning and operating their systems. Data and analyses are presented to accomplish these five purposes.

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INTRODUCTION

The decline of conventional local public transportation - in particular, the familiar transit bus - is a well documented fact. From a peak of over 23 billion passenger trips in the nation in 1945, ridership declined to less than 7 billion in 1973, and the experience of Texas has paralleled that of the nation as a whole. The result is a society dependent upon the private automobile as the primary mode of transportation. Unfortunately, within this society there exists a significant number of people who have been, very literally, left behind by the decline of public transportation. These are the "transportation disadvantaged," those who, by virtue of income, age, or physical disability, are unable to use the automobile. In an attempt to fill the vacuum left through the decline of conventional public transportation and serve the needs of the transportation disadvantaged, a series of ad hoc transportation enterprises, usually called paratransit systems, have arisen. Because paratransit systems are so varied in nature, little is known about them overall, yet they appear to have a major potential for meeting the needs of the transportation disadvantaged.

In the summer of 1975, a joint project was launched by the Texas Department of Community Affairs, Economic Opportunity Division (TDCA/EOD) (formerly the Texas Office of Economic Opportunity); the State Department of Highways and Public Transportation (SDHPT); and the Council for Advanced Transportation Studies (CATS) at The University of Texas at Austin. Its aim was to inventory and analyze the characteristics of local passenger transportation providers in the state, including more conventional operators, such as bus transit and taxicabs, as well as the less conventional, paratransit systems.

The results of that study are reported in this document, which is intended to be a resource tool for all persons concerned with transportation for the disadvantaged in the State of Texas. The report is divided into three major sections. The first section describes the methodology employed in the study, the second section provides a summary analysis of the local passenger transportation system as it operated in the State of Texas in the summer of 1975, and the third section comprises a listing of the transportation providers surveyed.

SECTION ONE:

STUDY METHODOLOGY

PURPOSE OF STUDY

The purposes of this study, and the associated survey of local transportation providers, were fivefold: first, to provide a basic understanding of the transportation complex currently serving the public in general and the transportation disadvantaged in particular; second, to provide basic informational input for the preparation of a transportation plan for the State of Texas, mandated by the legislature in 1975; third, to provide social service agencies, community organizations and the public in general with a listing of transportation operators who could potentially meet transportation needs; fourth, through the dissemination of information about existing systems, to encourage coordination and integration and to reduce duplication of services; and, finally, by providing precise data on the characteristics of existing systems, to allow transportation providers to draw upon the experience of others in planning and operating their systems.

In summary, the study's primary aim was to increase knowledge about transportation and, through this, improve its availability to the people of the state.

THE TRANSPORTATION DISADVANTAGED

The focus of the study was on the identification of transportation resources available to the transportation disadvantaged, other than the private automobile. Since many transportation systems cater, or are legally restricted, to the transportation disadvantaged, the study included, but extended considerably beyond, those systems available to the general public. The transportation disadvantaged are normally defined as the subset of the general public who, because of factors other than personal preference, do not have access to automobiles. Four separate, but overlapping, groups are included. Low income persons may be unable to afford the purchase, maintenance and operating costs involved in running an automobile. The disabled or handicapped may be physically unable to operate an automobile, as may the elderly for similar reasons. The fourth group comprises youths too young to obtain

operators licenses. Other potentially transportation disadvantaged include members of single automobile families, particularly wives and children, who may not have access to transportation during substantial portions of the day because the family automobile is used by the breadwinner for the journey to work. Also, possession of an unreliable automobile, a likely occurrence among low income groups, may place a family temporarily in the transportation disadvantaged group.

DEFINITION OF TRANSPORTATION PROVIDERS

Transportation resources were identified through inventorying transportation providers, defined as any individual, group, organization or agency meeting four criteria:

(1) operated one or more vehicles (including automobiles, station wagons, taxicabs and minibuses, as well as regular transit buses) which are used at least 50 percent of their time for transporting persons other than employees, relatives or friends of the funding or operating agency;

(2) began, or was scheduled to begin, operation at some time during the third or fourth quarter of Texas fiscal 1975 (that is, the months of March through August, 1975);

(3) provided any form of transportation including to work, for shopping, for medical visits (excluding emergency ambulances or other vehicles used regularly for this purpose), for social trips, for pleasure trips, and to community centers or meals programs;

(4) comprised any type of group or organization, including local offices of federal or state agencies; cities, counties and other public organizations; community action agencies; churches; and private groups, both profit and nonprofit and volunteer, formal and informal.

From these criteria it is apparent that transportation providers encompass the conventional bus transit and taxicab operators, as well as many, but not all, systems referred to as "paratransit." This term refers to any type of transportation system lying between the private automobile on the one hand and the conventional scheduled transit system on the other, including those in which travelers hire or rent a vehicle on a daily or short term basis and operate it themselves; those in which a traveler telephones or hails a vehicle such as a taxicab or a demand responsive bus; and those in which travelers prearrange ride sharing such as car pools and subscription vans and buses. In the present study, car rental and car pooling arrangements were not included. Restriction of the study to local transportation, which excludes

inter- and intra-state operators such as Greyhound and Continental Trailways, should also be noted.

MASTER LIST OF TRANSPORTATION PROVIDERS

The first step in the research was to compile a "Master List of Transportation Providers." This was accomplished by contacting, directly by mail or through SDHPT District Offices, knowledgeable organizations in local communities, including Councils of Government (COGs), Community Action Agencies (CAAs), city planning and transportation departments, Chambers of Commerce, and social service agencies. Each was asked to provide a list of the names and addresses of any and all organizations in their area which might act as transportation providers, as well as the names and addresses of any organizations which could provide further assistance in identifying transportation providers.

These listings of providers were computer coded, organized by county, and edited as far as possible for duplication by the central office of SDHPT. The resulting master list of transportation providers contained 6,060 entries.

SURVEY OF TRANSPORTATION PROVIDERS

The second major step in the research involved administering a survey instrument to the providers identified in the master list. Three comparable survey forms, a general form, a school bus form, and a church bus form, were developed jointly by TDCA/EOD, SDHPT, and CATS personnel. The instrument sought information in four areas: the nature of the organization operating the transportation system; the people served; the operational configuration of the system as it existed in May 1975; and the costs and revenues of the system in the same month. The District Offices in each of the twenty-five Highway Districts in the state were responsible for its administration to providers within their region. The completed surveys were transmitted to Austin and the general form was computer coded by SDHPT, resulting in a set of information on 684 transportation systems. Church and school district operated systems were excluded because of their highly specialized nature. The surveying was conducted during the fall and winter of 1975-1976, and the coding was done during the spring and summer of 1976.

ANALYSIS OF DATA

The third step in the research involved analysis of the information obtained from the general survey form. A computer tape containing these data and the master list of transportation providers was supplied by SDHPT to CATS where it was analyzed and this report prepared under contract with TDCA/EOD, using facilities at The University of Texas at Austin and The University of Texas at Dallas.

DATA DEFICIENCIES

Several points which bear upon the validity of the results reported in this study should be kept in mind. Although the study attempted to survey all transportation providers within the state, this goal was not fully achieved and there are some consistent biases in the extent of the under-enumeration. In general, paratransit systems are under-enumerated relative to the more conventional transportation systems, an important point when 'total' figures, such as passenger trips, vehicle miles and numbers of vehicles, are examined. Furthermore, there appears to be considerable geographical variation in the extent to which providers were identified and surveyed. In some regions of the state there are serious under-enumerations. This should be kept in mind when examining geographical differentials in such figures as the number of passenger trips and the number of providers. These deficiencies are further confounded since, even where a provider was surveyed, information on individual items on the questionnaire was often omitted. This is particularly a problem in the economic data. It should also be remembered that answers to survey questions were given by the providers themselves. Consequently, the answers depend upon the providers' own perceptions of the characteristics of their systems and the meaning of the questions, a view which may differ from that of the outside observer having a different experience set.

The underlying source of many of these data deficiencies perhaps lies in a combination of study scope and questionnaire design. The study was a pioneer attempt to examine a wider array of transportation providers than has been examined hitherto. This led to differences in interpretation on the part of surveyers as to who should be included and to the actual inclusion of providers having very disparate characteristics, almost to the extent of belonging

to independent, non-overlapping universes. The design of a questionnaire to encompass and reflect these differences, written in language having consistency of meaning to persons with widely different experiences, and involving a series of relatively technical concepts, was a difficult goal, apparently not completely achieved. Nevertheless, in spite of these problems, a meaningful and interesting picture of passenger transportation in Texas does emerge from these data.

SECTION TWO:

ANALYSIS OF TRANSPORTATION PROVIDERS

INTRODUCTION

The State of Texas possesses a local public transportation complex which is considerably larger and more varied than the conventional, scheduled bus transit operations which typically come to mind when discussing public transportation. This section provides summary information on the nature of this transportation complex. It is based upon survey results from 684 transportation providers concerning their operations during May of 1975.

Five major aspects of the transportation providers are examined:

(1) the type and nature of the organizations providing transportation;

(2) the characteristics of the population served;

(3) the operational configurations of the transportation systems;

(4) the economic frameworks within which the systems function; and

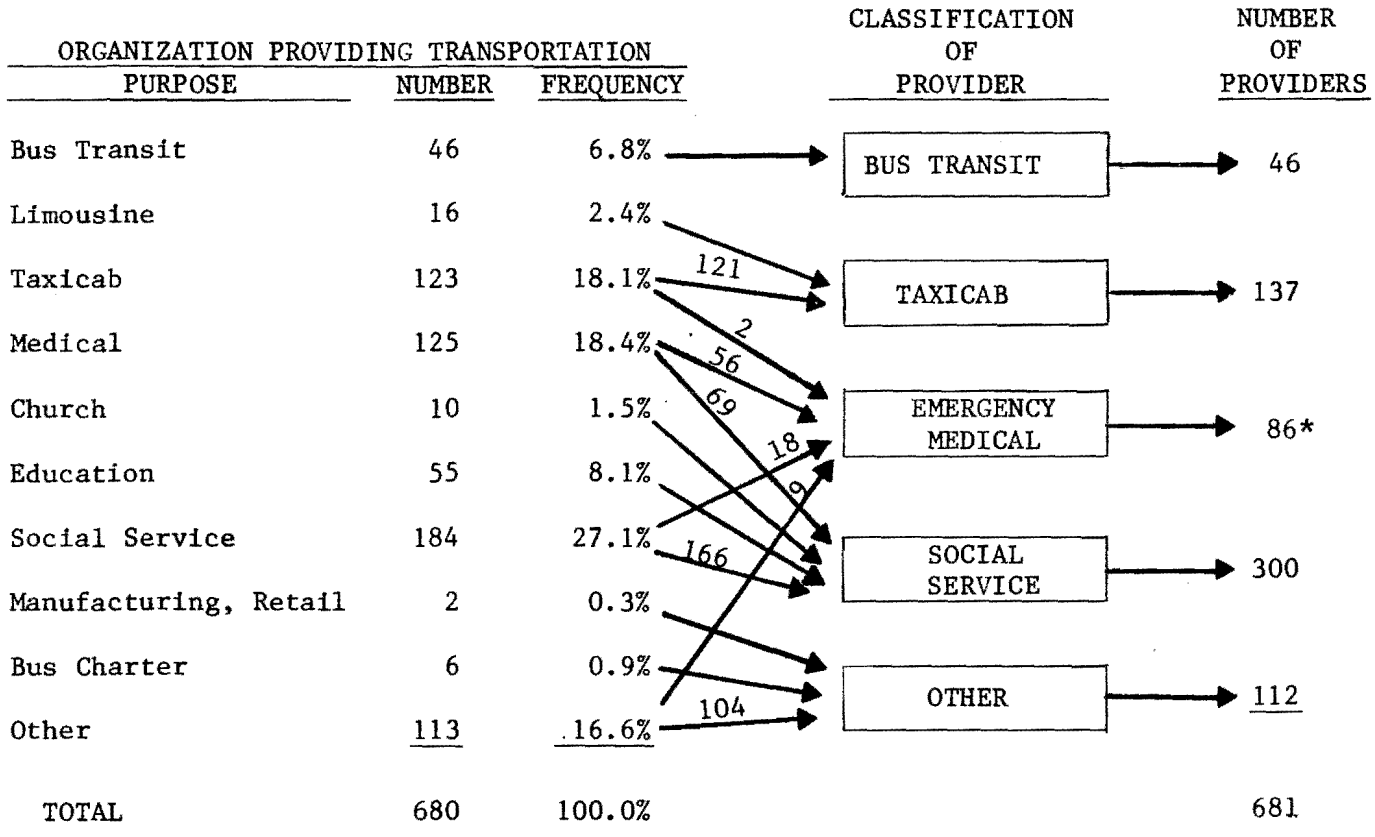
(5) their geographical distribution.

TYPES OF TRANSPORTATION PROVIDERS

Organizations Providing Transportation

Local passenger transportation is provided by a wide array of different organizations. Table 1 gives the number of transportation providers classified according to their responses to a question concerning the major purpose of their organizations as a whole. It is clear that simply in terms of the number of transportation providers, making no allowances for differences in the sizes of their systems, either in terms of number and type of vehicles operated or passengers transported, organizations whose primary purpose is transportation and who are conventionally thought of as comprising the local passenger transportation system are considerably fewer in number than organizations whose primary purpose is something other than transportation. Less than 30 percent of the transportation providers fall into conventional transportation

TABLE 1. CLASSIFICATION OF TRANSPORTATION PROVIDERS



*Includes one of the four providers who did not identify purpose of organization.

categories, such as bus transit, bus charter, taxicab and limousine, whereas over 70 percent of transportation enterprises are operated by organizations having the provision of various types of personal and social services as their primary purpose. These nontraditional transportation providers are indicative of one of the major new trends in public, or more particularly, semi-public transportation.

Most of the recipients of social services - primarily the low income population, the elderly, youths, and the handicapped - are also the transportation disadvantaged; that is, persons unable to access automobiles. With the decline in conventional public transportation and the rise of the automobile, many organizations whose original and primary goal was to provide various types of social services find that their clientele are unable to travel to the facilities where these services are provided. With the absence of means for their clientele to use to reach service facilities, the provision of transportation has become a critical adjunct to the successful completion of social service agencies' primary role. Consequently, many agencies are also providers of semi-public transportation - semi-public in the sense that ridership on these systems is restricted, by law or practice, to clients of the agencies.

A more detailed examination of the organizational categories reveals several additional features. Within the more conventional categories - bus transit, bus charter, taxicab and limousine - taxicab operators are the most numerous, comprising some 18 percent of all transportation providers. Within the less conventional categories, church and education providers are perhaps the most familiar. However, they are relatively few in number since church buses transporting worshipers to church services and pupil transportation systems operated by school districts were excluded from the general survey being reported upon here (see page 5). If included, they would have added substantially to the non-traditional public transportation component. Indeed, both the number of pupil transportation systems (approximately 1,000) and church bus systems is considerably more than all of the more general transportation systems covered in this survey.

The relatively large number (122) of medical providers comprises two distinct groups. One group provides emergency medical transportation, whereas the other includes many of the systems operated under contract with the

Department of Public Welfare's Medical Transportation Program. In February 1975, a Federal District Court ruling in San Antonio in the case of Smith versus Vowell required the Texas Department of Public Welfare to make transportation available to all persons unable to obtain, because of transportation difficulties, medical benefits to which they were entitled under Section XIX of the Social Security Act. The result was the implementation of a series of transportation systems throughout the state to provide the required transportation.

The social service category, the largest in the survey, containing some 176 providers, includes a wide array of different agencies whose characteristics will become apparent as the data are examined in greater detail. Also, although it could be construed as comprising providers who do not fit into the more precisely labeled categories, because classification was through self-identification by the providers themselves, the "other" category appears to include many systems whose characteristics differ little from those categorized elsewhere, particularly in the social service group.

Classification of Transportation Providers

To simplify the classification system for further analysis, correct for some of the problems arising from the self-identification of provider types, yet group together only those systems with broadly similar characteristics, a fivefold "Classification of Transportation Providers" was constructed, comprising bus transit, taxicab, emergency medical, social services and "other" categories. The makeup of these groups, as they relate to the purpose of the organization providing transportation, is shown in Table 1. The bus transit category remains the same, but taxicabs and limousines are combined into a single "taxicab" category. Because emergency medical transportation differs considerably from its non-emergency counterpart, which has a much closer affinity to social service transportation, "emergency medical" is categorized separately, and non-emergency medical transportation providers are included in an expanded "social service" category, which also includes church and education, as well as social service organizations. Identification of the emergency medical providers was through a question on the primary purpose of the organization. Two organizations previously identified as "taxicab," eighteen as social service and nine as "other," as well as fifty-six

medical organizations, were classified as "emergency medical." Admittedly, identification in this manner leads to certain inconsistencies and errors, but is justified since emergency medical providers seem to differ so significantly from other providers, especially when costs are examined. The fifth category in the Classification of Providers, "other," is an expansion of its organizational counterpart to include manufacturing, retailing and bus charter organizations.

Ownership of Transportation Providers

Using this classification, the ownership of transportation providers is shown in Table 2. As would be expected, the majority of bus transit systems are operated either by cities (28 percent) or by private, profit-making organizations (54 percent), as are the vast majority (96 percent) of the taxicabs. Emergency medical providers are fairly evenly split between private profit-making groups (32 percent) and government agencies (35 percent), with approximately 20 percent operated by other non-profit organizations. Within the social service category, the role of the government, at all levels, is perhaps somewhat smaller than might have been expected, accounting for only 23 percent of providers, with other non-profit groups operating 42 percent of the systems and private profit groups some 14 percent.

For the "other" category, government is listed as the owner of 25 percent of the systems, a figure similar to the social service category, with other non-profit organizations accounting for 30 percent and private profit considerably more important, having 38 percent of the systems. Overall, the two broad categories of private profit and other non-profit account for the majority of systems, 40 percent and 27 percent, respectively, with the importance of community action agencies being shown by their position as the third largest ownership type, although accounting for only 8 percent of all systems. It should be emphasized, however, that these figures do not reflect differences in the sizes of the individual transportation systems. When this is taken into account through looking at the number of passenger trips provided, vehicles operated, miles driven, or monies expended; a rather different ownership picture emerges (see pages 20, 23, 26).

TABLE 2. THE OWNERSHIP OF TRANSPORTATION PROVIDERS

CLASSIFICATION OF PROVIDERS	OWNERSHIP OF ORGANIZATION: GOVERNMENT FEDERAL	GOVERNMENT STATE	GOVERNMENT COUNTY	GOVERNMENT CITY	SPECIAL DISTRICT	C.A.A.	CHURCH	TRANS. CO-OP.	PRIVATE PROFIT	OTHER NON-PROFIT	ROW TOTAL
Bus Transit				13 (28.3)				1 (2.2)	25 (54.3)	7 (15.2)	46
Taxicab			1 (0.7)	1 (0.7)				3 (2.2)	132 (96.4)		137
Emergency/ Medical			20 (23.5)	10 (11.8)		10 (11.8)		1 (1.2)	27 (31.8)	17 (20.0)	85
Social Service	12 (4.0)	20 (6.7)	17 (5.7)	18 (6.1)	8 (2.7)	37 (12.5)	17 (5.7)		43 (14.5)	125 (42.1)	297
Other	6 (5.4)	12 (10.7)	4 (3.6)	6 (5.4)	1 (0.9)	5 (4.5)	2 (1.8)		42 (37.5)	34 (30.4)	112
COLUMN TOTAL	18	32	42	48	9	52	19	5	269	183	677
PERCENT	2.7	4.7	6.2	7.1	1.3	7.7	2.8	0.7	39.7	27.0	100.0

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentages of the row total.

Expanded Classification of Providers

It is useful to expand the classification of transportation providers to reflect these differences in ownership, since this is a particularly important characteristic from a policy making perspective. In Table 3 an "Expanded Classification of Providers" is created by differentiating between profit, government and non-profit organizations within the bus transit, social and "other" categories. Because of their close affinity with governmental organizations, "special districts" and community action agencies were placed in the government group; church and transportation cooperatives were placed in the non-profit category. One minor adjustment was made in the taxicab category. So that this group would contain only private, profit-making organizations, the five systems not meeting this criterion are placed in the "other government" (2) and the "other non-profit" (3) categories. Even with these various adjustments, when examining data throughout this study, it should be remembered that the classification of providers is based primarily on self-identification by system operators themselves. The reader, viewing from a different perspective, may feel an alternative category would be more appropriate for a particular provider.

The Age of Transportation Systems

Using the expanded classification, Table 4 examines the number of years organizations have been in existence in comparison with the length of time transportation has been provided. Two particularly striking features emerge from these data. First, organizations have operated for a longer period of time than transportation has been provided. Almost 70 percent of the organizations have been in existence over five years, whereas only 50 percent of the transportation systems have operated for an equivalent length of time. This is indicative of the fact that the provision of transportation has been an outgrowth from organizations originally having other primary purposes. The relatively short period of time most providers have been in operation is also important to note. Almost fifty percent have been in operation for five years or less, a situation particularly characteristic of the social service and "other" categories. This is indicative either of the very recency of the provision of transportation by these organizations or the relatively short life span of individual providers, both probably having an influence.

TABLE 3. EXPANDED CLASSIFICATION OF PROVIDERS

CLASSIFICATION OF PROVIDER	EXPANDED CLASSIFICATION OF PROVIDER	NUMBER OF PROVIDERS	SUBCATEGORY PERCENT	PERCENT OF TOTAL
Bus Transit (46)	Transit Profit-Making	25	54	3.7
	Transit Government	13	28	1.9
	Transit Non-Profit	8	17	1.2
Taxicab (137)	Taxicab	132		19.4
Emergency Medical (86)	Emergency Medical	86		12.6
Social Service (300)	Social Profit-Making	43	14	6.3
	Social Government	115	38	16.8
	Social Non-Profit	142	47	20.8
Other (112)	Other Profit-Making	42	36	6.1
	Other Government	36	31	5.3
	Other Non-Profit	39	33	5.7

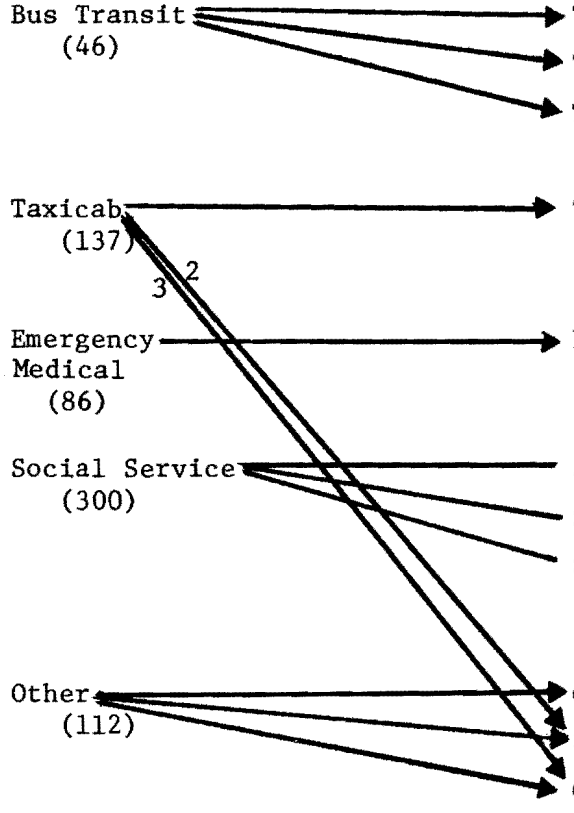


TABLE 4. THE LENGTH OF TIME ORGANIZATIONS HAVE OPERATED IN COMPARISON TO THEIR TRANSPORTATION COMPONENTS

CLASSIFICATION OF PROVIDER	PERCENT OF ORGANIZATIONS WHICH HAVE OPERATED FOR OVER 5 YEARS	PERCENT OF TRANSPORTATION COMPONENTS WHICH HAVE OPERATED OVER 5 YEARS
Transit - Profit	75	71
Government	77	77
Non-Profit	63	50
Taxicab	64	64
Emergency Medical	66	57
Social - Profit	56	43
Government	62	36
Non-Profit	77	53
Other - Profit	88	76
Government	56	31
Non-Profit	80	51
Total	69	53

CHARACTERISTICS OF THE POPULATION SERVED

Just as there is considerable variety in the type and nature of organizations providing transportation, so there are considerable differences between transportation providers in their target population, the trip purposes served and the number of passenger trips provided.

Clientele Served by Transportation Providers

From Table 5, which examines the clientele served by the transportation providers, as would be expected, bus transit and taxicabs are oriented toward the general public whereas the social service providers, as well as many providers in the "other" category, are oriented toward the transportation disadvantaged, or some specific segment thereof, such as the elderly, students and youths, low income or the handicapped. However, it should not be forgotten that transit and cab riders include higher proportions of the transportation disadvantaged than are present in the general public as a whole. Consequently, buses and cabs, like the non-traditional transportation providers, are also oriented toward the transportation disadvantaged, a situation which is not brought out by the data set.

A feature which is apparent from the data set is the restriction of many of the social service and other providers to serving just one specific segment of the transportation disadvantaged population. This is clearly brought out in Table 6, which summarizes Table 5. Some 45 percent of the social service providers and 38 percent of those in the "other" category have this characteristic. While this may be an unavoidable consequence of the current structuring of organizations providing transportation, it does suggest that coordination between single clientele group providers, and the extension of their services to cover the transportation disadvantaged in general, could eliminate some of the overlap which must exist in route patterns, and result in an increased level of service without corresponding increases in expenditures.

TABLE 5. CLIENTELE SERVED BY TRANSPORTATION PROVIDERS

CLASSIFICATION OF PROVIDER	TYPE OF CLIENTELE SERVED									
	Gen. Pub.	Elderly	Students/ Youth	Low Income	Migrants	Handi-capped	Retarded	Trans. Disad.	Other	Row Total
Transit Profit	19 (76.0)		4 (16.0)					1 (4.0)	1 (4.0)	25
Transit Government	13 (100.0)									13
Transit Non-Profit	5 (62.5)		1 (12.5)				1 (12.5)		1 (12.5)	8
Taxicab	125 (95.4)			1 (0.8)				1 (0.8)	4 (3.1)	131
Emergency Medical	55 (66.3)	6 (7.2)		2 (2.4)				13 (15.7)	7 (8.4)	83
Social Profit	9 (21.4)	10 (23.8)	13 (31.0)			1 (2.4)		4 (9.5)	5 (11.9)	42
Social Government	13 (11.5)	15 (13.3)	7 (6.2)	8 (7.1)		1 (0.9)	7 (6.2)	56 (49.6)	6 (5.3)	113
Social Non-Profit	24 (16.9)	12 (8.5)	37 (26.1)	12 (8.5)	2 (1.4)	3 (2.1)	6 (4.2)	39 (27.5)	7 (4.9)	142
Other Profit	19 (45.2)	1 (2.4)	6 (14.3)	1 (2.4)	1 (2.4)	1 (2.4)		3 (7.1)	10 (23.8)	42
Other Government	3 (8.3)	10 (27.8)	5 (13.9)	2 (5.6)		1 (2.8)	4 (11.1)	9 (25.0)	2 (5.6)	36
Other Non-Profit	10 (25.6)	2 (5.1)	7 (17.9)			4 (10.3)		8 (20.5)	8 (20.5)	39
COLUMN TOTAL	295 (43.8)	56 (8.3)	80 (11.9)	26 (3.9)	3 (0.4)	11 (1.6)	18 (2.7)	134 (19.9)	51 (7.6)	674 (100.0)

Cells contain counts of the number of providers, with numbers in parentheses giving the percentage of row total.

TABLE 6

TRANSPORTATION PROVIDERS SERVING
ONE TRANSPORTATION DISADVANTAGED GROUP

	General Public	One Transp. Disadvantaged Group	More Than One Transp. Disadvantaged Group	Other
Transit	37 (80.0)	6 (13.0)	1 (2.0)	2 (4.3)
Taxicab	125 (95.4)	1 (0.8)	1 (0.8)	4 (3.0)
Emergency Medical	55 (66.3)	8 (9.6)	13 (15.7)	7 (8.4)
Social Service	46 (15.5)	134 (45.1)	99 (33.3)	18 (6.1)
Other	32 (27.4)	45 (38.5)	20 (17.1)	20 (17.1)
Total	295 (43.8)	194 (28.8)	134 (19.9)	51 (7.6)

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentage of the row total.

Trip Purposes

The primary trip purposes catered to by the transportation systems are shown in Table 7. Bus transit and taxicabs provide primarily for the journey to work and shopping trips, whereas the social service and other providers are oriented toward health care, education, and social and recreational trips. This confirms a frequent criticism of the special service transportation systems oriented toward the transportation disadvantaged. They do not provide transportation to the one place -- the job site -- which might move people, both literally and physically, out of the disadvantaged group by providing them with the income earning opportunity to make automobile ownership a possibility. Also highlighted are the relatively large number of providers (144) serving non-emergency medical trips. Clearly, the court-mandated medical transportation programs for the disadvantaged (see page 11) has had a considerably positive impact on the availability of transportation. However, the very existence of these medical transportation programs raises questions regarding the availability of transportation for other equally essential activities, such as shopping, education, job training, and work.

Number of Passenger Trips

A further dimension to the population served is the number of one-way passenger trips provided per month by the transportation systems. Table 8 classifies providers on the basis of this factor, giving an indication of the relative size of individual transportation systems. It is clear that the majority of systems are small, carrying less than 250 passengers per month. This is particularly true of the social service and "other" systems.

An alternative approach to examining passenger trips is to look at the total number generated within each provider category, as well as the average number of trips per provider. Although the numbers in Table 9 should not be construed to represent all trips provided within the state since data were not given by some providers, they do give some indication of the relative importance of different provider categories. In terms of numbers, all other providers are small relative to the city operated transit systems. Even given the precipitous ridership declines experienced by these conventional systems, they still dominate in public transportation. Measured by the number of passenger trips provided, paratransit is still relatively unimportant.

TABLE 7. PRIMARY TRIP PURPOSES CATERED FOR BY TRANSPORTATION PROVIDERS

CLASSIFICATION OF PROVIDER	TRIP PURPOSE									
	Journey to work	Educate/ Train	Emerg. Med.	Nonemerg. Health	Shop-ping	Social/ recrea.	Nutri-tion Prog.	Soc. Serv.	Other	Row Total
Transit Profit	10 (40.0)	5 (20.0)			4 (16.0)	2 (8.0)		1 (4.0)	3 (12.0)	25
Transit Government	10 (83.3)				1 (8.3)				1 (8.3)	12
Transit Non-Profit	3 (42.9)	3 (42.9)				1 (14.3)				7
Taxi-cab	56 (43.1)	3 (2.3)		8 (6.2)	46 (35.4)	4 (3.1)			13 (10.0)	130
Emergency Medical			86 (100.0)							86
Social Profit	1 (2.4)	17 (40.5)		18 (42.9)		2 (4.8)	1 (2.4)	1 (2.4)	2 (4.8)	42
Social Government	12 (10.8)	23 (20.7)		52 (46.8)	5 (4.5)	5 (4.5)	9 (8.1)	4 (3.6)	1 (0.9)	111
Social Non-Profit	3 (2.2)	41 (30.6)		44 (32.8)	2 (1.5)	34 (25.4)	3 (2.2)	4 (3.0)	3 (2.2)	134
Other Profit	12 (29.3)	8 (19.5)		2 (4.9)	1 (2.4)	7 (17.1)			11 (26.8)	41
Other Government	5 (14.3)	2 (5.7)		10 (28.6)	6 (17.1)	3 (8.6)	3 (8.6)		6 (17.1)	35
Other Non-Profit	5 (13.9)	5 (13.9)		10 (27.8)	2 (5.6)	11 (30.6)			3 (8.3)	36
COLUMN TOTAL	117 (17.8)	107 (16.2)	86 (13.1)	144 (21.9)	67 (10.2)	69 (10.5)	16 (2.4)	10 (1.5)	43 (6.5)	659 (100.0)

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentage of the row total.

TABLE 8. TRANSPORTATION PROVIDERS ACCORDING TO THE NUMBER OF ONE-WAY PASSENGER TRIPS PER MONTH

CLASSIFICATION OF PROVIDER	NUMBER OF ONE WAY PASSENGER TRIPS PER MONTH									
	Less Than 50	50-99	100-249	250-999	1,000-9,999	10,000-49,999	50,000-99,999	100,000-499,999	Above 1 Mill	Row Total
Transit Profit	1 (7.1)			2 (14.3)	6 (42.9)	4 (28.6)	1 (7.1)			14
Transit Government						3 (30.0)	1 (10.0)	3 (30.0)	3 (30.0)	10
Transit Non-Profit	3 (75.0)				1 (25.0)					4
Taxicab	6 (6.1)	7 (7.1)	12 (12.1)	35 (35.4)	23 (23.2)	12 (12.1)	3 (3.0)	1 (1.0)		99
Emergency Medical	32 (50.8)	15 (23.8)	9 (14.3)	5 (7.9)	2 (3.2)					63
Social Profit	11 (34.4)	9 (28.1)	8 (25.0)	3 (9.4)		1 (3.1)				32
Social Government	12 (17.6)	6 (8.8)	11 (16.2)	27 (39.7)	9 (13.2)	3 (4.4)				68
Social Non-Profit	19 (27.5)	10 (14.5)	14 (20.3)	16 (23.2)	9 (13.0)	1 (1.4)				69
Other Profit	10 (41.7)	4 (16.7)	4 (16.7)		4 (16.7)	1 (4.2)	1 (4.2)			24
Other Government	3 (13.6)	2 (9.1)	5 (22.7)	7 (31.8)	5 (22.7)					22
Other Non-Profit	10 (38.5)	2 (7.7)	5 (19.2)	1 (3.8)	7 (26.9)	1 (3.8)				26
COLUMN TOTAL	107 (24.8)	55 (12.8)	68 (15.8)	96 (22.3)	66 (15.3)	26 (6.0)	6 (1.4)	4 (0.9)	3 (0.7)	431 (100.0)

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentages of the row total.

TABLE 9

NUMBER OF ONE-WAY PASSENGER
TRIPS PER MONTH BY TRANSPORTATION
PROVIDER CATEGORY

	Number of Providers	Number of Trips	Average per Provider	% of Total Trips
Transit Profit	14	234,010	19,636	2.8
" Government	10	7,025,212	702,521	83.0
" Non-Profit	4	3,540	885	.0
Taxicab	99	847,222	8,558	10.0
Emergency Medical	63	8,832	140	0.1
Social Profit	32	23,276	727	0.3
" Government	68	117,515	1,728	1.4
" Non-Profit	69	57,567	834	0.7
Other Profit	24	105,545	4,398	1.2
" Government	22	14,412	655	0.2
" Non-Profit	26	25,896	996	0.3
Total	431	8,463,015		100.0

Data were not available for 253 (37%) of the providers.

OPERATIONAL CONFIGURATIONS OF TRANSPORTATION PROVIDERS

Transportation systems also differ in their operational configurations, including the number and type of vehicles operated, vehicle miles traveled, route systems utilized and types of drivers employed.

Type of Vehicles

In Table 10, transportation providers are classified according to the types of vehicles operated, which range from automobiles through minibuses, transit buses, and school buses. As would be expected with the inclusion of taxicabs, a considerable number of systems rely entirely on the automobile. Some 30 percent of all transportation providers utilize system-owned automobiles exclusively, with another 14 percent relying on staff-owned cars and 15 percent using some combination of cars and buses. Even excluding taxicab operators, there is still considerable reliance on automobiles, especially among the social service and "other" providers. The conventional vehicle type for public transportation, the bus, is used exclusively by only 28 percent of the providers, and even here some 12 percent of providers use "minibuses" (vehicles capable of carrying up to 18 passengers).

In general, providers in the social service and "other" categories rely on the widest variety of vehicles, with automobiles and minibuses being the most frequently employed.

Number of Vehicles

Table 11 provides an indication of the size of transportation systems based on the number of vehicles operated, excluding staff-owned cars. Again, it is apparent that many systems are small, some 35 percent operating only one vehicle, with another 37 percent operating between two and four and less than 7 percent operating 25 more vehicles. The size of systems does vary, however, among transportation provider categories. Bus transit systems, although few in number themselves, operate a relatively large number of vehicles; taxicab systems are intermediate; and social service and "other" system types are relatively small. The data in this table provide strong evidence of the existence of many very small scale systems, with the likelihood of considerable functional overlap, and the need for coordination which is not currently practiced.

TABLE 10. TYPES OF VEHICLES USED BY TRANSPORTATION PROVIDERS

CLASSIFICATION OF PROVIDERS	TYPES OF VEHICLES OPERATED								
	Mini-buses	Transit Buses	School Buses	Buses >1 Type	Cars and Buses	System Cars	Staff Cars	Other	Row Total
Transit Profit		11 (45.8)	4 (16.7)	2 (8.3)	3 (12.5)	1 (4.2)		3 (12.5)	24
Transit Government		7 (53.8)		3 (23.1)	3 (23.1)				13
Transit Non-Profit	2 (25.0)		3 (37.5)	2 (25.0)	1 (12.5)				8
Taxicab	3 (2.3)				8 (6.1)	116 (88.5)	2 (1.5)	2 (1.5)	131
Emergency Medical	5 (6.1)			1 (1.2)	5 (6.1)	20 (24.4)	10 (12.2)	40 (48.8)	81
Social Profit	6 (14.3)	2 (4.8)	3 (7.1)	2 (4.8)	1 (2.4)	14 (33.3)	7 (16.7)	6 (14.3)	41
Social Government	20 (18.7)	5 (4.7)	1 (0.9)	2 (1.9)	28 (26.2)	12 (11.2)	31 (29.0)	8 (7.5)	107
Social Non-Profit	17 (12.3)	5 (3.6)	10 (7.2)	19 (13.8)	29 (21.0)	18 (13.0)	27 (19.6)	13 (9.4)	138
Other Profit	7 (16.7)	1 (2.4)	4 (9.5)	4 (9.5)	7 (16.7)	6 (14.3)	1 (2.4)	11 (26.2)	41
Other Government	13 (36.1)	1 (2.8)	2 (5.6)	1 (2.8)	3 (8.3)	6 (16.7)	7 (19.4)	2 (5.6)	31
Other Non-Profit	4 (10.5)	1 (2.6)	6 (15.8)	2 (5.3)	10 (26.3)	5 (13.2)	7 (18.4)	3 (7.9)	38
COLUMN TOTAL	77 (11.6)	33 (5.0)	33 (5.0)	38 (5.7)	98 (14.8)	198 (30.0)	92 (13.9)	88 (13.3)	661 (100.0)

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentages of the row total.

TABLE 11. TRANSPORTATION PROVIDERS CLASSIFIED ACCORDING TO THE TOTAL NUMBER OF VEHICLES OPERATED

CLASSIFICATION OF PROVIDERS	NUMBER OF VEHICLES OPERATED (Excluding Staff Owned Cars)									
	1 Vehicle	2-4 Vehicles	5-10 Vehicles	10-24 Vehicles	25-49 Vehicles	50-99 Vehicles	100-249 Vehicles	250-499 Vehicles	Over 500	Row Total
Transit Profit	3 (12.5)	11 (45.8)	1 (4.2)	5 (20.8)	2 (8.3)		2 (8.3)			24
Transit Government			2 (15.4)	2 (15.4)	4 (30.8)	1 (7.7)	1 (7.7)	3 (23.1)		13
Transit Non-Profit	2 (25.0)	4 (50.0)	1 (12.5)	1 (12.5)						8
Taxicab	42 (32.1)	45 (34.4)	20 (15.3)	10 (7.6)	8 (6.1)	5 (3.8)			1 (0.8)	131
Emergency Medical	23 (30.3)	40 (52.6)	9 (11.8)	4 (5.3)						76
Social Profit	24 (64.9)	11 (29.7)	1 (2.7)	1 (2.7)						37
Social Government	35 (39.3)	24 (27.0)	13 (14.6)	12 (13.5)	1 (1.1)	3 (3.4)	1 (1.1)			89
Social Non-Profit	48 (35.8)	58 (43.3)	14 (10.4)	10 (7.5)	3 (2.2)	1 (0.7)				134
Other Profit	13 (31.7)	15 (36.6)	9 (22.0)		2 (4.9)	1 (2.4)	1 (2.4)			41
Other Government	15 (46.9)	11 (34.4)	2 (6.3)	3 (9.4)	1 (3.1)					32
Other Non-Profit	16 (43.2)	12 (32.4)	4 (10.8)	4 (10.8)	1 (2.7)					37
COLUMN TOTAL	221 (35.5)	231 (37.1)	76 (12.2)	52 (8.4)	22 (3.5)	11 (1.8)	5 (0.8)	3 (0.5)	1 (0.2)	622 (100.0)

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentages of the row total.

An indication of the total number of vehicles operated by the various categories of transportation providers is given in Table 12. Since several respondents did not provide information on the number of vehicles operated, this table should not be interpreted as a count of all vehicles involved in public and semi-public transportation in the state. However, it does provide some indication of the relative number of vehicles involved. Automobiles and regular transit coaches are the two largest categories, accounting for 40 percent and 28 percent, respectively, of all vehicles operated, with school buses and small coaches (minibuses and small transit buses) accounting for approximately 11 percent each. The distribution of total vehicles operated is primarily divided between three major categories: 34 percent by transit, 27 percent by taxicabs, and 23 percent by social service agencies.

Route Configurations

As conventional public transportation has declined and paratransit systems have assumed greater importance, so there has been a corresponding evolution in the types of route patterns operated by transportation providers, four of which were differentiated in this study (Table 13).

Providers using fixed route systems, typified by conventional mass transit, operate vehicles on a predetermined set of routes, using a pre-established, published schedule. Route deviation systems are characterized by vehicles passing through a set of established locations, but the exact route between these locations varies according to where passengers need to be collected and deposited on a particular trip. Demand responsive systems, often referred to as Dial-A-Ride or DART, have no pre-established routes or schedules. Instead, these depend entirely upon the desired origins and destinations of passengers on a given trip. Conventional taxicab service is usually characterized as an "exclusive-ride" demand responsive system in that trips depend exclusively on the travel needs of one passenger (together with any companions), whereas "shared-ride" demand responsive systems may combine trips for several passengers with different origins and destinations. Because the distinction between these two types of demand responsive transportation systems can easily become blurred, they were not differentiated in this study. Also not examined were differences between systems in "response time" -- the length of time between a customer's contacting a transportation provider and being picked up.

TABLE 12

THE NUMBER OF VEHICLES OPERATED BY EACH TRANSPORTATION PROVIDER CATEGORY

Classification of Provider	System Owned Cars	Minibuses (<18 Seats)	Small Transit Buses (15-24 Seats)	Regular Transit Buses (>25 Seats)	School Buses (24-48 Seats)	School Buses (>48 Seats)	Other Vehicles	Row Total	% of All Vehicles
Transit Profit	27	12	12	251	196	50	18	566	9.2
Transit Government	5	4	59	1,363	35	5		1,471	24.0
Transit Non-Profit	12	11	2	1	8	1		35	0.6
Taxicab	1,610	33	1				5	1,649	26.9
Emergency Medical	84	27	5		4	1	132	253	4.1
Social Profit	24	28	2	6	9	1	12	82	1.3
Social Government	311	154	13	45	34	14	112	683	11.1
Social Non-Profit	202	129	13	7	89	32	166	638	10.4
Other Profit	92	46	7	18	175	20	98	456	7.4
Other Government	44	46	4	13	14	3	3	127	2.1
Other Non-Profit	63	52	0	2	18	24	14	173	2.8
COLUMN TOTAL	2,474	542	118	1,706	582	151	560	6,133	100.0
% of All Vehicles	40.3	8.8	1.9	27.8	9.5	2.5	9.1	100.0	

TABLE 13. TYPES OF ROUTE CONFIGURATIONS OPERATED

CLASSIFICATION OF PROVIDER	TYPE OF ROUTE CONFIGURATION OPERATED					
	Fixed Route	Route Deviation	Demand Responsive	Charter	Combination	Row Total
Transit Profit	15 (62.5)		2 (8.3)	1 (4.2)	6 (25.0)	24
Transit Government	10 (76.9)				3 (23.1)	13
Transit Non-Profit	3 (37.5)		2 (25.0)	1 (12.5)	2 (25.0)	8
Taxicab	3 (2.4)	16 (12.9)	78 (62.9)	21 (16.9)	6 (4.8)	124
Emergency Medical	4 (4.9)	3 (3.7)	54 (66.7)	13 (16.0)	7 (8.6)	81
Social Profit	14 (34.1)	4 (9.8)	4 (9.8)	12 (29.3)	7 (17.1)	41
Social Government	17 (16.0)	18 (17.0)	49 (46.2)	8 (7.5)	14 (13.2)	106
Social Non-Profit	23 (17.6)	24 (18.3)	40 (30.5)	23 (17.6)	21 (16.0)	131
Other Profit	8 (20.0)	6 (15.0)	9 (22.5)	9 (22.5)	8 (20.0)	40
Other Government	4 (11.4)	4 (11.4)	15 (42.9)	4 (11.4)	8 (22.9)	35
Other Non-Profit	5 (13.9)	7 (19.4)	11 (30.6)	8 (22.2)	5 (13.9)	36
COLUMN TOTAL	106 (16.6)	82 (12.8)	264 (41.3)	100 (15.6)	87 (13.6)	639 (100.0)

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentages of the row total.

This may be a matter of minutes, as is typically the case with taxicabs, twenty-four hours, as is often the case with shared-ride systems, or even as long as several days or a week. Finally, the fourth route configuration type, the familiar charter system, provides transportation for a preformed group of persons between an agreed set of origins and destinations.

As would be expected, the majority of the bus transit and taxicab systems operate on fixed route and demand responsive bases, respectively. More significant are the data for providers in the social and "other" categories. For these, demand responsive systems are clearly the norm (except in the social profit category), but a considerable number do operate on a fixed route basis. It would appear that the newer, less conventional types of transportation providers have adopted less conventional route configurations.

Type of Driver

A final feature characterizing the transportation systems is the type of driver each primarily uses (Table 14). Few systems, only 18 out of 647 respondents, use full-time union drivers, the majority being city transit systems. A little over 50 percent use full-time non-union drivers, with 28 percent employing part-time drivers. The heavy usage of part-time drivers is in part indicative of the small scale of many of the transportation providers. However, it should not be forgotten that the demand for transportation typically peaks at particular times during the day and the use of part-time drivers is a logical response. Certainly, the reliance of 17 percent of the providers on volunteer drivers suggests many systems have not reached a highly formalized state, and the reliability of the transportation provided must be questioned.

ECONOMIC CHARACTERISTICS

An attempt was made in the survey to collect relatively detailed data on the cost and revenue characteristics of the transportation providers in order to obtain a detailed picture of the economic framework within which each operates. Information was requested not only on total costs and total revenues for a typical month (May 1975 being suggested) but also on sub-categories. The cost sub-categories comprised administrative costs (including manager and secretarial salaries, dispatching, training, office rent, and advertising

TABLE 14. TYPE OF DRIVER USED BY TRANSPORTATION SYSTEMS

CLASSIFICATION OF PROVIDER	TYPE OF DRIVER USED				
	Full-Time Union	Full-Time Non Union	Part-Time	Volunteer	Row Total
Transit Profit	2 (8.3)	15 (62.5)	7 (29.2)		24
Transit Government	8 (61.5)	5 (38.5)			13
Transit Non-Profit		4 (50.0)	1 (12.5)	3 (37.5)	8
Taxicab	1 (0.8)	100 (78.1)	26 (20.3)	1 (0.8)	128
Emergency Medical	3 (3.6)	52 (61.9)	14 (16.7)	15 (17.9)	84
Social Profit		20 (47.6)	16 (38.1)	6 (14.3)	42
Social Government	2 (1.9)	56 (52.3)	32 (29.9)	16 (15.0)	106
Social Non-Profit	1 (0.8)	36 (27.5)	45 (34.4)	49 (37.4)	131
Other Profit	1 (2.6)	18 (46.2)	17 (43.6)	3 (7.7)	39
Other Government		18 (52.9)	13 (38.2)	3 (8.8)	34
Other Non-Profit		10 (27.0)	12 (32.4)	15 (40.5)	37
COLUMN TOTAL	18 (2.8)	334 (51.6)	183 (28.3)	111 (17.2)	646 (100.0)

Cells contain counts of the number of transportation providers, with numbers in parentheses giving the percentages of the row total.

costs), driver salaries, insurance and licensing, maintenance and spare parts, vehicle leasing and rental, repayment on loans for vehicle purchase, depreciation allowances, and miscellaneous costs. For revenue, data were sought on city government grants, payments from contractors, passenger fares, private contributions from non-passengers and miscellaneous revenues. In addition, information was requested on grants (or gifts, including vehicles themselves) received for the one-time purchase of vehicles comprising the transportation system.

Unfortunately, a careful examination on a case-by-case basis suggests that the resulting economic data, more so than any of the other information sought, suffer from the deficiencies discussed previously (see page 6). Data are not available on the total costs and total revenues experienced by many providers, and the record for sub-category costs and revenues is even more deficient. For example, only 198 out of 684 cases have information on all of the four key economic variables (total costs, total revenues, passenger trips, and vehicle miles). Even where these data were obtained, the quite frequent presence of very "rounded" numbers (such as $50, $100, $250), as well as certain highly improbable combinations in the cost sub-categories or between costs incurred and passenger trips provided, suggests many of the figures are estimates rather than precise amounts obtained from well-designed accounting systems.

These data deficiencies arise from several sources. Possibly because of their small scale, the recency of their origin, and the involvement of persons with limited transportation and/or financial experience, many transportation providers do not maintain a detailed accounting system. They are simply unaware of their precise costs and revenues. This also applies to several other key data items, such as vehicle miles and passengers transported, knowledge of which is second nature to seasoned transportation providers. In other cases, the format of the survey questionnaire did not correspond to cost and revenue categories used in transportation provider accounting systems. Consequently, it was not possible for them to provide sub-category breakdowns. However, an underlying source for these deficiencies is certainly within the scope of the study, in conjunction with the considerable variability which exists between transportation providers' problems, which were discussed in Section I (see page 6).

Given these deficiencies, the data presented in this section should be viewed with some caution. Nevertheless, some consistent patterns do emerge.

Costs Per Passenger Trip

Costs per passenger trip were calculated for each transportation provider by dividing total costs by the number of one-way passenger trips. The proportion of transportation providers falling into each of four cost categories (less than $1.00 per passenger trip; $1.00 to $3.00; $3.00 to $10.00; and above $10.00), together with the median cost, is shown in Table 15 for each provider category having a sufficient number of data points to make the results meaningful. The median cost is the middle value in the range of costs per passenger trip. Fifty percent of systems experience a higher cost per passenger trip and fifty percent a lower cost. For comparison purposes, the median cost is preferable to the more familiar mean (or average) cost since the latter can be unduly influenced by a few extreme values which are not representative of the data as a whole.

The median costs provide an indication of the differences between provider categories in the costs incurred per passenger transported. They are the single best measure available of the economic efficiency of the transportation systems, although the operational framework of each provider must also be considered. The city transit systems (Transit Government) incur the lowest median costs (74¢), closely followed by profit-making transit providers (97¢). At the other extreme are emergency medical providers, who experience a particularly high cost per passenger trip ($42), showing them to be very different from other types of providers. The most striking features of the data are the figures for the social service, "other," and taxicab categories. In the first two, figures of between $3.00 and $5.00 are characteristic, except for the profit-making social category. These are quite high in comparison to the taxicab figure of $1.40 per passenger trip, the latter being surprisingly low. These results may be a partial consequence of self-employed cab operators failing to include an adequate allowance for their own salaries in reporting total costs, as well as social service agencies including non-transportation costs in their transportation cost data, a circumstance which has been found to occur in other studies. Nevertheless, the differences are substantial and suggest that taxicabs and providers in the social profit category, in

TABLE 15

COSTS PER ONE-WAY PASSENGER TRIP AND VEHICLE MILES PER PASSENGER TRIP

	% of Providers Experiencing Costs Per Passenger Trip of:				Median Costs Per Passenger Trip		Vehicle Miles Per Passenger Trip	
	Less Than $1.00	$1.00 to $3.00	$3.00 to $10.00	Over $10.00	Median Value ($)	Number of Providers	Median Value (Miles)	Number of Providers
Transit Profit	50	25	25		.97	8	1.61	13
Transit Government	70	20	10		.74	10	.83	10
Taxicab	38	40	22		1.38	65	5.00	95
Emergency Medical	7	9	9	75	42.79	45	33.33	53
Social Profit	44	6	33	17	1.67	18	5.56	28
Social Government	15	24	24	37	5.12	46	5.56	59
Social Non-Profit	27	15	27	31	4.52	52	11.11	61
Other Government	21	21	47	11	4.10	19	4.76	22
Other Non-Profit	24	24	24	28	3.12	21	14.29	22

comparison to social service and "other" providers, are cost-efficient in the areas in which they operate.

Although emphasis has been placed here on a single-value median figure, the variability of costs within provider categories should also be noted. Again, as with the median cost figures, it is the social and "other" category providers who stand out in comparison to the more conventional modes of transportation, such as bus transit and taxicabs. The bus transit systems are certainly the most consistent in terms of costs per passenger trip, taxicabs occupy an intermediate position, and social service and "other" providers are by far the most variable. Although this variability means that a substantial number of providers in these latter two categories experience high costs per passenger trip, many in excess of $10.00, there are also a considerable number (30 to 40 percent, in fact) which experience costs below $3.00, with many below $1.00.

Miles Per Passenger Trip

One possible source of the differences between provider categories with respect to costs per passenger trip is the number of vehicle miles operated per passenger transported. In keeping with their low costs per passenger trip, transit systems operate relatively few vehicle miles per passenger transported, a reflection of the large capacity vehicles they operate. At the other extreme, the emergency medical providers have high vehicle miles, in keeping with their high costs per passenger trip. More interesting are the figures for the taxicab, social service and "other" categories. Both the social non-profit and the "other" non-profit categories operate a higher number of vehicle miles per passenger trip (11 and 14 respectively) than the remainder of providers in the social and "other" categories (who average around 5 miles per passenger trip), yet do not experience higher costs per trip. This may be a consequence of the greater usage of volunteer drivers by these non-profit organizations (see page 31). More noteworthy is the fact that taxicab, social profit, social government and "other" government all operate about the same number of vehicle miles per passenger trip, yet social government and other government experience considerably higher costs per passenger trip. Thus, differences in vehicle miles operated do not account for the higher costs per passenger trip experienced by providers in the social and

other government categories.

Costs Per Vehicle Mile

Data on costs per vehicle mile are displayed in Table 16 in a manner similar to that used for costs per passenger trip. Few surprises appear. The transit systems incur the highest costs,which approach $1.00 per mile, with taxicabs experiencing the lowest,at 24¢, and social service and "other" providers clustering in the area of 50¢. These differences primarily reflect the types of vehicles employed, with transit systems using relatively large vehicles, which are both expensive to purchase and operate, taxicabs relying almost exclusively on automobiles, and social service and "other" providers using a mix of vehicles, including many automobiles and small buses (Table 10). The somewhat lower costs (in the order of 30¢) experienced by non-profit organizations within the social and "other" categories may reflect the most frequent use of volunteer drivers (Table 14).

Passengers Per Vehicle Mile

Passengers per vehicle mile, obtained for each transportation provider by dividing the number of one-way passenger trips by the total number of vehicle miles driven, is an alternative economic indicator for transportation systems (Table 16). Although this figure is simply the reciprocal of vehicle miles per passenger trip shown in Table 15, expressed in this form it has considerable value from a planning perspective. If passenger fares are to be assigned on a flat rate basis, irrespective of the length of a passenger trip, then passengers per vehicle mile provides an indication of the number of revenue generating units produced per vehicle mile operated. If a passenger fare is established, multiplying this fare by passengers per vehicle mile provides an indication of revenues generated per mile which can be compared with costs per mile to provide an indication of profits or additional monies required to cover costs.

Metropolitan Versus Non-Metropolitan Differentials

The cost experiences of transportation providers also vary between metropolitan and non-metropolitan areas (Table 17). A provider whose listed

TABLE 16

COSTS PER VEHICLE MILE AND
PASSENGERS PER VEHICLE MILE

	Costs per Vehicle Mile					Passengers per Vehicle Mile	
	% of Providers Experiencing Costs per Vehicle Mile of:			Median Value ($)	Number of Providers		
	Less than 50¢	50¢ to $1.50	Over $1.50			Median Value	Number of Providers
Transit Profit	29	57	14	0.88	14	.62	13
Transit Government		100		0.95	13	1.20	10
Taxicab	92	7	1	0.24	72	.20	95
Emergency Medical	33	30	37	1.00	46	.03	53
Social Profit	55	30	15	0.50	20	.18	28
Social Government	53	32	15	0.50	59	.18	59
Social Non-Profit	66	28	6	0.34	79	.09	61
Other Profit	35	35	30	0.58	17	.10	21
Other Government	40	52	8	0.59	25	.21	22
Other Non-Profit	67	28	5	0.33	21	.07	22

TABLE 17

COST DIFFERENTIALS BETWEEN METROPOLITAN AND NON-METROPOLITAN AREAS

	Median Cost Per Passenger Trip ($)		Median Miles Per Passenger Trip		Median Cost Per Vehicle Mile ($)	
	Metro	Non-Metro	Metro	Non-Metro	Metro	Non-Metro
Taxicab	1.54 (38)	.95 (27)	6.25	4.16	.26 (44)	.20 (28)
Emergency Medical	6.51 (14)	51.50 (31)	8.33	50.00	.58 (16)	1.15 (30)
Social Profit	1.27 (10)	5.35 (8)	2.04	10.00	.31 (11)	.75 (9)
Social Government	3.23 (21)	6.32 (18)	5.88	5.26	.78 (25)	.45 (34)
Social Non-Profit	2.33 (34)	6.60 (18)	10.00	11.10	.35 (55)	.31 (24)
Other Government	4.80 (10)	4.10 (9)	5.00	4.76	.70 (12)	.52 (13)
Other Non-Profit	4.14 (12)	2.99 (9)	6.67	16.67	.33 (14)	.34 (7)

Figures in parentheses give the number of providers upon which the median cost figure is based.

address was in a county designated by the U. S. Office of Management and Budget as part of a Standard Metropolitan Statistical Area (SMSA) was assigned to the metropolitan category, and all others were assigned to the non-metropolitan category. SMSAs are defined for all cities (or groups of cities) with populations of 50,000 or greater and consist of the entire county within which the city is located, together with contiguous counties if they meet certain criteria regarding metropolitan character and integration with the main city. Although this classification is useful for some purposes, it has its drawbacks for transportation since a metropolitan county can contain considerable amounts of essentially rural land, and a non-metropolitan county can contain cities of up to 50,000 in population -- a quite substantial size. Thus, a metropolitan/non-metropolitan distinction is only an approximation to an urban/rural differentiation, which is perhaps more appropriate from a transportation perspective.

It would be expected that non-metropolitan providers would experience higher costs per passenger trip than their metropolitan counterparts because of the generally longer distances which have to be travelled per passenger transported in lower density rural, non-metropolitan environments. Conversely, metropolitan providers may experience higher costs per vehicle mile because of higher cost factors, particularly salaries, which generally prevail in major metropolitan areas. Slower travel speeds in congested cities may also contribute to these higher per mile costs.

The expectation concerning higher costs per passenger trip in non-metropolitan areas is confirmed in only four out of the seven transportation provider categories for which sufficient data are available to obtain median cost figures. Taxicabs and "other non-profit" providers experience lower passenger trip costs in non-metropolitan as against metropolitan areas, with costs in the "other government" category being about equal between the two areas. A similar situation holds with respect to costs per vehicle mile. Again, only four of the seven categories experienced the expected higher costs per vehicle mile in metropolitan as opposed to non-metropolitan areas. Emergency medical and social profit providers experienced lower costs per vehicle mile in metropolitan areas, with "other non-profit" providers experiencing similar costs in the two areas.

These divergencies from expected patterns are difficult to explain. Examination of vehicle miles operated per passenger transported (Table 17) reveals only three categories (emergency medical, social profit, and other non-profit) which generate substantially higher vehicle miles per passenger transported in non-metropolitan as against metropolitan areas, and some systems, taxicabs in particular, have lower miles operated per passenger transported in these areas. Although the mile figure for taxicabs could account for their lower passenger trip costs in metropolitan areas, providers in the "other non-profit" category, for example, operate considerably higher vehicle miles per passenger in non-metropolitan areas yet experience lower per passenger costs in these same areas. Thus, no consistent relationship appears to exist between metropolitan/non-metropolitan location, vehicle miles operated per passenger trip, and costs per passenger trip.

Several factors could account for the failure of relationships to emerge. Systems in the various categories may differ between metropolitan and non-metropolitan areas in operational characteristics including size, type of drivers employed, and route configurations operated, all of which could affect costs. Even here, however, it is difficult to find clear relationships. For example, differential reliance on volunteer drivers between metropolitan and non-metropolitan areas would be expected to affect costs per vehicle mile. This is examined in Table 18, which compares costs per vehicle mile in metropolitan versus non-metropolitan areas with the percentages of systems in each category in each area which rely on volunteer drivers. Higher percentages of systems using volunteer drivers should decrease costs per vehicle mile, but no consistent relationship emerges.

The overall conclusion must be that simple, single factor explanations such as vehicle miles per passenger trip or type of driver used cannot account for metropolitan/non-metropolitan differentials in costs. Explanations must be sought in two ways. An indicator which is more sensitive than metropolitan/non-metropolitan location to the environmental context within which systems operate must be employed. Additionally, the entire complex of factors influencing system costs, including system size, vehicles used, drivers employed, system miles operated, route configurations, etc., must be considered simultaneously in order to adequately account for cost differentials. In their present form, the cost data available from the survey do not make this possible.

TABLE 18

COMPARISON OF COSTS PER VEHICLE MILE AND PERCENTAGE OF SYSTEMS USING VOLUNTEER DRIVERS IN METROPOLITAN AND NON-METROPOLITAN AREAS

	METRO	NON-METRO
Emergency Medical		
Cost Per Vehicle Mile	$0.58	$1.15
Percent Volunteer	17%	20%
Social Profit		
Cost Per Vehicle Mile	$0.31	$0.75
Percent Volunteer	22%	8%
Social Government		
Cost Per Vehicle Mile	$0.78	$0.45
Percent Volunteer	20%	12%
Social Non-Profit		
Cost Per Vehicle Mile	$0.35	$0.31
Percent Volunteer	40%	30%
Other Government		
Cost Per Vehicle Mile	$0.70	$0.52
Percent Volunteer	0%	16%
Other Non-Profit		
Cost Per Vehicle Mile	$0.33	$0.34
Percent Volunteer	52%	17%

GEOGRAPHICAL DISTRIBUTION

A final dimension of the provision of transportation is its geographical distribution. Table 19 gives an indication of the number of passenger trips provided by State Planning Regions (Council of Government Regions). Considerable caution should be exercised in drawing conclusions from these data since, as was indicated in Section I (see page 6), there was some variation between regions in the extent to which transportation providers were identified, and not all providers surveyed gave information on passenger trips. However, despite these problems, some definite conclusions are possible.

Although some type of provider has been identified in each region, the number per region is very low, especially so when the size of the geographical area to be covered is considered. Although this can be partially accounted for by the under-enumeration of providers, it still suggests that many parts of the state have no transportation alternative to the automobile whatsoever. Even where several providers are available, the number of passenger trips catered for is very small. In the majority of non-metropolitan areas, it is miniscule.

It is an unfortunate consequence of the data deficiencies that the areas most seriously impacted by the unavailability of transportation cannot be identified with any degree of reliability. This is the most serious shortcoming in the data currently available. Future research activities should be directed toward overcoming this deficiency.

TABLE 19

NUMBER OF PROVIDERS AND PASSENGER TRIPS BY STATE PLANNING REGION

	Planning Region Code Number	Number of Providers	Population 1970	Passenger Trips		
				Number	Data Cases	Mean per Provider
Panhandle	1					
Non-Metro		13	185,920	7,616	15	692
Metro		10	144,396	80,087	10	8,009
South Plains	2					
Non-Metro		5	110,316	519	3	173
Metro		3	179,295	17,200	1	17,200
North Texas	3					
Non-Metro		12	83,886	1,903	11	173
Metro		9	128,642	42,042	8	5,255
North Central	4					
Non-Metro		12	128,620	5,819	12	485
Metro		80	2,378,353	1,552,626	33	47,049
North East	5					
Non-Metro		22	133,337	60,836	17	3,579
Metro		8	68,909	36,836	5	7,367
East Texas	6					
Non-Metro		13	218,253	7,500	10	750
Metro		15	217,866	28,238	13	2,172
West Central	7					
Non-Metro		23	157,917	9,321	17	548
Metro		9	122,164	19,301	6	3,250
Upper Rio Grande	8					
Non-Metro		0	19,970	-----	--	------
Metro		8	359,291	13,114	4	3,278
Permian Basin	9					
Non-Metro		8	146,233	64	2	32
Metro		5	158,093	13,757	4	3,439
Concho Valley	10					
Non-Metro		10	39,203	1,124	6	187
Metro		15	71,047	1,197	4	299
Heart of Texas	11					
Non-Metro		16	80,078	3,430	8	428
Metro		12	147,553	65,685	7	9,383
Capital	12					
Non-Metro		18	123,444	1,848	13	142
Metro		4	323,158	255,515	4	63,878

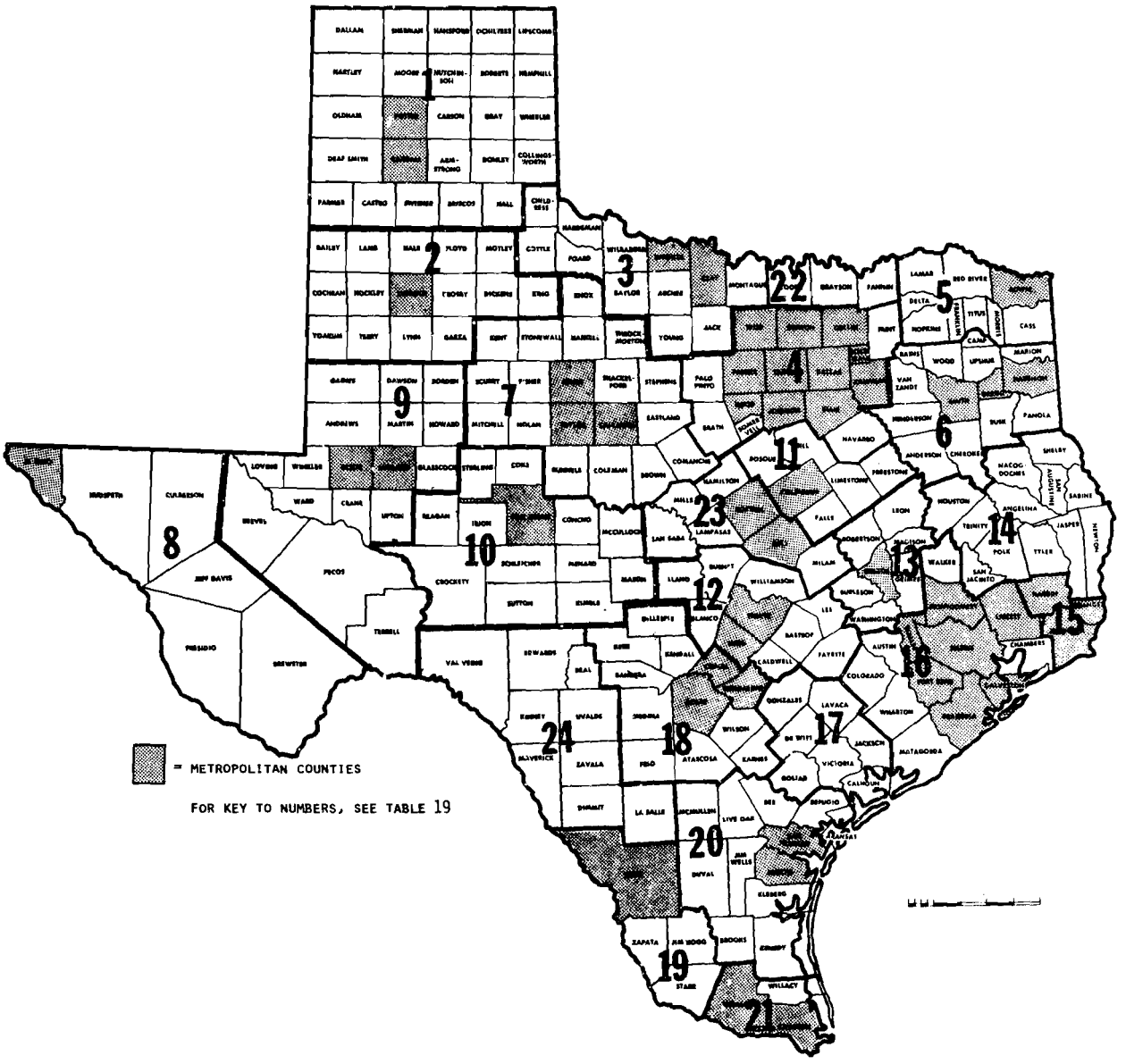
(continued)

TABLE 19 (Continued)

	Planning Region Code Number	Number of Providers	Population 1970	Passenger Trips		
				Number	Data Cases	Mean per Provider
Brazos Valley	13					
Non-Metro		3	71,516	76	2	38
Metro		10	57,978	8,125	8	1,015
Deep East Texas	14					
Non-Metro		21	215,836	10,367	9	1,152
Metro		0	0	---	---	370
South East Texas	15					
Non-Metro			0	---	--	---
Metro		16	347,568	8,199	8	1,025
Gulf Coast	16					
Non-Metro		9	136,188	2,847	4	712
Metro		41	2,169,128	3,551,388	18	197,299
Golden Crescent	17					
Non-Metro		16	142,379	1,772	8	221
Metro			0	---	—	---
Alamo	18					
Non-Metro		17	118,325	17,054	15	1,136
Metro		24	888,179	2,324,257	24	96,844
South Texas	19					
Non-Metro		3	26,713	20	1	20
Metro		16	99,572	4,432	10	433
Coastal Bend	20					
Non-Metro		16	135,528	3,167	3	1,056
Metro		17	284,832	183,687	11	16,698
Lower Rio Grande	21					
Non-Metro		2	15,570	640	2	320
Metro		33	321,903	6,964	17	409
Texoma	22					
Non-Metro		14	46,176	3,682	13	283
Metro		37	83,225	21,435	33	649
Central Texas	23					
Non-Metro		7	46,301	1,449	7	207
Metro		15	159,794	75,199	8	9,399
Middle Rio Grande	24					
Non-Metro		19	94,461	10,908	18	606
Metro			0	---	--	---

The Metropolitan Population comprises all persons living in Standard Metropolitan Statistical Areas as defined in 1974. Populations based on the U.S. Census of Population, and figures published in Directory 1974: Regional Councils in Texas, Austin, Texas: State of Texas, Office of the Governor.

MAP 1. STATE PLANNING REGIONS



SECTION THREE: DEMOGRAPHICAL DATA OF PROVIDERS SURVEYED

The following pages contain a listing of the transportation providers surveyed, arranged by State Planning Region (Council of Government area), and metropolitan/non-metropolitan location.

For each provider, the following information is given in coded form:

SYSTEM TYPE: The category into which the provider was classified (p.14)

1. Transit profit
2. Transit government
3. Transit non-profit
4. Taxicab
5. Emergency medical
6. Social profit
7. Social government
8. Social non-profit
9. Other profit
10. Other government
11. Other non-profit
-1. Data not available*

CLIENT TYPE: The type of client transported

1. General public
2. Elderly
3. Students and youths
4. Low income
5. Migrants
6. Handicapped
7. Retarded
8. Transportation disadvantaged (any system transporting persons falling into two or more of groups 2 through 7)
9. Other
-1. Data not available

CARS: The number of cars or stationwagons owned, leased, or on loan to the transportation provider.

MINIBUSES: The number of minibuses owned, leased, or on loan to the transportation provider.

BUSES: The number of buses, including small and regular size transit coaches and school buses, owned, leased, or on loan to the transportation provider.

OTHER: The number of other types of vehicles owned, leased, or on loan to the transportation provider.

STAFF CARS: The number of staff owned cars used on a mileage reimbursement basis.

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*Values of -1 indicate that data were not available.

1 PANHANDLE REGIONAL PLANNING COMMISSION

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BORGER SATELLITE TRAINING CTR 1304 PATTON CIR BORGER	TEX.79007	10	7	0	0	0	1	0
BOY SCOUTS 1114 N HEDGECOKE BORGER	TEX.79007	8	3	0	0	1	0	0
GIRLSTOWN USA P.O. BOX 1 BORGER	TEX.79007	9	3	1	2	0	1	0
HEREFORD CAB CO 119 BRADLEY HEREFORD	TEX.79045	4	1	1	0	0	0	0
HEREFORD CAMPFIRE COUNCIL BOX 1621 HEREFORD	TEX.79045	8	3	0	0	2	0	0
MENTAL HEALTH & RETARDATION CN 625 E 1ST HEREFORD	TEX.79045	10	7	0	1	0	0	0
CONSOLIDATED AMBULANCE SERVICE 721 ROBERTSON MEMPHIS	TEX.79245	5	1	2	0	0	0	0
SALVATION ARMY P.O. BOX 1458 PAMPA	TEX.79065	11	9	1	1	0	0	0
YELLOW CAB CO 938 1/2 E FREDRICK ST PAMPA	TEX.79065	4	1	3	0	0	0	0
SILVERTON AMBULANCE SERVICE 409 BROADWAY SILVERTON	TEX.79257	5	1	0	0	0	1	0
COUNTY VOLUNTEER AMBULANCE SER C/O SHERIFF'S OFC. WELLINGTON	TEX.79095	8	1	1	1	0	1	0
K. J. DAUGHTRY P.O. BOX 393 WHEELER	TEX.79096	3	9	0	1	0	0	0
ABRAHAM MEMORIAL HOME 801 S 6TH CANADIAN	TEX.79014	8	8	0	1	0	0	0

1 PANHANDLE REGIONAL PLANNING COMMISSION -CONTINUED.

METROPOLITAN

AIRPORT LIMOUSINE SERVICE 405 S FILLMORE AMARILLO	TEX.79101	4	1	0	4	0	0	0
AMARILLO COMMUNITY CENTER 609 S CAROLINA AMARILLO	TEX.79106	8	3	0	1	1	0	1
AMARILLO TRANSIT SYSTEM P.O. BOX 1971 AMARILLO	TEX.79186	2	1	1	0	32	0	0
GOODWILL INDUSTRIES P.O. BOX 4005 AMARILLO	TEX.79105	11	8	0	2	0	0	0
MAVERICK BOYS CLUB 1923 S LINCOLN AMARILLO	TEX.79109	11	8	0	0	2	3	0
STATE CNTR FOR HUMAN DEVEL 901 WALLACE BLVD AMARILLO	TEX.79106	7	7	0	0	2	1	0
WESLEY COMMUNITY CENTER 1615 S ROBERTS AMARILLO	TEX.79102	8	4	0	0	1	0	0
YELLOW CAB & BAGGAGE CO 728 N FILLMORE AMARILLO	TEX.79107	4	1	22	0	0	0	0
YWCA 816 S VAN BUREN AMARILLO	TEX.79101	8	3	0	1	1	0	7
YWCA 1006 S JACKSON AMARILLO	TEX.79101	8	8	0	1	0	0	2

2 SOUTH PLAINS ASSOCIATION OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
CAC OF FLOYD, CROSBY, DICKENS 202 W. BIRCH CROSBYTON	TEX.79322	7	8	5	3	0	0	7
HOCKLEY CO SENIOR CITIZENS P O BOX 606 LEVELLAND	TEX.79336	8	2	0	1	0	0	0
MOTLEY CO. AMBULANCE SERVICE C/O GENERAL HOSPITAL MATADOR	TEX.79244	5	-1	0	0	0	1	0
CENTRAL PLAINS MH-MR CENTER P. O. BOX 578 PLAINVIEW	TEX.79072	11	8	0	2	0	0	0
CENTRAL PLAINS RSVP 705 W 7TH PLAINVIEW	TEX.79072	11	2	0	1	0	0	0
METROPOLITAN								
BUCKNER BAPT. CHILDREN'S HOME 129 BRENTWOOD AVE. LUBBOCK	TEX.79416	8	3	3	6	1	1	3
YELLOW CAB CO. BOX 10132 LUBBOCK	TEX.79408	4	1	21	0	0	0	0
YMCA 1601 24TH ST. LUBBOCK	TEX.79409	11	1	0	1	0	0	3

3 NORTEX REGIONAL PLANNING COMMISSION

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BURGESS FUNERAL HOME 201 W. WALNUT BOWIE	TEX.76230	6	1	0	0	0	3	0
TAXI SERVICE 203 CUMMINGS BOWIE	TEX.76230	4	1	2	0	0	0	0
CHILLICOTHE AMBULANCE SERVICE 303 AVENUE I CHILLICOTHE	TEX.79225	5	1	0	0	0	1	0
WILLIE'S CAB COMPANY 609 AVE. E SW CHILDRESS	TEX.79201	4	1	2	0	0	0	0
WOMACK FUNERAL HOME 104 E. MARIETTA CROWELL	TEX.79227	5	1	0	0	0	2	0
COMMUNITY DEVELOPMENT AGENCY P O BOX 213 OLNEY	TEX.76374	7	8	0	0	0	0	5
LUNN FUNERAL HOME 110 E MAIN OLNEY	TEX.76374	5	1	0	0	0	1	0
HARDEMAN CO. AMBULANCE SERVICE 318 MERCER QUANAH	TEX.79252	6	-1	-1	-1	-1	-1	-1
ELLISTON-ARCHER FUNERAL HOME 111 N. CEDAR SEYMOUR	TEX.76380	9	1	3	0	0	0	0
BOYS CLUB OF VERNON INC 2430 LEXINGTON VERNON	76384	8	4	0	1	1	0	0
SULLIVAN FUNERAL HOME 1801 HOUSTON VERNON	TEX.76384	5	1	0	0	0	6	0
YELLOW CAB 1510 PEASE VERNON	TEX.76384	4	1	3	0	0	0	0

3 NORTEX REGIONAL PLANNING COMMISSION -CONTINUED.

METROPOLITAN

SENIOR CITIZENS 100 N MAIN ELECTRA TEX.76360	10	2	0	0	0	0	1
AMERICAN RED CROSS 1809 5TH ST. WICHITA FALLS TEX. 0	11	8	1	0	0	0	0
BOYS CLUB OF WICHITA FALLS 6TH & BROAD WICHITAFALLS 76301	8	3	0	1	1	0	0
COMMUNITY ACTION CORP. 602 BROAD WICHITA FALLS TEX.76301	7	8	1	2	3	0	6
COMMUNITY VO.L & REFERRAL SER. 102-A CENTRAL PLAZA WICHITA FALLS TEX. 0	11	8	1	0	0	0	0
SR. CITIZENS SERV. OF N. TEXAS 1107 10TH ST. WICHITA FALLS TEX. 0	8	2	0	1	0	0	1
WICHITA FALLS BUS SYSTEM P.O. BOX 1431 WICHITA FALLS TEX.76301	2	1	0	0	10	0	0
WICHITA FALLS YMCA 9TH & AUSTIN WICHITAFALLS 76301	8	3	0	0	2	0	0
YELLOW CHECKER CAB CO. 408 OHIO WICHITA FALLS TEX.76301	4	1	20	0	0	0	0

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BAPTIST STUDENT CENTER 1612 LEE ST COMMERCE	TEX.75428	8	3	0	1	0	0	0
COMMERCE YELLOW CAB 819 N PARK ST COMMERCE	TEX.75428	4	1	2	0	0	0	0
COMMUNITY SERVICES 200 SOUTH 7TH CORSICANA	TEX. 0	7	8	8	3	0	0	0
CORSICANA CITY CAB CO. 1507 W. 5TH ST. CORSICANA	TEX. 0	4	1	3	0	0	0	0
GREENVILLE RED TOP CAB CO 2701 STONEWALL GREENVILLE	TEX.75401	4	1	7	0	0	0	0
HUNT CO OPPORTUNITY CEN 4200 STUART ST GREENVILLE	TEX.75401	8	8	0	2	0	0	0
PARK HAVEN NURSING HOME 3500 PARK ST GREENVILLE	TEX.75401	6	2	0	1	0	0	0
SALVATION ARMY 2315 WESLEY ST GREENVILLE	TEX.75401	7	8	0	1	0	0	0
VOLUNTEER ACTION CEN 4200 STUART ST GREENVILLE	TEX.75401	8	8	10	0	0	0	0
Y M C A 1915 STANFORD ST GREENVILLE	TEX.75401	8	1	0	0	1	0	0
BOLES HOME QUINLAN	TEX.75474	8	3	0	0	2	0	0
SENIOR CITIZENS CENTER 164 E. COLLEGE STEPHENVILLE	TEX. 0	7	2	1	0	0	0	0

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

METROPOLITAN

ARLINGTON WOMAN'S CLUB 211 WILLIS ST. ARLINGTON	TEX.76013	8	8	1	0	0	0	0
CHILDRENS WORLD 1600 PATIO TERRACE ARLINGTON	TEX.76010	6	3	0	1	0	0	0
CHILDRENS WORLD 1510 GINA DR ARLINGTON	TEX.76013	6	3	0	1	0	0	0
GINGERBREAD HOUSE DAY SCHOOL 905 AUSTIN ARLINGTON	TEX.76012	6	3	0	1	0	0	0
VOLUNTEER CENTER 106-A W. MAIN ARLINGTON	TEX. 0	8	8	-1	-1	-1	-1	-1
HSA TR 678 RANGAIRE CORP. 510 SALLY LN CLEBURNE	TEX.76031	8	1	0	0	1	1	0
KINGS DAUGHTERS CLEBURNE	TEX. 0	7	-1	-1	-1	-1	-1	-1
AIRPORT MARINA HOTEL P.O. BOX 1025 DALLAS	TEX.75261	4	9	1	2	0	0	0
AMERICAN LUNG ASSOCIATION 3925 MAPLE DALLAS	TEX.75219	8	1	0	1	0	3	10
ANGELS, INC. P.O. BOX 18581 DALLAS	TEX.75218	8	7	0	2	1	0	0
BOY SCOUT TROOP 638 1551 S BUCKNER BLVD DALLAS	TEX.75217	3	3	0	0	1	0	0

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

	SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BOYS CLUBS OF DALLAS INC. 3004 N. WESTMORELAND DALLAS TEX.75212	8	8	1	1	2	0	3
CHRIST FOR THE NATIONS INC. 3404 CONWAY DALLAS TEX.75224	8	3	2	3	3	3	0
CREATIVE LEARNING CENTER 1616 ILLINOIS DALLAS TEX.75216	8	4	0	2	0	0	0
DALLAS ACADEMY 3845 OAK LAWN DALLAS TEX.75219	8	7	0	1	0	0	0
DALLAS ASSN. FOR RET. CHILDREN 3121 N. HARWOOD DALLAS TEX.75201	8	7	0	4	0	0	10
DALLAS CO. WELFARE DEPT. 4917 HARRY HINES DALLAS TEX. 0	10	6	0	1	0	0	0
DALLAS TRANSIT SYSTEM 101 N. PEAK DALLAS TEX.75226	2	1	0	0	449	0	0
DALLAS YMCA 901 ROSS AVE DALLAS TEX.75202	11	8	0	21	17	0	0
EAST DALLAS BRANCH YMCA 901 ROSS AVE. DALLAS TEX.75201	8	3	0	1	1	0	0
EPILEPSY ASSC. 7850 BROOKHOLLOW RD. DALLAS TEX.75235	5	9	0	2	0	0	0
FRIENDS IN SEARCH OF HELP P.O. BOX 3770 DALLAS TEX.75208	8	8	10	0	0	0	1
GIRLS ADVENTURE TRAILS INC 4422 LIVE OAK ST DALLAS TEX.75204	8	3	0	0	2	0	2

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
WISE CO COUNCIL ON ALCOHOLISM 105 S CHURCH ST DECATUR	TEX.76234	11	1	1	0	0	0	0
DENTON CAB 108 W. MC KINNEY DENTON	TEX. 0	4	1	9	2	0	0	0
DENTON STATE SCHOOL I.S.D. P.O. BOX 368 DENTON	TEX.76201	7	3	5	9	5	50	0
G T D INC BOX 1469 DENTON	TEX.76201	9	8	0	0	2	0	0
WESTERN HILLS INN 1102 W. EULERS BLVD. EULESS	TEX.76039	4	1	1	1	0	0	0
FOREST HILL DAY NURSERY 6355 WICHITA AVE FOREST HILL	TEX.76119	9	9	2	0	0	0	0
DAY CARE ASSOC OF FT WORTH 2807 RACE ST FORT WORTH	TEX.76111	11	9	0	1	0	0	2
ARTHRITIS FOUNDATION 3145 MC CART FT WORTH	TEX. 0	11	6	0	1	0	0	0
CITRAN 2304 PINE ST. FT WORTH	TEX. 0	2	1	0	0	121	0	0
EASTER SEAL TARRANT COUNTY 617 7TH AVE FT WORTH	TEX. 0	11	6	2	2	0	0	0
FT WORTH CAB AND PASSENGER CO 1010 STAYTON FT WORTH	TEX. 0	4	1	75	0	0	1	0

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

	SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
RIDGEWOOD PARK 6445 EAST LOVERS LANE DALLAS TEX.75214	11	3	0	0	1	0	0
SOUTHEAST BRANCH YMCA 901 ROSS DALLAS TEX.75202	8	3	0	1	1	0	0
STARTRANS INC 1341 W MOCKINGBIRD LN 1212F DALLAS TEX.75247	9	9	0	1	1	0	0
TEXAS BITULITHIC COMPANY PO BOX 10365 2121 IRVING BL DALLAS TEX.75207	9	9	0	0	2	2	0
THE HERTZ CORP-RENT A CAR DIV 7212 CEDAR SPRINGS RD. DALLAS TEX.75235	9	1	0	9	0	0	0
THE HILTON INN 5600 N CENTRAL EXPRESSWAY DALLAS TEX.75206	9	9	0	1	0	0	0
THE SALVATION ARMY 8341 ELAM RD DALLAS TEX.75217	8	1	1	0	1	1	0
TRANSPORTATION ENTERPRISES 1645 RHOME DALLAS TEX. 0	9	1	5	8	184	0	0
TRANSPORTATION SYSTEMS CO. 403 S. HASKELL DALLAS TEX.75226	6	2	0	19	2	0	0
WOMEN IN COMMUNITY SERVICE 2922 FOREST AVENUE DALLAS TEX.75215	5	8	1	0	0	0	0
YWCA 4621 ROSS DALLAS TEX.75204	8	9	0	4	1	0	15

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
GREATER KNIGHTS INC 2506 SPRINGHILL DR DALLAS	TEX.75228	3	7	0	1	2	0	0
HIGHLAND HILLS TRANS. SER. INC 3835 BASSWOOD DALLAS	TEX. 0	9	8	0	9	0	0	0
JEWISH FAMILY SERVICE 11333 N. CENTRAL EXPRESSWAZ DALLAS	TEX. 0	8	8	1	0	0	1	0
JULIETTE FOWLER HOMES P.O. BOX 1404 DALLAS	TEX.75221	8	8	2	0	1	0	0
LEBARAON HOTEL 1055 REGAL ROW DALLAS	TEX.75247	4	1	3	3	1	0	0
LESTER YOUNG 3713 HIGH VISTA DALLAS	TEX.75234	11	3	2	0	1	0	0
MARTIN LUTHER KING CENTER 2922 FOREST DALLAS	TEX. 0	7	4	0	8	0	0	0
MUSCULAR DISTROPHY 12011 COIT RD. DALLAS	TEX.75230	8	6	1	0	0	0	0
PERSONAL SERVICE, INC. 5217 ROSS DALLAS	TEX.75206	8	8	8	0	0	2	0
POLICE ATHLETIC LEAGUE DEVANY BLDG DALLAS	TEX.75205	8	3	0	0	1	0	0
RAY A KROC SUITE 400 1140 EMPIRE CENT DALLAS	TEX.75247	9	1	40	0	1	0	0

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS - CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
RED CROSS 6640 CAMP BOWIE BLVD. FT WORTH	TEX. 0	8	1	6	0	0	0	2
ASTORIA MOTOR LODGE 500 E. HURST BLVD. FT. WORTH	TEX.76053	4	1	1	4	0	0	0
COMMUNITY ACTION AGENCY FT. WORTH	TEX.76102	5	8	4	0	1	0	21
GOODRICH CENTER FOR THE DEAF 1598 SUNSET TERRACE FT. WORTH	TEX.76102	8	8	1	0	0	0	3
TEXAS BOYS CHOIR 5617 LOCKE FT. WORTH	TEX.76107	3	1	0	0	2	0	3
TEXAS GIRLS CHOIR 4449 CAMP BOWIE FT. WORTH	TEX.76107	8	9	8	2	1	0	0
ASSISTANCE PROGRAM 265 E. GARLAND GARLAND	TEX.75040	8	4	1	0	0	0	0
JESSE A RAMON 1304 MAPLE DR GARLAND	TEX.75040	11	6	0	0	1	0	0
NO CEN TEXAS LABORERS TRAIN 517 IDLEWILD RD GRAND PRAIRIE	TEX.75050	8	3	0	0	1	1	0
CHILDRENS WORLD 1734 SOTOGRANDE BLVD HURST	TEX.76053	6	3	0	0	1	0	1
DALLAS-FT. WORTH REG. AIRPORT E. AIRFIELD DR. IRVING	TEX.76261	10	1	0	0	11	0	0

4 NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS - CONTINUED.

	SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
MANAGEMENT LABORATORIES UNIVERSITY OF DALLAS STA IRVING TEX.75062	8	3	0	1	2	0	0
NORMAN BEAVER 2328 GRAUWYLER RD IRVING TEX.75062	9	3	1	0	1	0	0
BOY SCOUTS OF AMERICA 4523 N HOUSTON SCHOOL RD LANCASTER TEX.75146	7	3	1	0	2	0	0
LEWISVILLE CAB CO. LEWISVILLE TEX. 0	4	1	3	0	0	0	0
PAUL ANDERSON YOUTH HOME P.O. BOX 100 LEWISVILLE TEX.75067	11	9	1	0	1	0	0
LAWSON BLUE BUS SERVICE RT. 2 MCKINNEY TEX.75069	6	3	0	0	3	0	0
MCKINNEY JOB CORPS CENTER NORTH HWY 75 MCKINNEY TEX.75069	8	3	5	4	5	0	0
AL-TOWN EAST CHILDRENS CENTER 2291 TRADEWIND MESQUITE TEX.75149	6	1	0	0	3	0	0
MESQUITE CAB 206 W. MAIN ST. MESQUITE TEX.75149	4	1	2	0	0	0	0
W L BROYLES JR 620 S WALKER ST MESQUITE TEX.75149	-1	6	0	0	1	0	0
RICHARDSON CAB CO. 428 APOLLO RD. RICHARDSON TEX.75204	4	1	6	0	0	0	0
TARRANT CO. MH-MR 7431 C DOGWOOD PARK RICHLAND HILLS TEX.76118	8	8	4	4	2	0	8
TEXAS BAPTIST HOME 629 FARLEY WAXAHACHIE TEX.75165	8	3	2	2	1	0	1

5 ARK-TEX COUNCIL OG GOVERNMENTS

NON-METROPOLITAN			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
ROSEHAVEN RETREAT, INC.									
P.O. BOX 230									
ATLANTA	TEX.	0	6	8	2	0	0	0	0
SENIOR CITIZENS CENTER									
409 EAST MAIN ST.									
ATLANTA	TEX.	0	7	1	0	0	0	0	1
COLON TAXI									
CLARKSVILLE	TEX.	75426	4	1	-1	-1	-1	-1	-1
COMMUNITY ACTION RES SERV INC									
CLARKSVILLE	TEX.	75426	5	8	0	4	6	0	16
YELLOW CAB CO									
CLARKSVILLE	TEX.	75426	4	1	1	0	0	0	0
COUNCIL CASS-MARION-MORRIS CO.									
P O BOX 427									
LINDEN	TEX.	0	7	8	11	0	0	0	0
EVEREADY TAXI									
212 E ARK									
MT PLEASANT	TEX.	75455	4	1	2	0	0	0	0
LONE STAR BUS LINES									
ROUTE 6 BOX 42									
MT PLEASANT	TEX.	75455	1	1	1	0	2	0	0
TYLER BUS LINES									
201 S JEFFERSON									
MT PLEASANT	TEX.	75455	1	1	0	1	1	0	0
DENTON MEAL-A-DAY CENTER									
DRATON RD.									
MT. VERNON	TEX.	0	8	2	-1	-1	-1	-1	-1
NORTHEAST TEX. OPP., INC.									

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
MT. VERNON TEX. 0		7	8	0	0	0	0	21
CASS AMB SERVICE								
270 20TH N E								
PARIS	TEX.75460	5	1	0	0	0	4	0
LAMAR CO RETARDATION CENTER								
PARIS JR COLLEGE								
PARIS	TEX.75460	10	8	0	2	0	0	2
LAMAR OPPORTUNITY CENTER								
830 6TH S W								
PARIS	TEX.75460	7	8	0	1	0	1	0
LEISURE LODGE NURSING HOME								
610 DESHONG								
PARIS	TEX.75460	6	8	0	0	0	0	2
PARIS OUTREACH CLINIC								
625 W WASHINGTON								
PARIS	TEX.75460	7	1	-1	-1	-1	-1	-1
PARKVIEW CONVALESCENT CENTER								
2895 LEWIS LN								
PARIS	TEX.75460	6	2	1	0	0	0	0
PLEASANT GROVE NURSING HOME								
3055 CLARKSVILLE ST								
PARIS	TEX.75460	6	6	0	0	0	0	3
RETIRED SENIOR VOLUNTEER PROG								
PARIS JR COLLEGE								
PARIS	TEX.75460	7	2	1	1	0	0	0
HCOC I R SERVICE								
602 CHURCH ST								
SULPHURSPRINGS	TEX.75482	8	8	0	1	0	0	0
HAGANSPORT MEAL-A-DAY CENTER								
RT. 1								
TALCO TEX. 0		8	8	0	0	0	0	2
AMERICAN RED CROSS								
821 SPRUCE								
TEXARKANA TEX. 0		5	1	1	0	0	0	1

5 ARK-TEX COUNCIL OG GOVERNMENTS -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
METROPOLITAN								
STATE DEPT OF PUBLIC WELFARE P.O. BOX 157 BOSTON	TEX.75557	7	8	2	2	5	0	6
MORRIS LANDERS CAB CO. NEW BOSTON	TEX. 0	4	1	1	0	0	0	0
BLACK AND WHITE CAB CO. 317 MAIN ST. TEXARKANA	TEX.75501	4	1	30	0	0	0	0
HUMAN DEVELOPMENT CENTER 1101 COUCH TEXARKANA	TEX.75501	8	8	0	4	0	0	1
MUSCULAR DISTROPHY ASSC. P.O. BOX 1912 TEXARKANA	TEX.75501	8	6	5	0	0	0	0
SENIOR CITIZENS INC. 417 OLIVE TEXARKANA	TEX.75501	8	2	0	0	3	0	2
UNITED WAY OF GREATER TEXARKAN P.O. BOX 106 TEXARKANA	TEX.75501	7	-1	-1	-1	-1	-1	-1
VOLUNTEER SERVICE BUREAU 614 BEACH ST. TEXARKANA	TEX.75501	8	8	16	0	0	0	0

6 EAST TEXAS COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
DEBBIE ANN PUTNAM P.O. BOX 991 ATHENS	TEX.75751	6	8	0	1	0	0	0
PANOLA COUNTY MINI-BUS 500 W. COLLEGE CARTHAGE	TEX. 0	7	2	0	1	0	0	0
RAINS CO MINI BUS SYS EMORY	TEX.75440	7	8	0	1	0	0	3
BRYAN FUNERAL HOME 113 S. MARSHALL HENDERSON	TEX.75652	5	1	0	0	0	3	0
DEPT. PUBLIC WELFARE MUNICIPAL BLDG. JACKSONVILLE	TEX. 0	7	9	0	1	0	0	2
CITY OF JEFFERSON P O DRAWER N JEFFERSON	TEX. 0	7	2	0	1	0	0	0
AMBULANCE SERVICE OF KILGORE P.O. BOX 990 KILGORE	TEX. 0	5	1	0	0	0	3	0
HILLVIEW NURSING HOME E. BROAD MINEOLA	TEX. 0	9	9	0	1	0	0	0
LEAKE TAXI SERVICE MARSHALL ST PITTSBURG	TEX.75686	4	1	3	0	0	0	0
WELCH BUS LINES 214 GREER BLVD PITTSBURG	TEX.75686	1	1	-1	-1	-1	-1	-1
MANPOWER ED. & TRAINING INC. RT. 3 BOX 267AA RUSK	TEX. 0	8	5	0	0	0	0	5

6 EAST TEXAS COUNCIL OF GOVERNMENTS - CONTINUED.

			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
RUSK STATE HOSPITAL BOX 318 RUSK	TEX.	0	7	9	4	1	2	0	0
FUNERAL HOME 112 ELM WINNSBORO	TEX.	0	5	1	0	0	0	3	0
METROPOLITAN									
GLADEWATER AMBULANCE SERVICE P.O. BOX 551 GLADEWATER	TEX.	0	5	1	0	2	0	0	0
LONE STAR CAB CO. 105 1/2 E. GLADE GLADEWATER	TEX.	0	4	1	0	3	0	0	0
SR. CITIZENS CENTERS GREGG CO. P.O. BOX 41 GLADEWATER	TEX.	0	8	2	0	0	0	0	1
GREGG CO. ASSN. RETARD. CITZNS 601 BOYD ST. LONGVIEW	TEX.	0	8	7	0	1	0	0	0
SAFEWAY CAB CO. 408 E. WATLEY LONGVIEW	TEX.	0	3	1	12	0	2	0	0
EAST TEXAS HARRISON DEV CORP PO BOX 1343 MARSHALL	TEX.	0	7	8	3	2	3	0	22

6 EAST TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
HARRISON RED CROSS 609 S. GROVE MARSHALL	TEX.	0	5	-1	1	0	0	0	0
MHMR SHELTERS WORKSHOP PO BOX 1224 MARSHALL	TEX.	0	7	8	2	2	0	0	2
CHECKER CAB CO. 425 N. BOIS D'ARC TYLER	TEX.	75701	4	1	15	0	0	0	0
FAMILY PLANNING P.O. BOX 2501 TYLER	TEX.	75701	7	4	2	1	0	1	0
MH-MR OF E. TEXAS 305 S. BROADWAY TYLER	TEX.	75701	7	7	0	0	0	3	0
NEIL E. SIMMONS 2122 SUNNYBROOK TYLER	TEX.	75701	1	9	0	0	1	0	0
TEEN CHALLENGE OF TYLER P.O. BOX 1165 TYLER	TEX.	75701	8	3	1	3	0	1	0
TYLER CITY LINES 300 W. LOCAST TYLER	TEX.	0	3	1	0	0	2	0	0
YMCA P.O. BOX 514 TYLER	TEX.	75701	11	3	0	2	0	0	1

7 WEST CENTRAL TEXAS COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BALLINGER SENIOR CITIZENS 677 STRONG AVE. BALLINGER	TEX. 0	7	8	1	0	0	0	0
CITY CAB CO 602 LARGENT BALLINGER	TEX.76821	4	1	1	0	0	0	0
TWILIGHT NURSING HOME P.O. BOX 267 BANGS	TEX.76823	6	2	1	0	0	0	0
BROWN CO. SENIOR INF. SERVICE BROWN COUNTY COURTHOUSE BROWNWOOD	TEX.76801	7	2	0	0	0	0	2
BROWNWOOD CARE CENTER 101 MILLER BROWNWOOD	TEX.76801	6	2	0	0	0	0	1
CENTRAL TEXAS MH-MR CENTER BOX 250 BROWNWOOD	TEX.76801	7	7	0	2	0	0	0
CROSS CNTRY CARE CEN OF AMER ROUTE 3 BOX 126A BROWNWOOD	TEX.76801	6	2	0	0	0	0	0
KINDER KARE PLAY LAND 1703 18TH ST. BROWNWOOD	TEX.76801	6	3	0	2	0	0	0
SUNNY ACRES NURSING HOME MORRIS SHEPPARD DR BROWNWOOD	TEX.76801	6	2	1	0	0	0	1
YELLOW CAB CO. 200 W. CHANDLER BROWNWOOD	TEX.76801	4	1	11	0	0	0	0
CITY CAB COMPANY 719 AVENUE D CISCO	TEX.76437	4	1	2	0	0	0	0

7 WEST CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
CENTRAL TEXAS OPPORTUNITIES P.O. BOX 820 COLEMAN	TEX.79834	8	1	6	0	0	0	0
CITY CAB COMPANY 1300 BRAZOS COLEMAN	TEX.76834	4	1	1	0	0	0	0
DILLIN'S CHILDREN NURSING INC. 408 HOUSTON COMANCHE	TEX.76442	9	8	0	1	0	0	0
SENIOR CITIZENS CENTER 205 WEST DUNCAN COMANCHE	TEX.76442	5	2	1	0	0	0	0
TANKERSLEY TAXI CO. 112 NORTH AUSTIN COMANCHE	TEX.76442	4	1	1	0	0	0	0
CITY CAB COMPANY 313 N LAMAR EASTLAND	TEX.76448	4	1	1	0	0	0	0
ASKELL CAP STAR ROUTE BOX 5 HASKELL	TEX.79521	5	8	0	0	0	0	2
PROJECT INFORM BOX 52 ROBY	TEX.79543	7	1	1	0	0	0	0
WESTERN TEXAS RSVP RSVP WESTERN TEXAS COLLEGE SNYDER	TEX.79549	8	2	0	0	0	1	0
U.S. ARMY RECRUITING STATION 219 OAK ST. SWEETWATER	TEX.79556	10	3	1	0	0	0	0

7 WEST CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
THROCKMORTON CO. AMBULANCE SV.								
THROCKMORTON	TEX.76083	5	1	0	0	0	2	2
CENTRAL TEXAS OPPORTUNITIES								
110 SOUTH MAIN								
WINTERS	TEX.79567	5	8	0	0	0	0	2
METROPOLITAN								
ABILENE BOYS RANCH								
RT. 5 BOX 964								
ABILENE	TEX.79605	8	3	0	2	0	0	0
ABILENE NUTRITION PROGRAM								
BOX 60								
ABILENE	TEX.79604	10	2	0	3	0	0	0
ABILENE TRANSIT CO.								
P.O. BOX 60								
ABILENE	TEX.79603	2	1	0	0	12	0	0
ABILENE YOUTH CENTER								
P.O. BOX 5749								
ABILENE	TEX.79605	9	3	1	0	0	1	2
DYESS AIR FORCE BASE								
ABILENE	TEX.79607	10	9	11	4	10	0	0
RAMADA INN								
774 E. HIGHWAY 80								
ABILENE	TEX.79601	4	-1	1	0	0	0	0
RETIRED SENIOR VOLUNTEER PROG.								
P.O. BOX 5678								
ABILENE	TEX.79605	-1	-1	0	0	1	0	0
TAYLOR CO VET SERVICE OFFICE								
OLD TAYLOR CO. COURTHOUSE								
ABILENE	TEX. 0	5	-1	0	0	0	0	1
WEST TEXAS REHAB. CENTER								
4601 HARTFORD								
ABILENE	TEX.79605	8	8	0	0	0	3	0

8 WEST TEXAS COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
METROPOLITAN								
A-1 TAXI TOUR SERVICE								
3521 ALAMEDA								
EL PASO	TEX.79905	11	1	10	0	0	0	0
BORDER CAB CO.								
3521 ALAMEDA								
EL PASO	TEX.79905	11	1	20	0	0	0	1
JERRY WOLFE'S MESA INN								
4151 N MESA								
EL PASO	TEX.79902	4	9	0	1	0	0	0
LA QUINTA								
6140 GATEWAY EAST								
EL PASO	TEX.79905	4	1	1	0	0	0	0
NORTHEAST FAMILY YMCA								
5509 WILL RUTH								
EL PASO	TEX.79924	8	1	1	0	1	0	0
PROJECT BRAVO INC.								
716 N PIEDRAS								
EL PASO	TEX.79903	7	8	3	12	1	1	77
THUNDERBIRD LANES INC.								
6002 N MESA								
EL PASO	TEX.79912	1	3	0	0	2	0	0
YELLOW CAB CO.								
325 S SANTA FE								
EL PASO	TEX.79901	4	1	50	0	0	0	0

9 PERMIAN BASIN COUNCIL OF GOVERNMENTS

NON-METROPOLITAN	SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BIG SPRING BOYS CLUB 212 E. 3RD BIG SPRING TEX.79720	8	4	0	0	1	0	0
MANPOWER - HUMAN RESOURCES CITY DEPT. OF BIG SPRING BX BIG SPRING TEX.79720	7	9	0	0	0	0	2
MCCAMEY SENIOR CITIZEN CENTER 212 W. 7TH MC CAMEY TEX.79752	7	2	-1	-1	-1	-1	-1
UPTON CO. MULTI-PURPOSE CENTER P.O. DRAWER P MC CAMEY TEX.79752	7	8	0	0	0	0	2
MANPOWER - HUMAN RESOURCES P.O. BOX 243 MONAHANS TEX.79756	7	4	0	0	1	0	0
COMM COUNCIL OF REAVES CO. BOX 2096 PECOS TEX. 0	7	8	0	0	5	0	0
FRIENDS AND NEIGHBORS 205 EAST 10TH RANKIN TEX.79778	5	2	1	0	0	0	0
MARTIN CO. NEIGHBORHOOD CENTER P.O. BOX 145 STANTON TEX.79782	5	8	0	0	0	0	2

9 PERMIAN BASIN COUNCIL OF GOVERNMENTS

METROPOLITAN

ACTION FISH LINE 800 WEST TEXAS MIDLAND	TEX.79701	8	8	0	0	0	20	0
CASA DE AMIGOS 921 N. DALLAS MIDLAND	TEX.79701	8	1	2	0	1	0	0
YELLOW CAB CO. 610 S. BIG SPRING MIDLAND	TEX.79701	4	1	10	0	0	0	0
ECTOR CO. YOUTH CENTER EAST YUKON ROAD ODESSA	TEX.79761	7	8	5	0	0	0	0
MARY MOPPET'S DAY SCHOOL 625 E. 52ND ST. ODESSA	TEX.79762	6	3	1	0	0	0	0

10 CONCHO VALLEY COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
REAGAN CO SENIOR CITIZEN PGM COURTHOUSE BIG LAKE	TEX.78932	7	1	1	0	0	0	0
SHUFFIELD REST HOME #1 AND #2 BOX 349 BRADY	TEX.76825	6	2	0	0	0	1	0
YELLOW CAB COMPANY 1411 S BLACKBURN ST. BRADY	TEX.76825	.4	1	1	0	0	0	0
EDEN MULTI PURPOSE CENTER EDEN	TEX. 0	7	8	1	0	0	0	1
KIMBLE COUNTY AMB SERVICE KIMBLE COUNTY COURT HOUSE JUNCTION	TEX.76849	5	1	1	0	0	0	0
HILL COUNTRY COMM ACTION P O BOX 846 MASON	TEX.76856	5	4	0	0	0	0	1
MASON COUNTY RSVP P O BOX 995 MASON	TEX.76856	10	2	0	0	0	0	1
MASON FUNERAL HOME INC P O BOX 158 MASON	TEX.76856	5	1	1	0	0	0	0
VISTA P O BOX 538 MASON	TEX.76856	7	8	1	0	0	0	0
CROCKETT CO AMB SERVICE P O BOX 640 OZONA	TEX.76943	5	1	0	0	0	2	0

10 CONCHO VALLEY COUNCIL OF GOVERNMENTS -CONTINUED.

METROPOLITAN

AMERICAN CANCER SOCIETY 1 NORTH MILTON SAN ANGELO	TEX.	0	5	9	-1	-1	-1	-1	-1
CITY OF SAN ANGELO P.O. BOX 1751 SAN ANGELO	TEX.	0	2	1	0	2	8	0	0
DISTRICT PROBATION SYSTEM JUDICIAL DISTRICTS SAN ANGELO	TEX.76901		7	9	0	0	0	0	3
EMERGENCY SERVICE INC 57 E WASHINGTON SAN ANGELO	TEX.76901		5	1	0	4	0	0	0
LA QUINTA MOTOR INN P O BOX 1350 SAN ANGELO	TEX.76901		4	1	1	0	0	0	0
LIGHTHOUSE FOR THE BLIND 204 N CHADBOURNE SAN ANGELO	TEX.	0	7	6	0	0	1	0	0
MH/MR CENTER GREATER WEST TEX. 224 N MAGDALEA SAN ANGELO	TEX.	0	7	7	0	3	0	0	14
ROBERT MASSIE FUNERAL HOME 402 RIO CONCHO DR SAN ANGELO	TEX.76901		9	1	0	0	0	1	0
SALVATION ARMY WELFARE CENTER 215 GILLIS ST SAN ANGELO	TEX.76901		8	1	1	1	1	0	0
SAN ANGELO EMERGENCY CORPS 601 LOCUST ST SAN ANGELO	TEX.76901		5	9	-1	-1	-1	-1	-1

10 CONCHO VALLEY COUNCIL OF GOVERNMENTS

SAN ANGELO Y M C A 305 S RANDOLPH SAN ANGELO TEX.76901	8	1	0	0	1	0	0
TEXAS REHABILITION COMM. 3010 W HARRIS SAN ANGELO TEX. 0	7	8	-1	-1	-1	-1	-1
TOM GREEN CO JUVENILE PROBATN TOM GREEN CO COURTHOUSE SAN ANGELO TEX. 0	10	3	1	0	0	0	0
TOM GREEN COUNTY CAA 7 N TOTWIG BLDG. SAN ANGELO TEX. 0	10	4	0	0	0	0	7
WEST TEXAS BOYS RANCH P O BOX 3568 SAN ANGELO TEX.76901	11	9	3	1	2	0	0

11 HEART OF TEXAS COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
CITY OF CLIFTON 415 WEST 5TH CLIFTON	TEX.76634	7	8	1	0	0	1	0
SENIOR CITIZENS OF BOSQUE CO. CITY HALL CLIFTON	TEX.76634	10	2	0	0	0	1	0
LIMESTONE CO. ASSN. SR. CITZNS P.O. BOX 94 GROESBECK	TEX.76642	8	8	1	1	0	0	3
ABC TAXI 618 CORSICANA HWY HILLSBORO	TEX.76645	4	1	4	0	0	0	0
BLUE BONNET AMB SERV 118 E 4TH ST HILLSBORO	TEX.76645	5	1	4	0	0	1	0
CAUSE INC P.O.BOX 438 HILLSBORO	TEX.76645	7	8	1	1	0	0	12
CITY CAB 212 N CHURCH ST HILLSBORO	TEX.76645	4	1	5	0	0	0	0
PRESBYTERIAN CHILDRENS HOME BOX 100 ITASCA	TEX.76055	11	3	4	3	2	3	0
MARLIN FALLS CO COM FOR H&CD P.O. BOX 809 MARLIN	TEX.76661	8	8	0	3	0	0	8

11 HEART OF TEXAS COUNCIL OF GOVERNMENTS

YOUNG & CO FUNERAL HOME 812 COMMERCE MARLIN	TEX.76661	9	1	2	0	0	1	0
MERIDIAN GERIATRIC CENTER 1110 N. MAIN MERIDIAN	TEX.76665	7	1	0	0	0	0	1
BUS STATION TAXI SERVICE 101 E. MAIN MEXIA	TEX.76667	4	1	4	0	0	0	0
KEENUM TAXI SERVICE NO. 10 AINGE ST. MEXIA	TEX.76667	4	1	2	0	0	0	0
MEXIA STATE SCHOOL P.O. BOX 1132 MEXIA	TEX.76667	10	7	6	3	5	0	0
SPRILIN TAXI SERVICE 404 N. DENTON MEXIA	TEX.76667	4	1	1	0	0	0	0
AGING PROGRAM VAN CITY HALL 521 MAIN ST TEAGUE	TEX.75860	10	2	0	2	0	0	0

11 HEART OF TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
METROPOLITAN								
A-1 AMBULANCE SERV 521 N 18TH ST WACO	TEX.76707	5	1	0	0	0	4	0
AMERICAN RED CROSS P.O. BOX 3260 WACO	TEX.76707	11	1	1	0	0	0	0
DEPT OF WELFARE TITLE 19 421 COLUMBUS AVE WACO	TEX.76701	7	8	0	0	0	1	0
EOAC 1101 WASHINGTON WACO	TEX.76701	7	2	1	1	2	0	27
INNER CITY MINISTRY 821 SPERGHT AVE WACO	TEX.76706	8	8	2	0	0	4	0
METHODIST HOME 1111 HERRING AVE WACO	TEX.76708	8	8	10	5	3	10	9
MH-MR CENTER 1401 N 18TH ST WACO	TEX.76703	8	7	2	9	0	0	57
SALVATION ARMY 500 S 4TH ST WACO	TEX.76706	5	8	2	0	1	0	0
VETERENS HOSP								

11 HEART OF TEXAS COUNCIL OF GOVERNMENTS

WACO	TEX.76711	7	8	8	2	3	19	0
WACO POLICE COMM RELATIONS P.O. BOX 1370 WACO	TEX.76701	7	1	0	1	0	0	0
WACO TRANSIT SYSTEM 421 COLUMBUS AVE WACO	TEX.76701	2	1	0	0	20	0	0
YMCA 1115 COLUMBUS AVE WACO	TEX.76702	8	1	1	0	2	0	5

12 CAPITAL AREA PLANNING COUNCIL

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
CAMP LONGHORN INKS LAKE								
CAMP LONGHORN								
BURNET	TEX.78611	9	3	4	1	2	0	0
CLEMENTS FUNERAL HOME								
306 E POLK								
BURNET	TEX.78611	5	1	0	0	0	3	0
EDGAR FUNERAL HOME								
109 N MAIN								
BURNET	TEX.78611	5	1	0	0	0	2	0
NATL FISH HATCHERY DEPT OF INT								
RT 2								
BURNET	TEX.78611	10	3	0	1	0	0	0
RABBIT HILL CHILDREN'S CENTER								
GEORGETOWN	TEX.78626	6	9	1	0	0	0	0
WILLIAMSON CO. AMBULANCE SERV.								
P. O. BOX 506								
GEORGETOWN	TEX.78626	5	1	1	0	0	6	0
HELMUTH DROEMER CONST CO								
P O BOX 210								
GIDDINGS	TEX.78942	9	9	0	0	0	6	0
VOLUNTEER AMB SERVICE								
GEN DEL								
JOHNSONCITY	TEX.78636	5	1	1	0	0	1	0
COUNTRY COTTAGE								
6909 MCNEIL								
JOLLYVILLE	TEX.78664	9	1	0	1	0	0	0

RABBIT HILL CHILDREN CENTER RT. 1 BOX 114B LEANDER	TEX.78641	6	3	0	0	1	0	0
LLANO CO AMB SERVICE 200 WEST OLLIE LLANO	TEX.78643	5	1	1	0	0	2	0
ABELS TAXI 1207 NORTH PECOS LOCKHART	TEX.78644	4	1	1	0	0	0	0
CITY CAB P.O. BOX 73 LOCKHART	TEX.78644	4	1	1	0	0	0	0
HERNANDEZ TAXI PECOS ST LOCKHART	TEX.78644	4	1	1	0	0	0	0
LOCKHART EMG MED SERVICE 201 W MARKET ST LOCKHART	TEX.78644	5	1	1	0	0	2	0
LULING AMB SERVICE LULING	TEX.78648	5	1	0	0	0	2	0
DOUBLECREEK FARM P. O. BOX 261 ROUND ROCK	TEX.78664	6	3	1	2	0	0	0
BASTROP COMMUNITY ACTION P O BOX 753 SMITHVILLE	TEX.78957	7	8	3	0	0	3	5

12 CAPITAL AREA PLANNING COUNCIL -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
METROPOLITAN								
AIRLINE TAXI 101 E. 7TH ST. AUSTIN	TEX.78767	4	1	1	0	0	0	0
AUSTIN BOWL-O-RAMA INC 517 S. LAMAR AUSTIN	TEX.78704	9	1	0	0	2	0	0
AUSTIN PARKS & REC. DEPT. P. O. BOX 1088 AUSTIN	TEX.78767	10	8	0	0	4	0	1
AUSTIN STATE SCHOOL I.S.D. P. O. BOX 1269 AUSTIN	TEX.78767	7	8	8	3	2	0	0
AUSTIN TRANSIT CORP. 1315 WEST 5TH ST. AUSTIN	TEX.78703	2	1	3	2	45	0	0
EMERGENCY MEDICAL SERV. DEPT. P. O. BOX 1088 AUSTIN	TEX.78767	5	1	0	0	0	1	0
HARLEM CAB CO. 1129 1/2 E. 11TH AUSTIN	TEX.78702	4	1	38	0	0	0	0
ROY'S TAXI 90 E. AVE. AUSTIN	TEX.78701	4	1	30	0	0	0	0
SHOAL CREEK HOSPITAL 3501 MILLS AVE. AUSTIN	TEX.78703	9	9	0	0	1	0	0

12 CAPITAL AREA PLANNING COUNCIL

THE SETTLEMENT CLUB HOME 1600 PEYTON GIN RD. AUSTIN	TEX.78767	8	3	0	0	1	0	9
TRANSPORTATION ENTERPRISES INC BOX 1561 AUSTIN	TEX.78767	1	3	8	9	222	0	0
YELLOW CHECKER CAB CO. 509 EAST 5TH ST. AUSTIN	TEX.78701	4	1	40	0	0	0	0
GARY JOB CORPS CEN TRANS OFF BOX 967 SAN MARCOS	TEX.78666	8	3	22	2	22	3	0
HAYS MEMORIAL HOSPITAL HAYS MEMORIAL HOSPITAL SAN MARCOS	TEX.78666	5	1	0	0	0	3	0
SCHEIB OPPORTUNITY CENTER 717 GEORGIA SAN MARCOS	TEX.78666	7	7	0	1	0	0	0

13 BRAZOS VALLEY DEVELOPMENT COUNCIL

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BRAZOS VALLEY CAA 308 W. 28TH STREET BRYAN	TEX.77801	7	8	0	6	0	0	0
HARTFIELD FUNERAL HOME 110 SECOND ST HEARNE	TEX.77859	5	1	0	0	0	2	0
GRIMES MEMORIAL HOSPITAL 210 S JUDSON NAVASOTA	TEX.77868	5	1	0	0	0	3	0
METROPOLITAN								
BOYS CLUB OF BRYAN 900 W 25TH BRYAN	TEX.77801	8	3	1	0	1	0	0
BRAZOS COUNTY COMM COUNCIL 309 VARISCO BRYAN	TEX.77801	8	2	15	0	0	0	0
DOWNTOWN CAB CO 705 E 22ND BRYAN	TEX.77801	4	1	1	0	0	0	0
FAIRCHILD TAXI CO 408 W 19TH BRYAN	TEX.77801	4	1	1	0	0	0	0
FRIENDLY CAB SERVICE 519 N BRYAN BRYAN	TEX.77801	4	1	2	0	0	0	0

13 BRAZOS VALLEY DEVELOPMENT COUNCIL

METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
GIRLS CLUB OF BRAZOS COUNTY 306 W 24TH ST. BRYAN	TEX.77801	7	3	0	1	0	0	0
RSVP VOLUNTEER 310 VARISCO BRYAN	TEX.77801	7	1	100	0	0	0	2
UNITED SAFE-T-WAY DIAMOND TAXI 1720 FOUNTAIN AVE BRYAN	TEX.77801	4	1	8	0	0	0	0
AGGIELAND INN 1502 S TEXAS AVE COLLEGE STATION	TEX.77840	4	1	1	0	0	0	0
HOLIDAY INN 1503 S TEXAS AVE COLLEGE STATION	TEX.77840	4	1	1	0	0	0	2

14 DEEP EAST TEXAS COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
HALEWAY HSE QUICKSAND VILLAGE P.O. BOX 182 BON WIER	TEX.75928	8	9	1	0	0	0	0
TRI-COUNTY CAP 322 SHELBYVILLE CENTER	TEX.75935	7	8	0	0	0	0	10
SAN JACINTO MINI-BUS PROJECT COURTHOUSE SQUARE COLDSPRINGS	TEX.77331	8	2	0	1	0	0	0
HOUSTON COUNTY CHILD INC. BOX 47 CROCKETT	TEX.75835	8	4	0	0	0	1	0
N C SIMMONDS BUS LINE 202 RHONE DIBOLL	TEX.75941	8	8	0	0	2	0	0
SABINE AMBULANCE HWY. 184 HEMPHILL	TEX.75966	5	1	0	0	0	2	0
SABINE CO MINI-BUS PROJECT OLD BANK BLDG HEMPHILL	TEX.75948	7	8	0	0	0	0	2
DEPARTMENT OF PUBLIC WELFARE P.O. BOX 180 JASPER	TEX.75951	7	1	2	0	0	0	0
POLK CO CHILD DEVELOPMENT CNTR 917 W CHURCH ST LIVINGSTON	TEX.77351	10	4	0	1	0	1	2
POLK CO. DEPT. OF HUMAN DEV 208 CHURCH ST. ROOM 6 LIVINGSTON	TEX.77851	7	2	0	1	0	0	0
BROWNIES CAB 216 N FIRST LUFKIN	TEX.75901	4	8	9	0	0	0	0

LUFKIN WKSHOP & OPPT CTR INC P O BOX 1237 LUFKIN	TEX.75901	8	1	1	0	0	1	1
MH MR P O BOX 672 LUFKIN	TEX.75901	7	7	-1	-1	-1	-1	-1
DEPT OF PUBLIC WELFARE BOX 767 NACOGDOCHES	TEX.75961	7	8	2	0	0	9	0
NACOGDOCHES TREATMENT CENTER 119 HUGHES NACOGDOCHES	TEX.75961	8	8	0	1	0	0	0
PHYSICAL PLANT P.O. BOX 3031 SFA STATION NACOGDOCHES	TEX.75961	7	9	8	1	9	0	100
PROJECT IMAGINE 2806 APPLEBY ST. NACOGDOCHES	TEX.75961	7	8	-1	-1	-1	-1	-1
NEWTON CO. HOSPITAL NEWTON	TEX.75966	5	1	1	0	0	0	6
EDWARDS FUNERAL HOME 113 W HOLLY WOODVILLE	TEX.75979	5	1	0	0	0	3	0
TYLER CO FUNERAL HOME 210 SWEET GUM DR WOODVILLE	TEX.75979	5	1	2	0	0	2	1
TYLER CO MINI-BUS PROGRAM 1006 W BLUFF WOODVILLE	TEX.75979	7	8	0	1	0	0	0

15 SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

NON-METROPOLITAN	SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
METROPOLITAN							
A W SCHLESINGER GERIATRIC CNT 4195 MILAM BEAUMON TEX.77707	8	2	1	0	0	0	4
BEAUMONT CONVALESCENT CTN 1175 DENTON DR BEAUMONT TEX.77707	5	2	1	1	0	0	0
BUSY BEE TAXI 655 FORSYTHE BEAUMONT TEX.77701	4	1	5	0	0	0	0
CITY OF BEAUMONT P.O. BOX 3827 BEAUMONT TEX.77704	2	1	0	0	25	0	0
JEFFERSON COUNTY 1149 PEARL BEAUMONT TEX. 0	5	4	0	7	0	0	0
REWARD SHELTERED WORKSHOP SYS 655 S. 8TH ST BEAUMONT TEX.77701	7	7	3	7	3	0	0
SR CITIZENS ASSOC OF BEAUMONT 650 MAIN BEAUMONT TEX.77701	5	2	0	1	0	0	0
WEST END YMCA P O BOX 7525 BEAUMONT TEX.77706	11	1	0	0	1	0	0
ORANGE CO TRANSPORTATION DEPT 20TH & BURTON ORANGE TEX.77630	10	2	0	4	0	0	1

15 SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

ORANGE CO.COUNCIL-ALCOHOLISM P.O. BOX 635 ORANGE	TEX.77630	8	1	1	0	0	0	1
ACE TAXI CO 217 PROCTER ST PORT ARTHUR	TEX.77640	6	1	4	0	0	0	0
GULF OIL CORP P O BOX 701 PORT ARTHUR	TEX.77640	9	9	0	2	7	0	0
HUGHEN SCHOOL FOR CRIPPLED CLD 3620 28TH ST PORT ARTHUR	TEX.77640	8	8	1	0	1	0	0
YMCA 1308 9TH AVE PORT ARTHUR	TEX.77640	8	1	0	0	1	0	0
COURTESY CAB SERVICE 320 KIRBY STREET SILSBEE	TEX.77656	4	1	4	0	0	0	0
FARMER FUNERAL HOME 410 NORTH FOURTH STREET SILSBEE	TEX.77656	9	1	0	0	0	3	0

16 HOUSTON-GALVESTON AREA COUNCIL

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
ANAHUAC EMERGENCY CORPS								
P.O. BOX 310								
ANAHUAC	TEX.77514	5	1	1	0	0	0	0
COLORADO CO. SER. TO SEN. CITZ								
P.O. BOX 387								
COLUMBU.	TEX.78934	7	2	14	0	0	0	0
CITY CAB								
412 FORESTER								
EL CAMPO	TEX.77437	4	1	1	0	0	0	0
QUINN TRUCKING & TAXI SERVICE								
416 E. JACKSON								
EL CAMPO	TEX.77437	4	1	2	0	0	0	0
BEAUMONT HUMAN DEV. CENTER								
P.O. BOX 196								
HANKAMER	TEX.77560	7	8	0	0	0	0	3
YELLOW CAB CORP								
1200 14TH ST								
HUNTSVILLE	TEX.77340	4	1	5	0	0	0	0
AUSTIN COUNTY LIBRARY								
201 ATCHISON								
SEALY	TEX.77474	7	8	0	1	0	0	2
YELLOW CAB CO.								
431 W. MILAM								
WHARTON	TEX.77488	4	1	3	0	0	0	0
STOWELL VOL FIRE DEPT.								
WINNIE	TEX.77665	5	1	1	0	0	1	0
METROPOLITAN								
PINE COTTAGE DAY CARE CENTER								
1510 DEATS RD								
DICKINSON	TEX.77539	9	3	0	0	0	1	0

16 HOUSTON-GALVESTON AREA COUNCIL

BOYS CLUB OF GALVESTON INC P O BOX 1268 GALVESTON	TEX.77550	11	8	1	0	1	0	0
GALVESTON TRANSIT CO P O BOX 418 GALVESTON	TEX.77550	1	1	0	0	1	0	0
YMCA 2222L GALVESTON	TEX.77550	8	3	0	1	1	0	2
TWIN OAKS DAY CARE STUDENT CTR 1101 OAK LA MARQUE	TEX.77568	9	3	1	1	1	0	0
TEXAS BUS LINES P O BOX 482 LEAGUE CITY	TEX.77573	1	1	0	0	24	0	0
G C DRUM AND BUGLE CORP 1408 20TH AVE N TEXAS CITY	TEX.77590	11	9	0	0	1	0	0
ECONO CAB CO. 109 ISSACKS ST. CLEVELAND	TEX.77327	4	1	2	0	0	0	0
HOUSTON MODEL CITIES DEPT RM 1930 1 ALLEN CTR 500 DAM HOUSTON	TEX.77002	7	8	5	3	5	0	0
HOUTRAN 1212 MAIN HOUSTON	TEX.77002	2	1	0	0	396	0	0
LIMOUSINE SERVICE INTL INC 405 BREMOND HOUSTON	TEX.77006	9	1	26	1	0	1	0
LIMOUSINES INC 333 COLUMBIA HOUSTON	TEX.77007	4	1	5	0	0	0	0
LONE STAR TAXI CO 2119 JENSON DR HOUSTON	TEX.77006	4	1	72	0	0	0	0

SOUTHWEST LIMOUSINE SERVICE 5 GREENWAY PLAZA E B 140 HOUSTON	TEX.77046	4	1	6	0	0	2	0
SQUARE DEAL CAB CO 2609 DOWLING HOUSTON	TEX.77004	4	1	36	0	0	0	0
SUBURBAN BUS LINES 5803 QUEENSGATE HOUSTON	TEX.77066	1	1	0	0	3	0	0
YELLOW CAB CO LINE 1406 HAYS ST HOUSTON	TEX.77009	4	1	587	4	0	0	0
YEPPEZ GABRIEL 7122 APACHE HOUSTON	TEX.77028	6	3	0	0	6	0	0
ALLISON FUNERAL SERVICE P.O. BOX 149 LIBERTY	TEX.77575	5	1	-1	-1	-1	-1	-1
LIBERTY CO. PROJECT FOR AGING P O BOX 1229 LIBERTY	TEX.77575	7	2	0	0	0	0	12
PASADENA TAXI CO INC P.O. BOX 26634 PASADENA	TEX.77207	1	1	16	0	0	0	0
NORTH TRANSIT CO 26307 OAK RIDGE DR SPRING	TEX.77373	1	1	0	0	1	0	0
BOYS COUNTRY BOX 65 WALLER	TEX.77484	8	3	1	1	1	1	0
JAMES DAVLIN TAXI P O BOX 773 CLUTE	TEX.77531	4	1	1	0	0	0	0
BRAZ CO WORK ACTIVITY CENTER RT 1 FREEPORT	TEX.77541	8	8	0	2	0	0	0

AIR COACH P O BOX 60201 HOUSTON	TEX.77205	1	1	2	2	15	0	0
AMERICAN CANCER SOCIETY 1102 AUTREY HOUSTON	TEX.77006	8	9	0	0	0	45	0
AMERICAN RED CROSS & BRANCHES 2006 SMITH HOUSTON	TEX.77002	8	1	6	0	0	0	0
BROWN EARNESTEAN 7403 CAMWAY HOUSTON	TEX.77028	3	1	0	0	3	0	0
CANFIELD C R 5402 HERON HOUSTON	TEX.77033	1	8	0	0	6	0	0
CELEBRITY LIMOUSINE 2142 JEAN HOUSTON	TEX.77023	1	1	0	0	1	1	0
DAY CARE ASSOC & BRANCHES 5005 FANNIN HOUSTON	TEX.77004	8	8	0	0	23	48	0
DONNELLY BONNIE M 16234 LUTHE LN RT 7 HOUSTON	TEX.77016	1	3	0	0	4	0	0
FISH ORGANIZATION & BRANCHES 3317 MONTROSE ALL STS CH HOUSTON	TEX.77006	8	8	-1	-1	-1	-1	-1
GOODMAN BERNARD 5810 SCHUMACHER HOUSTON	TEX.77027	1	3	0	0	11	0	0
GOODWILL INDUSTRIES - HOUSTON 5200 JENSEN DRIVE HOUSTON	TEX.77026	11	1	4	2	0	0	10

GRAY LINE TOURS OF HOUSTON 101 MAIN HOUSTON	TEX.77002	9	1	0	1	6	0	0
HARRIS CO SR CITIZENS PROJECT 301 SAN JACINTO HOUSTON	TEX.77002	7	8	3	11	0	0	6
HARRIS CO. DEPT.OF SOC. SERV. 1225 ELDER HOUSTON	TEX.77007	5	8	11	0	0	0	0
HARRIS CO. HOSPITAL DISTRICT 11018 ELDER HOUSTON	TEX. 0	8	1	7	0	0	9	0
HARRIS COUNTY CAA 6300 BOWLING GREEN HOUSTON	TEX.77021	7	8	6	2	6	0	0

17 GOLDEN CRESCENT COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
ADULT SCOUTER COMM. TROUP 242 BSA P.O. BOX 583 CUERO	TEX.77954	10	3	0	0	1	0	0
BOY SCOUT TROOP 243 P.O. BOX 642 CUERO	TEX.77954	11	3	0	0	1	0	0
STAFFORD TAXI SERVICE 614 E. MAIN EDNA	TEX.77957	4	1	1	0	0	0	0
CITY CAB CO. 1202 ST ANDREW GONZALES	TEX.78629	4	1	2	0	0	0	0
GONZALES CAB CO. 301A ST GEORGE GONZALES	TEX.78629	4	1	2	0	0	0	0
GONZALES WARM SPGS. FOUNDATION P.O. BOX 58 GONZALES	TEX.78629	8	6	1	1	1	0	0
TEXAS CAB CO. 117 REID GONZALES	TEX.78629	4	1	2	0	0	0	0
CEN. BAPTIST CH. DAY CARE CEN. 905 N. CAMERON VICTORIA	TEX.77901	11	1	0	0	0	0	1
CHILDREN SERVICES OF VICTORIA 101 N. BRIDGE VICTORIA	TEX.77901	7	4	1	0	0	0	11
DEPT. OF COMMUNITY AFFAIRS 105 W. JUAN LINN VICTORIA	TEX.77901	7	8	0	0	0	0	2

GOLDEN CRESCENT COUNCIL GOVT.								
P.O. BOX 1758								
VICTORIA	TEX.77901	10	2	0	3	0	0	0
HOLIDAY INN								
2705 HOUSTON HWY.								
VICTORIA	TEX.77901	9	1	1	0	0	0	0
THE SALVATION ARMY								
607 S. WHEELER								
VICTORIA	TEX.77901	8	1	1	0	1	0	1
VICTORIA CHRISTIAN SERV. ASSN.								
3604 N. BEN JORDAN								
VICTORIA	TEX.77901	11	3	0	1	0	0	1
VICTORIA TOURIST CENTER								
P.O. BOX 2465								
VICTORIA	TEX.77901	11	9	0	0	1	0	0
BLUEBONNET YOUTH RANCH								
P.O. BOX 90								
YOAKUM	TEX.77995	8	3	1	0	0	0	0

18 ALAMO AREA COUNCIL OF GOVERNMENTS

NON-METROPOLITAN	SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BANDERA CO. EMERGENCY SERVICE BANDERA CO. COURTHOUSE BANDERA TEX.78003	5	1	0	0	0	1	0
KENDALL CO. EMERGENCY SERVICE KENDALL CO. COURTHOUSE BOERNE TEX.78004	5	1	0	0	0	3	0
MEDINA CO. EMERGENCY SERVICE CASTROVILLE CASTROVILLE TEX.78009	5	1	0	0	0	4	0
MEDINA CO. EMERGENCY SERVICE CITY OFFICES DEVINE TEX.78016	5	1	0	0	0	2	0
ECO. OPPORTUNITY DEV. CORP. P.O. BOX 42 DILLEY TEX.78017	7	2	0	1	0	0	5
WILSON CO. EMERGENCY SERVICE 1301 HOSPITAL BLVD. FLORESVILLE TEX. 0	11	1	0	0	0	4	0
DEPT OF PUBLIC WELFARE P O BOX 353 FREDERICKSBURG TEX.78624	10	2	1	0	0	0	2
GILLESPIE CO AMBULANCE SERV P O BOX 835 FREDERICKSBURG TEX.78624	5	1	0	0	0	3	0
YELLOW CAB 323 W MAIN FREDERICKSBURG TEX.78624	4	1	2	0	0	0	0
COLONIAL HILLS NURSING HOME P.O. BOX 306 KARNES /CITY TEX.78118	9	2	0	0	1	0	0

COMMUNITY COUNCIL SO CENT TEX KARNES COUNTY COURT HOUSE KARNES CITY	TEX.78118	7	2	0	1	0	0	0
PAINTER BUS LINES, INC. P.O. BOX 712 KERRVILLE	TEX. 0	9	1	0	0	0	7	0
THE DIETERT CLAIM 617 JEFFERSON ST. KERRVILLE	TEX. 0	11	2	3	0	0	0	6
FRIO COUNTY EMERGENCY SERVICE FRIO CO. SHERIFFS OFFICE PEARSALL	TEX.78061	5	1	0	0	0	2	0
ATASCOSA CO. EMERGENCY SERVICE P.O. BOX 156 POTEET	TEX.78065	5	1	0	0	0	4	0
WILSON CO. EMERGENCY SERVICE STOCKDALE LEATHER GOODS STOCKDALE	TEX. 0	7	1	1	0	0	1	0
LBJ NATIONAL HISTORIC SITE STONEWALL	TEX.78671	7	1	7	0	1	0	0

18 ALAMO AREA COUNCIL OF GOVERNMENTS -CONTINUED.

			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
METROPOLITAN									
COMMUNITY COUNCIL S. CEN. TEX.									
P.O. BOX 230									
NEW BRAUNFELS	TEX.	0	7	8	10	0	0	0	0
BELL TAXI CO., INC.									
1010 W. LAUREL									
SAN ANTONIO	TEX.	0	4	1	16	0	0	0	0
BOY SCOUTS OF AMERICA GUESTERS									
6614 CARRIE LN									
SAN ANTONIO	TEX.	78218	11	9	0	0	3	0	0
CHAPARRAL TRANSPORTATION SERV.									
8626 TESORO DRIVE									
SAN ANTONIO	TEX.	0	4	1	25	7	0	0	0
CHECKER CAB CO.									
1010 W. LAUREL									
SAN ANTONIO	TEX.	0	4	9	67	0	0	0	0
GOOD SAMARITAN CENTER									
1600 SALTILLO ST									
SAN ANTONIO	TEX.	78207	8	4	0	1	1	0	9
GOODWILL INDUSTRIES									
P.O. BOX 21340									
SAN ANTONIO	TEX.	78221	11	8	2	7	2	0	3
HOUSE OF NEIGHBORLY SERVICE									
407 N. CALAVERAS ST.									
SAN ANTONIO	TEX.	78207	8	1	0	1	1	0	2

JEWISH COMMUNITY CENTER 103 W RAMPART DR SAN ANTONIO TEX.78216	8	9	0	0	1	0	4
KENWOOD COMMUNITY CENTER 3510 N. MAIN SAN ANTONIO TEX.78212	8	8	0	1	0	0	2
KERRVILLE BUS CO. 500 N. ST. MARY'S SAN ANTONIO TEX. 0	9	1	0	0	0	70	0
MADONNA NEIGHBORHOOD CENTER 1906 CASTROVILLE RD. SAN ANTONIO TEX.78237	8	8	1	2	0	0	1
MEX BAPTIST CHILDRENS HOME 7404 HWY 90 WEST SAN ANTONIO TEX.78227	5	9	12	0	2	3	0
RED BALL CAB CO. 315 W. JONES SAN ANTONIO TEX. 0	4	1	33	0	0	0	0
SALVATION ARMY HOME FOR GIRLS 519 PEACOCK SAN ANTONIO TEX.78201	8	3	1	1	0	0	0
SAN ANTONIO TRANSIT SYSTEM 800 W. MYRTLE SAN ANTONIO TEX. 0	2	1	0	0	263	0	0
SAN ANTONIO FIRE DEPT. 801 E. HOUSTON SAN ANTONIO TEX. 0	5	1	0	0	0	24	0

18 ALAMO AREA COUNCIL OF GOVERNMENTS -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
SAN ANTONIO OFFICE ON AGING CITY HALL - MILITARY PLAZA SAN ANTONIO	TEX.78205	7	2	6	25	38	0	9
Y M C A 435 E SUNSHINE DR SAN ANTONIO	TEX.78228	8	3	0	0	2	0	3
YELLOW CAB CO. 1500 HOEFGEN SAN ANTONIO	TEX. 0	4	9	76	0	0	0	0
YOUTH SERVICES PROJECT P.O. BOX 9066 SAN ANTONIO	TEX.78285	7	3	0	0	0	0	30
GUADALUPE CO. EMERGENCY SERV. 110 E. ELM SEGUIN	TEX.78155	7	1	0	0	0	4	0
SEGUIN BOYS CLUB 624 ZORN ST. SEGUIN	TEX. 0	10	3	0	0	1	0	0
SEGUIN TAXI SERVICE P.O. BOX 1122 SEGUIN	TEX. 0	4	1	6	0	0	0	0

19 SOUTH TEXAS DEVELOPMENT COUNCIL

NON-METROPOLITAN			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
JIM HOGG CO. WELFARE DEPT. 102 E. TILLEY HEBBRONVILLE	TEX.	0	5	8	5	0	0	0	0
TRANSPORTATION COMMITTEE 310 W. DRAPER HEBBRONVILLE	TEX.	0	7	3	0	0	1	0	0
COMMUNITY ACTION COUNCIL P.O. DRAWER S RIO GRANDE CITY	TEX.	0	10	8	0	9	0	0	0

METROPOLITAN									
A-1 TAXI 1007 FARRAGUT LAREDO	TEX.	78040	4	1	5	0	0	0	0
C.A.A. MEDICAL TRANS. PROGRAM 2600 CEDAR LAREDO	TEX.	78040	10	8	0	2	0	0	0
C.A.A. NEIGHBOR. SERV. PROGRAM 2600 CEDAR LAREDO	TEX.	78040	7	4	0	0	1	0	0
CHECKER TAXI 1220 HOUSTON LAREDO	TEX.	0	4	1	8	0	0	0	0
CHORE SERVICES PROGRAM P.O. BOX 1276 LAREDO	TEX.	78040	5	8	0	1	0	0	2
D & A TAXI 711 1/2 SAN BERNARDO LAREDO	TEX.	0	4	4	3	0	0	0	0
DAY CARE PROGRAM P.O. BOX 1276 LAREDO	TEX.	78040	7	4	0	2	0	0	0

19 SOUTH TEXAS DEVELOPMENT COUNCIL -CONTINUED.

FLECHA ROJA 1020 WASHINGTON LAREDO	TEX.78040	1	1	0	0	136	0	0
HEALTH ASSISTANCE PROGRAM 2600 CEDAR LAREDO	TEX.78040	7	4	0	1	0	0	0
LAREDO TRANSPORTATION CO. 911 HIDALGO LAREDO	TEX.78040	2	1	1	0	35	0	0
LAREDO-WEBB CO. DAY CARE PRGM. 2600 CEDAR LAREDO	TEX.78040	7	4	0	3	0	0	5
ROCHA TAXI 801 SAN BERNARDO LAREDO	TEX.78040	4	1	1	0	0	0	0
RUTHE B. COWL REHAB. CENTER 1220 MALINCHE LAREDO	TEX.78040	8	8	1	0	0	2	1
TEXAS MIGRANT COUNCIL P.O. BOX 917 LAREDO	TEX.78040	8	5	0	20	3	0	0
TRANSPORTACIONES HISPANAS 2020 SANTA URSULA LAREDO	TEX.78040	3	1	0	9	0	0	0
VETERANS TAXI 1820 SALINAS AVE. LAREDO	TEX. 0	4	1	1	0	0	0	0

20 COASTAL BEND COUNCIL OF GOVERNMENTS

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
ALICE BOYS CLUB P.O. BOX 11 ALICE	TEX.78332	8	4	6	0	0	0	0
COMM ACTION CORP OF SOUTH TEX. P.O. DRAWER 1820 ALICE	TEX.78332	7	8	-1	-1	-1	-1	-1
HUB CITY TAXI CO. 208 S REYNOLDS STREET ALICE	TEX.78332	10	1	3	0	0	0	0
RETAMA MANOR NURSING HOME 606 COYOTE STREET ALICE	TEX.78332	6	2	1	0	0	0	0
MR. & MRS. GABINO HERNANDEZ ARMSTRONG	TEX. 0	7	3	1	1	0	0	0
ARROW CAB 312 N ST MARYS BEEVILLE	TEX.78102	4	1	5	0	0	0	0
BEEVILLE ADULT ACT CENTER 300 E DOC BEEVILLE	TEX.78102	7	8	0	1	0	0	0
COMMUNITY COUNCIL OF BEE CO. 114 W. CORPUS CHRISTI ST. BEEVILLE	TEX.78102	7	8	0	7	2	0	1
SOUTH TEX CHILDRENS HOME P.O. BOX 121 BEEVILLE	TEX.78102	11	9	6	4	5	1	0
SENIOR COMM SERVICES LIVE OAK CO. COURTHOUSE GEORGE WEST	TEX.78022	7	1	1	0	0	0	0
BOYS CLUB OF KINGSVILLE INC 220 W YOAKUM KINGSVILLE	TEX.78363	8	8	0	1	1	0	0
CALVARY BAPTIST CHURCH 1500CEASAR BOX 2 KINGSVILLE	TEX.78363	8	3	0	0	3	0	0

ST MARTIN MUGUALISEAS 502 E ELLA KINGSVILLE	TEX.78363	8	8	1	0	0	0	0
PREMONT NURSING HOME DRAWER G PREMONT	TEX.78375	5	8	2	0	0	0	0
CITY CAB COMPANY 400 E KING REFUGIO	TEX.78377	4	1	1	0	0	0	0
ARRON TAXI 1011 E. MARKET ROCKPORT	TEX. 0	4	1	1	0	0	0	0

METROPOLITAN

CITY TAXI P.O. BOX 475 ARANSASPASS	TEX.78336	4	1	5	0	0	0	0
KOKIES KAB COMPANY P.O. BOX 511 ARANSASPASS	TEX.78336	4	1	4	0	0	0	0
YELLOW CAB COMPANY 701 N RYAN ARANSASPASS	TEX.78336	4	1	4	0	0	0	0
AIRPORT LIMOUSINE SERVICE P.O. BOX 471 CORPUS CHRISTI	TEX.78403	4	1	6	0	0	0	0
AMERICAN G I FORUM TRUST 1521 S PORT CORPUS CHRISTI	TEX.78405	8	8	0	0	1	0	0
AYERS BOWLING LANES INC 3211 AYERS ST CORPUS CHRISTI	TEX.78415	6	3	0	0	1	0	0
CITY OF CORPUS TRANSIT SYSTEM 1024 SAM RANKIN CORPUS CHRISTI	TEX. 0	2	1	0	0	46	0	0

GULF BOWL								
3211 S PADRE ISLAND								
CORPUS CHRISTI	TEX.78415	6	3	0	0	1	0	0
INCARNATE WORLD ACADEMY								
2910 S ALAMEDA								
CORPUS CHRISTI	TEX.78404	8	3	0	0	1	0	0
NEIGHBORHOOD CENTERS OF CC INC								
614 HORNE ROAD								
CORPUS CHRISTI	TEX.78416	8	4	0	1	1	0	0
SENIOR COMM. SERVICES								
P.O.BOX 9277								
CORPUS CHRISTI	TEX.78408	-1	-1	0	11	0	0	12
STAR CAB CO.								
1312 N. STAPLES								
CORPUS CHRISTI	TEX.78403	11	1	-1	-1	-1	-1	-1
THE SALVATION ARMY								
1502 LIPAN								
CORPUS CHRISTI	TEX.78408	8	8	3	0	1	0	0
WESLEY COMM. CENTER								
P.O. BOX 586								
ROBSTOWN	TEX.78380	8	7	0	0	0	1	0
BELL TAXI								
737 W MARKET								
SINTON	TEX.78387	4	1	1	0	0	0	0
LEOS CAB SERVICE								
512 S SODVILLE ST								
SINTON	TEX.78387	4	1	2	0	0	0	0
PABLO CASIANO TAXI								
109 E VERBINA ST								
TAFT	TEX.78390	4	1	1	0	0	0	0

21 LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL

NON-METROPOLITAN			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
SE CLINICA FAMILIAR 613 W. FILMORE HARLINGEN	TEX.	78550	8	4	0	2	0	0	5
SU CLINICA FAMILIAR 152 S. 6TH RAYMONDVILLE	TEX.	0	8	8	0	2	0	0	5
METROPOLITAN									
BROWNSVILLE TRANS. CO. 305 W. ST. CHARLES BROWNSVILLE	TEX.	0	1	1	0	0	12	0	0
CANTU TAXI 1038 E. WASHINGTON BROWNSVILLE	TEX.	0	4	1	1	0	0	0	0
CIRPIANO TAXI BROWNSVILLE	TEX.	0	4	1	12	0	0	0	0
GRAY LINE TAXI 1301 LOS EBANOS BROWNSVILLE	TEX.	0	9	1	0	5	0	0	0
LONE STAR TAXI 1100 BLK. ON WASHINGTON BROWNSVILLE	TEX.	0	4	1	1	0	0	0	0
MEZA TAXI CO. (ROBERTO GARCIA) 1210 E. ADAMS BROWNSVILLE	TEX.	0	4	1	1	0	0	0	0
BOYS CLUB OF HARLINGEN 606 W. HARRISON HARLINGEN	TEX.	0	8	3	0	0	1	0	0
VALLEY TRANSIT CO., INC. 219 NORTH A HARLINGEN	TEX.	0	1	1	0	0	46	0	0

VOLUNTEER BORDER RELIEF P.O. BOX 981 HARLINGEN	TEX.78550	11	6	0	0	1	3	0
CHARRO TAXI SOUTH SHORE DRIVE PORT ISBEL	TEX. 0	4	1	2	0	0	0	0
ISRAEL'S CAB 193 E. STENGER SAN BENITO	TEX. 0	4	1	1	0	0	0	0
SOTO CAB 149 W. STENGER SAN BENITO	TEX. 0	4	1	2	0	0	0	0
B.S.A. RT 1 BOX 187 DONNA	TEX.78537	8	9	0	0	1	0	0
GREGARIO CASTRO TAXI 304 S. 11TH DONNA	TEX.78537	4	1	1	0	0	0	0
IGNACIO ORTIZ TAXI 101 W. HWY. 83 DONNA	TEX.78537	4	1	1	0	0	0	0
BILINGUAL CHILD PROGRAM ACCEDC 1304 S. 25TH ST. EDINBURG	TEX.78539	7	8	0	0	1	0	0
CDA HUMAN RESOURCES ACCEDC 1304 S. 25TH ST. EDINBURG	TEX.78539	7	8	0	0	0	2	7
CETA 303 VOC. SCH. OF ACCEDC 1304 S. 25TH ST. EDINBURG	TEX.78539	7	8	0	0	0	15	0
CHILD DEV. PROGM. OF ACCEDC 1304 S. 25TH ST. EDINBURG	TEX.78539	7	8	51	0	0	0	3
CHORE PROGRAM ACCEDC 1304 S. 25TH ST. EDINBURG	TEX.78539	7	8	0	0	0	0	21
HUMAN RESOURCES CENTER ACCEDA 1304 S. 25TH ST. EDINBURG	TEX.78539	5	1	8	5	0	0	26

RET. SERV. VOL. PROGRAM ACCEDC 1304 S. 25TH ST. EDINBURG	TEX.78539	7	2	1	0	0	0	2
VALLEY CAB CO. 208 E. LOEB EDINBURG	TEX.78539	4	1	3	0	0	0	0
IGNACIO CAZARES TAXI BOX 974 HIDALGO	TEX.78557	4	1	3	0	0	0	0
PABLINO PALMA TAXI P.O. BOX 1279 HIDALGO	TEX.78557	5	1	0	0	0	0	0
DE ANDA'S TAXI 306 S. 17TH ST. MCALLEN	TEX.78501	4	1	1	0	0	0	0
LIFE MATTERS 1102 HACKBERRY MCALLEN	TEX.78501	5	8	1	0	0	0	0
CENTRAL TAXI 105 CONWAY MISSION	TEX.78572	4	1	1	0	0	0	0
CENTRAL TAXI 801 CONWAY MISSION	TEX.78572	4	1	1	0	0	0	0
AMIGOS DEL VALLE 1011 W KELLY PHARR	TEX. 0	8	2	0	0	10	0	20
COLONIAS DEL VALLE, INC. P.O. BOX 907 SAN JUAN	TEX.78589	8	3	0	2	0	0	0
GONZALEZ TAXI 233 E. 4TH ST. SAN JUAN	TEX.78589	4	1	1	0	0	0	0
ORTIZ TAXI 107 E. 3RD ST. WESLACO	TEX.78596	4	1	3	0	0	0	0

22 TEXOMA REGIONAL PLANNING COMMISSION

NON-METROPOLITAN			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BONHAM TAXI 519 N. CENTER BONHAM	TEX.	0	4	1	2	0	0	0	0
DEPT. OF PUBLIC WELFARE BONHAM	TEX.	0	10	9	0	0	0	0	0
MINI-BUS SERVICE BONHAM	TEX.	0	10	8	1	0	0	0	0
PHYSICIANS PROF. AMBULANCE SER BONHAM	TEX.	0	6	1	0	0	0	2	0
VETERANS ADMINISTRATION CENTER BONHAM	TEX.	0	7	9	2	1	1	0	0
KEEL VERNIE FUNERAL HOME 1204 E. CALIFORNIA GAINESVILLE	TEX.76240		6	1	0	0	0	4	0
KIWANIS CLUB OF GAINESVILLE 216 S. COMMERCE GAINESVILLE	TEX.76240		8	8	1	0	0	0	0
HONEY GROVE MINI-BUS SERVICE 1009 E. MAIN HONEY GROVE	TEX.75446		10	8	0	1	0	0	0
PHYSICIANS PROF. AMBULANCE SER HONEY GROVE	TEX.	0	6	1	0	0	0	1	0
SEMI-TAXI SERVICE 1300 WEST MARKET HONEY GROVE	TEX.	0	4	1	2	0	0	0	0
THE DELTA FUNERAL HOME LADONIA	TEX.	0	9	1	0	0	0	1	0

22 TEXOMA REGIONAL PLANNING COMMISSION -CONTINUED.

THE TAYLOR FUNERAL HOME								
LEONARD TEX.	0	5	1	4	0	0	0	0
THE SUNNY VILLA NURSING HOME								
HWY. 82								
SAVOY TEX.	0	5	8	1	0	0	0	0
BARTLEY WOODS HOUSE, INC.								
WINDOM TEX.	0	8	3	2	0	1	1	2
METROPOLITAN								
MULLICAN-LITTLE FUNERAL HOME								
HWY 82								
BELLS TEX.75414		9	1	1	0	0	1	0
COLLINSVILLE NURSING HOME								
COLLINSVILLE TEX.	0	6	9	1	0	0	1	0
BOND ST. DAY NURSERY								
2003 W. BOND								
DENISON TEX.	0	9	4	1	0	0	0	0
CITY AMBULANCE SERVICE								
700 W. CHESTNUT								
DENISON TEX.	0	5	1	0	0	0	3	0
DENISON HEALTH CENTER								
801 W. WASHINGTON								
DENISON TEX.	0	6	8	1	0	0	0	1
DENISON MANOR, INC.								
603 E. HIGHWAY 69								
DENISON TEX.	0	6	2	0	0	0	0	1
DENISON NURSING CENTER								
1300 MEMORIAL DRIVE								
DENISON TEX.	0	5	2	-1	-1	-1	-1	-1
FOUR 3 TAXI SERVICE								
316 N. HOUSTON								
DENISON TEX.	0	4	1	4	0	0	0	0

GIRL'S CLUB OF AMERICA 404 W. MORGAN DENISON	TEX.	0	8	3	4	0	0	0	0
IMPERIAL BAPTIST DAY CARE CEN. 2320 W. CRAWFORD DENISON	TEX.	0	8	1	1	0	0	0	0
KIDDIE KAMPUS 1500 W. CRAWFORD DENISON	TEX.	0	6	9	1	0	0	0	0
LARK DAY CARE CENTER 117 N. LILLIS DENISON	TEX.	0	6	1	1	0	0	0	0
MINI-BUS SERVICE DENISON	TEX.	0	10	8	1	0	0	0	0
NURSING CARE HOME 612 W. MONTEREY DENISON	TEX.	0	5	2	1	0	0	0	0
SCOTT'S NURSERY & KINDERGARTEN 1131W. DAY DENISON	TEX.	0	9	9	1	0	0	0	0
STAY & PLAN NURSERY 2200 W. MORTON DENISON	TEX.	0	6	1	1	0	0	0	0
GUNTER HILLTOP NURSING HOME BOX-38 GUNTER	TEX.	0	8	9	0	0	1	0	0
PLAYHOUSE DAY CARE HOWE	TEX.	0	6	3	1	0	0	0	0
GRAYSON CO. MH-MR RETARD. CEN. 5218 GRAYSON CO. AIRPORT POTTSBORO	TEX.	0	7	8	2	1	1	0	0
TANGLEWOOD ON TEXHOMA POTTSBORO	TEX.	0	10	1	6	0	0	0	0
TEXOMA BLOOD BANK GRAYSON CO. AIRPORT POTTSBORO	TEX.	0	8	1	1	0	0	0	3

22 TEXOMA REGIONAL PLANNING COMMISSION -CONTINUED.

		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BABB REST HOME 620 S CHARLES SHERMAN	TEX.75090	5	9	2	0	0	0	0
CITY AMBULANCE SERVICE SHERMAN	TEX.75090	5	1	0	0	0	5	0
HERITAGE MANOR 315 W MCLAIN SHERMAN	TEX.75090	5	9	1	0	0	0	0
MINI-BUS SERVICE SHERMAN	TEX.75090	10	8	0	3	0	0	0
RAMADA INN 401 S SAM RAYBURN FWY SHERMAN	TEX.75090	1	1	0	0	0	2	0
SALVATION ARMY 1602 E LAMAR SHERMAN	TEX.75090	8	4	1	0	0	0	0
SHADY OAKS NURSING HOME RT 2 SHERMAN	TEX.75090	6	9	1	0	0	0	0
SHERMAN NURSING CENTER 817 W CENTER SHERMAN	TEX.75090	5	9	3	0	0	0	0
SHERMANS BOYS CLUB 115 S TRAVIS SHERMAN	TEX.75090	8	3	0	0	0	1	0
YELLOW CAB CO 308 W HOUSTON SHERMAN	TEX.75090	4	1	6	0	0	0	0
FLESHER FUNERAL HOME 501 W STEPHENS VAN ALSTYNE	TEX.75095	5	1	1	0	0	0	0

MEADOWBROOK NURSING HOME

VAN ALSTYNE	TEX.75095	8	8	0	1	0	0	0
MINI-BUS SERVICE								
VAN ALSTYNE	TEX.75095	7	8	0	1	0	0	0
EARNHEART FUNERAL HOME								
WHITEWRIGHT	TEX.75491	9	1	1	0	0	2	0
WHITESBORO NURSING HOME								
WHITESBORO	TEX.76273	6	1	1	0	0	0	0
WHITEWRIGHT NURSING HOME								
WHITEWRIGHT	TEX.75491	5	9	1	0	0	0	0

23 CENTRAL TEXAS COUNCIL OF GOVERNMENTS

NON-METROPOLITAN	SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
GREEN FUNERAL HOME 312 N HOUSTON CAMERON TEX.76520	5	1	0	0	0	2	0
CHEROKEE HOME FOR CHILDREN BOX 295 CHEROKEE TEX.76832	8	3	1	1	2	0	0
SR CITIZEN TRANSPORTATION VAN COURTHOUSE GOLDTHWAITHE TEX.76844	7	2	0	1	0	0	0
ROA-COUNTY COORDINATOR P.O. BOX 535 HAMILTON TEX.76531	7	8	1	1	0	0	0
CENTRAL TEX COUNCIL OF GOVT. P.O. BOX 483 LAMPASAS TEX.76550	10	2	0	1	0	0	0
GUS TRIANGLE SERVICE STATION 102 WEST 9TH STREET LAMPASAS TEX.76550	9	1	1	0	0	0	0
HILL COUNTRY COMM ACTION ASSN. P.O BOX 846 SAN SABA TEX.76877	7	8	0	0	0	0	3

METROPOLITAN

A-1 CAB CO. 211 N. MAIN BELTON	TEX.	0	4	1	11	0	0	0	0
BELTON VOL. AMBULANCE SERVICE 100 S. DAVIS BELTON	TEX.	0	5	1	0	0	0	2	0
GREEN THUMB RSVP P.O. BOX 729 BELTON	TEX.	0	10	2	0	1	0	0	0
SOUTHWEST TRANSIT CO. 128 N. MAIN BELTON	TEX.	0	1	1	0	0	10	15	0
SR. CITIZENS CHAMBER OF COMM. 103 N. 7TH GATESVILLE	TEX.76528		8	1	1	0	0	0	0
YELLOW CAB CO. 1001 MAIN GATESVILLE	TEX.76528		4	1	3	0	0	0	0
CITY FIRE DEPT. 2ND & AVE. C KILLEEN	TEX.	0	5	1	1	0	0	5	0
HOLIDAY INN OF TEMPLE 802 N. GENERAL BRUCE DR. KILLEEN	TEX.	0	4	1	1	0	0	0	1
KELLY CAB CO. OF KILLEEN 104 E. AVE. C KILLEEN	TEX.	0	4	1	30	2	0	2	0
AMERICAN RED CROSS MUNICIPAL BLDG. TEMPLE	TEX.	0	8	1	1	0	0	0	3

23 CENTRAL TEXAS COUNCIL OF GOVERNMENTS -CONTINUED.

			SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
BELL CO. REHAB. 2000 MARLAND WOOD TEMPLE	TEX.	0	9	6	0	0	0	0	0
CHECKER CAB OF TEMPLE 114 S. 1ST. ST. TEMPLE	TEX.	0	4	1	18	0	0	0	0
FRIENDSHIP HOUSE 1609 E. AVE. I TEMPLE	TEX.	0	8	2	0	0	0	0	1
HARVEST HOUSE 300 N. 11TH ST. TEMPLE	TEX.	0	8	2	0	1	0	0	0
MH-MR 2 N. 4TH TEMPLE	TEX.	0	10	7	0	4	0	0	0

24 MIDDLE RIO GRANDE DEVELOPMENT COUNCIL

NON-METROPOLITAN		SYSTEM TYPE	CLIENT TYPE	NUMBER OF CARS	MINI-BUSES	BUSES	OTHER VEH.	STAFF CARS
UVALDE ROCK ASPHALT CO								
BLEWETT	TEX.78831	9	9	0	2	2	0	0
A-1 ACE TAXI								
INTERNATIONAL BRIDGE								
DEL RIO	TEX.78840	4	1	2	0	0	0	0
AMISTAD TAXI								
204 E LOSOYA								
DEL RIO	TEX.78840	4	1	3	0	0	0	0
CHILD DAY CARE CENTER								
200 BRIDGE								
DEL RIO	TEX.78840	7	3	0	1	0	0	0
CITY TAXI								
408 GRINER								
DEL RIO	TEX.78840	4	1	3	0	0	0	0
CITY TRANSIT CO								
114 E GREENWOOD								
DEL RIO	TEX.78840	1	1	0	0	2	0	0
DEL RIO BOYS CLUB								
120 E GARFIELD								
DEL RIO	TEX.78840	8	3	0	1	0	0	0
DEL RIO LIONS CLUB								
111 E BROADWAY								
DEL RIO	TEX.78840	11	3	0	0	1	0	0
DEL RIO TAXI								
109 W GARFIELD								
DEL RIO	TEX.78840	4	1	2	0	0	0	0
INTERNATIONAL TRANS CO								
114 E GREENWOOD								
DEL RIO	TEX.78840	1	1	0	0	4	0	0
LAUGHLIN AFB								
LAUGHLIN AFB								
DEL RIO	TEX.78840	9	5	0	0	7	0	0

PABLO REYES TAXI 637 S MAIN DEL RIO	TEX.78840	4	1	1	0	0	0	0
VAL VERDE CO. INFO & REF SERV 440 W MARTIN DEL RIO	TEX.78840	7	8	0	0	0	0	1
YELLOW CAB TAXI 208 S MAIN DEL RIO	TEX.78840	4	1	5	0	0	0	0
CITY BUS 189 COMMERCIAL EAGLE PASS	TEX.78852	1	1	0	0	2	0	0
CITY SOCIAL SERVICE 281 LEONA EAGLE PASS	TEX.78852	7	8	0	1	0	0	0
MAVERICK CO WELFARE DEPT COUNTY COURTHOUSE EAGLE PASS	TEX.78852	7	1	1	0	0	0	0
TRANSPORTE INTERNATIONAL 189 COMMERCIAL EAGLE PASS	TEX.78852	1	1	0	0	3	0	0
COMMUNITY CO OF SWT P.O. DRAWER 709 UVALDE	TEX.78801	10	8	13	0	2	0	7

THE AUTHOR

Dr. Ronald Briggs is an Assistant Professor of Geography at The University of Texas at Dallas. Before accepting his position at U.T. Dallas, Dr. Briggs was Assistant Professor of Geography at The University of Texas at Austin from 1970 to 1976. His academic training was at the University of Southampton (B.A. in Geography, 1966), Ohio State University (M.A., 1969), and Ohio State University (Ph.D., 1972).

Since 1972, Dr. Briggs has been concerned with the analysis of transportation systems in rural regions. In particular, he has conducted research on pupil transportation, on demand estimation for rural public transportation demonstration programs, and on the relationship between transportation and access to essential services such as health care and social services. At present, he serves as Co-Principal Investigator on a project funded by the Texas Department of Highways and Public Transportation, entitled "Evaluation of Approaches to Providing Public Transportation Service in Areas Less than 200,000 Population." Briggs has been associated with the Council for Advanced Transportation Studies since its inception. He served as a member of the Council's Operating Committee from 1972 to 1976, when he was part of the original team which estalbished the multidisciplinary transportation program at The University of Texas, obtained its initial funding from the U. S. Department of Transportation, and continued to oversee its development. In addition, he served as Associate Director of the Population Research Center at The University of Texas at Austin from 1974 to 1975.

Dr. Briggs has been involved in a variety of advisory and consulting activities. He is currently serving as a consultant on transportation to the Texas Department of Highways and Public Transportation. He is a member of the Association of American Geographers, the Regional Science Association, and the Southwest Social Science Association.

APPENDIX

CONTENTS

GENERAL PROVIDER TRANSPORTATION INVENTORY QUESTIONNAIRE

Questionnaire No. _____

SDHPT District No. _____ Telephone No. ( ) _____
Area Code

Name of Interviewer _____
Position/Title

PROVIDER IDENTIFICATION

Name of Organization _____

Mailing Address _____
Street Town Zip

_____
County State Telephone

Name of Person Answering Questionnaire _____
Position/Title

We realize that answering this questionnaire may be a little time consuming. However, the data is critical for futhering public transportation in Texas, and we hope you will be able to contribute to this effort.

I. THIS FIRST SECTION RELATES TO THE CHARACTERISTICS OF YOUR ORGANIZATION AND THE EXTENT TO WHICH IT IS INVOLVED IN TRANSPORTATION.

1. Do you request confidentiality with regard to your answers provided?

_____Yes _____No

2. Describe the principal purpose(s) or activity(ies) of your organization as a whole.

_____

_____

_____

3. Describe the major function(s) of your transportation system. (e.g. transport cerebral palsied persons to clinic; an airport limousine from downtown San Antonio to airport; if it is the same as the answer given to the previous question, write "same".)

_____

4. Is your current transportation system adequate to meet the purposes or goals of your organization? _____Yes _____No.

   If no, please briefly describe the changes in your transportation system needed to meet these goals and the amount of funds necessary to implement these changes.

5. Which one of the following best describes the major purpose of your organization as a whole:

		Circle Appropriate
1)	Bus Transit	(1)
2)	Bus Charter	(2)
3)	Taxi-Cab	(3)
4)	Limousine Service	(4)
5)	Church	(5)
6)	Education	(6)
7)	Medical	(7)
8)	Social Service	(8)
9)	Manufacturing, Retailing	(9)
10)	Other (Specify_____)	(10)

6. Which one of the following best describes the ownership of your organization:

		Circle Appropriate
1)	federal government	(1)
2)	state government	(2)
3)	county government	(3)
4)	city government	(4)
5)	special district	(5)
6)	Community Action Agency (CAA or LPA)	(6)
7)	church	(7)
8)	transportation co-operative	(8)
9)	private, profit making	(9)
10)	private, non-profit (except if covered above)	(10)

7. How long has your organization been providing service in the area?

		Circle Appropriate	
		Organization As a Whole	Transportation Component
1)	Less than 1 year	(1)	(1)
2)	Between 1 and 2 years	(2)	(2)
3)	Between 2 and 3 years	(3)	(3)
4)	Between 3 and 4 years	(4)	(4)
5)	Between 4 and 5 years	(5)	(5)
6)	Longer than 5 years	(6)	(6)

8. What clientele is served by your organization:

		Circle Appropriate: Organization As a Whole	Transportation Component
1)	General Public	(1)	(1)
2)	Elderly	(2)	(2)
3)	Students and Youths	(3)	(3)
4)	Low income	(4)	(4)
5)	Migrants	(5)	(5)
6)	Handicapped:	(6)	(6)
7)	Blind	(7)	(7)
8)	Physically Disabled	(8)	(8)
9)	Mentally Retarded	(9)	(9)
10)	Other (Specify_____)	(10)	(10)

9. What is the size of the population your agency aims to serve?

	Organization As a Whole	Transportation Component
	_____	_____
	(Total Number of Persons)	
County	(Number of Persons by County)	
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

10. How many persons are actually served on the average of a typical month? (Give number of individual people served <u>not</u> number of visits or passenger trips)

	Organization As a Whole	Transportation Component
	_____	_____
	(Number of Persons)	
County	(Number of Persons by County)	
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

11. What percentage of your organization's overall activities (measured by expenditures) are in transportation? _____Percent

II. THE FOLLOWING QUESTIONS (AS WELL AS THOSE IN THE NEXT SECTION) RELATE TO THE OPERATIONAL CHARACTERISTICS OF YOUR TRANSPORTATION SYSTEM AS IT WAS CONFIGURED IN A TYPICAL MONTH (MAY, 1975).

Please provide answers both in this section and in Section III, which pertain to the same month. If possible, use May, 1975. If May, 1975 was an atypical period, or data is not available, indicate here the month for which the information is applicable_____, and explain here why this month is being used_____

1. Indicate by appropriate type the number of vehicles used to operate your transportation system.

	Total Number of Vehicles				Number, Out of the Total, Which are Specially Equipped for the Handicapped
	Owned	Leased	On Loan	Staff Cars Used on Mileage Reimbursement Basis	
1. Car or Station Wagon					
2. Minibus (up to 18 passengers)					
3. Small Transit Coach (15-25 passengers)					
4. Regular Transit Coach (more than 25 passengers)					
5. Medium School Bus (24-48 passengers)					
6. Large School Bus (Over 48 passengers)					
7. Other (Specify)					
_____					
_____					

2. If you use staff cars, how many miles were covered in these cars?_____
What was the rate of reimbursement?_____

If only staff cars are used, ignore the remainder of the questionnaire. If other vehicles are used, please answer the remaining questions but do not add in the mileage or cost figures which apply to the staff cars.

3. What total vehicle miles were incurred in operating your transportation system in May, 1975 (or other typical month)? _____

4. How many one-way passenger trips were made on your system in the month of May, 1975 (or other typical month)? _____

5. How many days did your transportation system operate in May, 1975 (or other typical month)?

6. At what time on a normal weekday did your transportation system commence and cease operation in May, 1975 (or other typical month)?
commence _____a.m. cease _____p.m.

7. Which of the following best describe the route configuration of your transportation system:

	Circle Appropriate	
	Daily Service	Less Frequent Than Daily
1. Completely fixed routes operated on a regular basis ("fixed route"):	(1)	(1)
2. Generally fixed routes but deviation occurs according to passenger demands on a particular day ("route deviation"):	(2)	(2)
3. Specific territory served but routes depend on desired origins and destinations of passengers ("demand responsive"):	(3)	(3)
4. Charter type of operation: Trips depend on needs and desires of groups of people at a particular time:	(4)	(4)
5. Combination - list code numbers, in descending order of importance, of route configurations which represent 25% or more of your transportation effort:	_____	

8. What were the primary trip purposes of persons using your transportation system? (Rank order for four most important alternatives listed, with 1 being the most common trip purpose)

a. Journey-to-work _____
b. Education and training _____
c. Emergency health _____
d. Non-emergency physical and mental health _____

e. Retailing (shopping, banking, laundromat, etc.) _____
f. Social and recreational _____
g. Nutrition program _____
h. Social services not included above _____
i. Other (Specify _____) _____

9. What type of drivers are primarily used in your system?

	Circle Appropriate
1. full time, union drivers	(1)
2. full time, non-union drivers	(2)
3. paid part time drivers	(3)
4. volunteers	(4)

10. What territory was served by your transportation system in May, 1975 (or other typical month)?

a. Describe here by city, county, and parts thereof_____

_____

_____

b. If available, please provide a route map.

III. THE FOLLOWING QUESTIONS RELATE TO THE COSTS AND REVENUES OR YOUR TRANSPORTATION SYSTEM AS IT WAS CONFIGURED IN MAY, 1975.

1. In the table below please indicate by component the dollar amount of all operating costs incurred in running your transportation system in a typical month.

Data should be provided for the same month as the previous section. Where costs are not incurred on a regular monthly basis (e.g. insurance costs or major repairs) please try to prorate from an appropriate period to a monthly basis. If this is not possible, please indicate the period for which costs apply.

If costs cannot be broken down by component, fill in TOTAL line and place tick mark on component lines to indicate costs included in the total.

Cost Component	$ Amount for May, 1975 (or other period)	Period Covered if not May, 1975.	No Cost	Policy Precludes Disclosure	Comments on Items Included or Excluded
Administrative Costs (including manager & secretarial salaries, dispatching, training, office rent, ads, etc.)					
Driver Salaries					
Insurance and Licensing Costs					
Maintenance & Spare Parts					
Vehicle Leasing or Rental Costs					
Repayment (principal and interest) on loans for vehicle purchase					
Depreciation on vehicles (if specifically budgeted for)					
Other					
TOTAL COSTS					

2. In the table below please indicate by source the dollar amount of all monies received to cover your operating costs reported in the previous question. Do not include grants received for the one time purchase of capital equipment such as vehicles.

   Where monies are not received on a monthly basis, please prorate to such a basis if possible, or indicate period covered.

   If components cannot be separately identify, fill in TOTAL line and place tick mark on component lines to indicate monies included in the total.

Source of Monies for Operating Costs	$ Amount for May, 1975 (or other period)	Period Covered if not May, 1975	None-Received	Policy Precludes Disclosure	Explanatory Comments on Sources
City-Government Grant					
County Government Grant					
*State Government Grant					
**Federal Government Grant					
Contractors (including Government agencies)					
Passenger fares or contributions					
Private contributions (from non-passengers)					
Other (specify)					
TOTAL MONIES RECEIVED					

* Please give State Budget Code in "Explanatory Comments" column if known.
** Please give U.S. Office of Management and Budget Code in "Explanatory Comments" column if known.

3. Indicate by source the dollar amount of all grants (or other gifts, including vehicles themselves) received for the one time purchase of the vehicles comprising your transportation system in May, 1975 (or other month to which data applies).

Source of Grant or Gift*	$ Amount Received	$ Amount of Local Match	Number of Vehicles Obtained	Year Received

* Be as specific as possible, e.g. for federal or state government grants, include section or title number under which grants were received.

4. Are current monies received sufficient to cover the replacement costs of vehicles when necessary for efficient operation? _____Yes _____No

   Are they sufficient to cover at least 50% of replacement costs? _____Yes _____No

5. Do passengers pay a fare for your system? _____Yes _____No

   If yes, what is the rate structure? _____

   _____

SCHOOL BUS TRANSPORTATION INVENTORY

Questionnaire No. _____

SDHPT District No. _____ Telephone No. ( ) _____
Area Code

Name of Interviewer _____
Position/Title

PROVIDER IDENTIFICATION

Name of Organization _____

Mailing Address _____
Street Town Zip

_____
County State Telephone

Name of Person Answering Questionnaire _____
Position/Title

We realize that answering this questionnaire may be a little time consuming. However, the data is critical for furthering public transportation in Texas, and we hope you will be able to contribute to this effort.

I. THIS FIRST SECTION RELATES TO THE GENERAL CHARACTERISTICS OF YOUR SCHOOL AND THE EXTENT TO WHICH IT IS INVOLVED IN TRANSPORTATION.

1. Is your school public _____ or private _____?

2. What grades of school do you provide transportation service for:

College-University _____ High School _____ Junior High _____
Elementary _____ Kindergarten _____

3. How many students are actually served on the average in a typical month? (Give number of individual people served not number of visits or passenger trips)

	School as a Whole	Transportation Component
	_____	_____
	(Number of Persons)	

4. What percentage of your organization's overall activities (measured by expenditures) are in transportation? _____ Percent

5. What hours of a normal weekday is your transportation system in operation?

Morning	_____	A.M.
	_____	P.M.
Afternoon	_____	A.M.
	_____	P.M.

6. How often are replacement vehicles for your fleet purchased?

Annually	_____
Biannually	_____
Every three years	_____

7. How many vehicles must you purchase on the above basis to replace worn out vehicles and provide for necessary expansion of your fleet?_____

II. THE FOLLOWING QUESTIONS (AS WELL AS THOSE IN THE NEXT SECTION) RELATE TO THE OPERATIONAL CHARACTERISTICS OF YOUR TRANSPORTATION SYSTEM AS IT WAS CONFIGURED IN A TYPICAL MONTH (MAY, 1975).

Please provide answers both in this section and in Section III which pertain to the same month. If possible, use May, 1975. If May, 1975 was an atypical period, or data is not available, indicate here the month for which the information is applicable_____, and explain here why this month is being used_____.

1. Indicate by appropriate type the number of vehicles used to operate your transportation system.

	Total Number of Vehicles			Number, Out of the Total, Which are Specially Equipped for the Handicapped
	Owned	Leased	On Loan	
1. Car or Station Wagon	____	____	____	____
2. Minibus (up to 18 passengers)	____	____	____	____
3. Small Transit Coach (15-25 passengers)	____	____	____	____
4. Regular Transit Coach (more than 25 passengers)	____	____	____	____
5. Medium School Bus (24-48 passengers)	____	____	____	____
6. Large School Bus (Over 48 passengers)	____	____	____	____
7. Other (Specify)				
_____	____	____	____	____
_____	____	____	____	____

2. What total vehicle miles were incurred in operating your transportation system in May, 1975 (or other typical month)? _____

3. How many one-way passenger trips were made on your system in the month of May, 1975 (or other typical month)? _____

III. THE FOLLOWING QUESTIONS RELATE TO THE COSTS AND REVENUES OF YOUR TRANSPORTATION SYSTEM AS IT WAS CONFIGURED IN MAY, 1975.

1. In the table below please indicate by component the dollar amount of all operating costs incurred in running your transportation system in a typical month.

   Data should be provided for the same month as the previous section. Where costs are not incurred on a regular monthly basis (e.g. insurance costs or major repairs) please try to prorate from an appropriate period to a monthly basis. If this is not possible, please indicate the period for which costs apply.

   If costs cannot be broken down by component, fill in TOTAL line and place tick mark on component lines to indicate costs included in the total.

Cost Component	$ Amount for May, 1975 (or other period)	Period Covered if not May, 1975.	No Cost	Policy Precludes Disclosure	Comments on Items Included or Excluded
Administrative Costs (including manager & secretarial salaries, dispatching, training, office rent, ads, etc.)					
Driver Salaries					
Insurance and Licensing Costs					
Maintenance & Spare Parts					
Vehicle Leasing or Rental Costs					
Repayment (principal and interest) on loans for vehicle purchase					
Depreciation on vehicles (if specifically budgeted for)					
Other					
TOTAL COSTS					

2. In the table below please indicate by source the dollar amount of all monies received to cover your operating costs reported in the previous question. Do not include grants received for the one time purchase of capital equipment such as vehicles.

Where monies are not received on a monthly basis, please prorate to such a basis if possible, or indicate period covered.

If components cannot be separately identify, fill in TOTAL line and place tick mark on component lines to indicate monies included in the total.

Source of Monies for Operating Costs	$ Amount for May, 1975 (or other period)	Period Covered if not May, 1975	None-Received	Policy Precludes Disclosure	Explanatory Comments on Sources
City-Government Grant					
County Government Grant					
*State Government Grant					
**Federal Government Grant					
Contractors (including Government agencies)					
Passenger fares or contributions					
Private contributions (from non-passengers)					
Other (specify)					
TOTAL MONIES RECEIVED					

* Please give State Budget Code in "Explanatory Comments" column if known.
** Please give U.S. Office of Management and Budget Code in "Explanatory Comments" column if known.

4. Are current monies received sufficient to cover the replacement costs of vehicles when necessary for efficient operation? _____Yes _____No

Are they sufficient to cover at least 50% of replacement costs? _____Yes _____No

CHURCH BUS TRANSPORTATION INVENTORY

Questionnaire No._____

SDHPT District No. _____ Telephone No. ( )_____
Area Code

Name of Interviewer_____
Position/Title

PROVIDER IDENTIFICATION

Name of Organization_____

Mailing Address_____
Street Town Zip

_____
County State Telephone

Name of Person Answering Questionnaire_____
Position/Title

We realize that answering this questionnaire may be a little time consuming. However, the data is critical for furthering public transportation in Texas, and we hope you will be able to contribute to this effort.

I. THIS FIRST SECTION RELATES TO THE CHARACTERISTICS OF YOUR CHURCH AND THE EXTENT TO WHICH IT IS INVOLVED IN TRANSPORTATION.

1. Describe the major function(s) of your transportation system. (e.g. transport persons to religious services; transport elderly and poor to needed medical services; etc.)

_____

_____

_____

2. How long has your organization been providing service in the area?

	Transportation Component
1) Less than 1 year	(1)
2) Between 1 and 2 years	(2)
3) Between 2 and 3 years	(3)
4) Between 3 and 4 years	(4)
5) Between 4 and 5 years	(5)
6) Longer than 5 years	(6)

3. How many persons are actually served on the average in a typical month? (Give number of individual people served not number of visits or passenger trips)

Transportation Component _____

4. What percentage of your organization's overall activities (measured by expenditures) are in transportation? _____Percent

II. THE FOLLOWING QUESTIONS (AS WELL AS THOSE IN THE NEXT SECTION) RELATE TO THE OPERATIONAL CHARACTERISTICS OF YOUR TRANSPORTATION SYSTEM AS IT WAS CONFIGURED IN A TYPICAL MONTH (MAY, 1975).

Please provide answers both in this Section and in Section III which pertain to the same month. If possible, use May, 1975. If May, 1975 was an atypical period, or data is not available, indicate here the month for which the information is applicable _____, and explain here why this month is being used _____.

1. Indicate by appropriate type the number of vehicles used to operate your transportation system.

	Total Number of Vehicles			Number, Out of the Total, Which are Specially Equipped for the Handicapped
	Owned	Leased	On Loan	
1. Car or Station Wagon	____	____	____	____
2. Minibus (up to 18 passengers)	____	____	____	____
3. Small Transit Coach (15-25 passengers)	____	____	____	____
4. Regular Transit Coach (more than 25 passengers)	____	____	____	____
5. Medium School Bus (24-48 passengers)	____	____	____	____
6. Large School Bus (Over 48 passengers)	____	____	____	____
7. Other (Specify) _____	____	____	____	____

2. What total vehicle miles were incurred in operating your transportation system in May, 1975 (or other typical month)? _____

3. How many one-way passenger trips were made on your system in the month of May, 1975 (or other typical month)? _____

4. How many days did your transportation system operate in May, 1975 (or other typical month)? _____

5. If transportation service to other than religious activities is provided during weekdays, indicate the frequency of operation.

   As needed _____ Each weekday from _____ A.M. to _____ P.M.

   Other _____

6. Which of the following best describe the route configuration of your transportation system:

	Circle Appropriate	
	Daily Service	Less Frequent Than Daily
1. Completely fixed routes operated on a regular basis ("fixed route"):	(1)	(1)
2. Generally fixed routes but deviation occurs according to passenger demands on a particular day ("route deviation"):	(2)	(2)
3. Specific territory served but routes depend on desired origins and destinations of passengers ("demand responsive"):	(3)	(3)
4. Charter type of operation: Trips depend on needs and desires of groups of people at a particular time:	(4)	(4)
5. Combination - list code numbers, in descending order of importance, of route configurations which represent 25% or more of your transportation effort:	(5)	(5)

7. What were the primary trip purposes of persons using your transportation system? (Rank order the four most important alternatives listed, with 1 being the most common trip purpose)

   a. Journey-to-work _____
   b. Education and training _____
   c. Emergency health _____

d. Non-emergency physical and mental health _____
e. Retailing (shopping, banking, laudromat, etc.) _____
f. Social and recreational _____
g. Nutrition program _____
h. Social services not included above _____
i. Attend religious services _____
j. Other (Specify_____) _____

8. What type of drivers are primarily used in your system?

	Circle Appropriate
1. full time, union drivers	(1)
2. full time, non-union drivers	(2)
3. part time drivers	(3)
4. volunteers	(4)

9. What territory was served by your transportation system in June, 1975 (or other typical month)?

Describe here by city, county, and parts thereof_____

_____

_____

III. THE FOLLOWING QUESTIONS RELATE TO THE COSTS AND REVENUES OR YOUR TRANSPORTATION SYSTEM AS IT WAS CONFIGURED IN MAY, 1975.

Answers will be kept in strict confidence and will not be released in any manner which allows tham to be identified with your organization. Therefore, we hope you will be able to complete this section. Nevertheless, if you have doubts, please read the questions and answer those that would not violate your organization's policy.

1. In the table below please indicate by component the dollar amount of all operating costs incurred in running your transportation system in a typical month.

   Data should be provided for the same month as the previous section. Where costs are not incurred on a regular monthly basis (e.g. insurance costs or major repairs) please try to prorate from an appropriate period to a monthly basis. If this is not possible, please indicate the period for which costs apply.

   If costs cannot be broken down by component, fill in TOTAL line and place tick mark on component lines to indicate costs included in the total.

Cost Component	$ Amount for May, 1975 (or other period)	Period Covered if not May, 1975.	No Cost	Policy Precludes Disclosure	Comments on Items Included or Excluded
Administrative Costs (including manager & secretarial salaries, dispatching, training, office rent, ads, etc.)					
Driver Salaries					
Insurance and Licensing Costs					
Maintenance & Spare Parts					
Vehicle Leasing or Rental Costs					
Repayment (principal and interest) on loans for vehicle purchase					
Depreciation on vehicles (if specifically budgeted for)					
Other					
TOTAL COSTS					

2. In the table below please indicate by source the dollar amount of all monies received to cover your operating costs reported in the previous question. Do not include grants received for the one time purchase of capital equipment such as vehicles.

   Where monies are not received on a monthly basis, please prorate to such a basis if possible, or indicate period covered.

   If components cannot be separately identify, fill in TOTAL line and place tick mark on component lines to indicate monies included in the total.

Source of Monies for Operating Costs	$ Amount for May, 1975 (or other period)	Period Covered if not May, 1975	None-Received	Policy Precludes Disclosure	Explanatory Comments on Sources
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County Government Grant					
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**Federal Government Grant					
Contractors (including Government agencies)					
Passenger fares or contributions					
Private contributions (from non-passengers)					
Other (specify)					
TOTAL MONIES RECEIVED					

that many parts of the state have no transportation alternative to the automobile whatsoever. Even where several providers are available, the number of passenger trips catered for is very small. In the majority of non-metropolitan areas it is minuscule.

UTILIZATION OF RESULTS

The results of the study should be a resource tool for all persons concerned with transportation for the disadvantaged in the state of Texas. It should also provide an empirical base for comparative studies and analyses in other states, as well as for future studies in Texas.

CONCLUSIONS

This study seeks to accomplish five things: first, to provide a basic understanding of the transportation complex currently serving the public in general and the transportation disadvantaged in particular; second, to provide basic informational input for the preparation of the transportation plan for the state of Texas, mandated by the legislature in 1975; third, to provide social service agencies, community organizations, and the public in general with a listing of transportation operators who could potentially meet transportation needs; fourth, through the dissemination of information about existing systems, to encourage coordination and integration and to reduce duplication of services; and, finally, by providing precise data on the characteristics of existing systems, to allow transportation providers to draw upon the experience of others in planning and operating their systems. Data and analyses are presented to accomplish these five purposes.

adopted less conventional route configurations. The small proportion of the systems using full-time union drivers and the large percentage of providers using volunteer drivers leads to the suggestion that many systems have not reached a highly formalized state, and the reliability of the transportation provided must be questioned.

The median costs provide an indication of the differences between the provider categories in the cost incurred per passenger transported. These median costs are the single best measure available of the economic efficiency these transportation systems, although the operational framework of each provider must also be considered. The city transit systems incur the lowest median cost, closely followed by profit-making transit providers. On the other hand, emergency medical providers experience a particularly high cost per passenger trip. In the social service, "other," and taxicab categories there are substantial differences which suggest that taxicabs and providers in the social profit category, in comparison to social service and "other" providers, are cost-efficient in the areas in which they operate. In terms of the variability of costs within provider categories, it is the social and "other" category providers who stand out in comparison to the more conventional modes of transportation, such as bus transit and taxicabs.

No consistent relationship appears to exist between metropolitan/non-metropolitan location, vehicle miles operated per passenger trip, and cost per passenger trip. The overall conclusion must be that simple, single factor explanations such as vehicle miles per passenger trip or type of driver cannot account for metropolitan/non-metropolitan differentials in costs. Explanations must be sought in two ways. An indicator which is more sensitive than the metropolitan/non-metropolitan location in the environmental context within which systems operate must be employed. Additionally, the entire complex of factors influencing system costs, including system size, vehicles used, drivers employed, system miles operated, road configurations, etc., must be considered simultaneously to adequately account for cost differentials. In their present form, the cost data available from the survey did not make this possible.

The number of providers per region is very low, especially when the size of the geographical region covered is considered. Although this can be partially accounted for by the under-enumeration of providers, it still suggests

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