PUBLIC TRANSPORTATION
AND THE
PRIVATE SECTOR
SPECIAL BIBLIOGRAPHY

October 1984

Urban Mass Transportation Research Information Service
Transportation Research Board
The Transportation Research Board is a unit of the National Research Council, which serves the National Academy of Sciences and the National Academy of Engineering. The Board’s purpose is to stimulate research concerning the nature and performance of transportation systems, to disseminate information that the research produces, and to encourage the application of appropriate research findings. The Board’s program is carried out by more than 270 committees, task forces, and panels composed of more than 3300 administrators, engineers, social scientists, attorneys, educators, and others concerned with transportation; they serve without compensation. The program is supported by state transportation and highway departments, the modal administrations of the U.S. Department of Transportation, the Association of American Railroads, the National Highway Traffic Safety Administration, and other organizations and individuals interested in the development of transportation.

The National Research Council was established by the National Academy of Sciences in 1916 to associate the broad community of science and technology with the Academy’s purpose of furthering knowledge and of advising the federal government. The Council operates in accordance with general policies determined by the Academy under the authority of its Congressional charter, which establishes the Academy as a private, nonprofit, self-governing membership corporation. The Council has been the principal operating agency of both the National Academy of Sciences and the National Academy of Engineering in the conduct of their services to the government, the public, and the scientific and engineering communities. It is administered jointly by both Academies and the Institute of Medicine.

The National Academy of Sciences was established in 1863 by Act of Congress as a private, nonprofit, self-governing membership corporation for the furtherance of science and technology, required to advise the federal government upon request within its fields of competence. Under its corporate charter, the Academy established the National Research Council in 1916, the National Academy of Engineering in 1964, and the Institute of Medicine in 1970.
SPECIAL BIBLIOGRAPHY: PUBLIC TRANSPORTATION AND THE PRIVATE SECTOR

The 208 citations in this bibliography are related to the involvement of the private sector in fixed-route and paratransit at a time when government support for public transportation is often declining as capital and operating costs are climbing. Until a quarter century ago, the private sector was responsible for much of the public transit in the United States. In the ensuing years, this situation has turned around completely. Now transit and government agencies are looking again to the private sector as a possible solution for some of their problems. The citations in this document—abstracts of technical reports and journal articles—cover the related literature published between 1974 and 1984.
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PREFACE
This bibliography of technical reports and journal articles has been produced from the data base of the Urban Mass Transportation Research Information Service (UMTRIS), which publishes Urban Transportation Abstracts. All citations are related to the use of private sector resources to perform functions of fixed-route transit or of paratransit.

UMTRIS was developed within the National Research Council (NRC) under a contract with the Urban Mass Transportation Administration (UMTA). The UMTRIS computerized data system incorporates information on planning, building, maintaining, operating, managing, and funding fixed-route transit, paratransit, and automated guideway systems. The UMTRIS concepts and procedures are similar to those of other Transportation Research Information Services (TRIS) within NRC's Transportation Research Board. These include the Highway Research Information Service (HRIS), the Highway Safety Information Service (HSIS), and the Railroad Research Information Service (RRIS).

Urban Transportation Abstracts is produced semiannually by UMTRIS. Each issue incorporates the citations that have been added to the data base in the previous 6 months. A listing of summaries of ongoing transportation research in the United States and Canada is also provided.

In this special publication the abstracts of reports and journal articles are arranged in order of their rising UMTRIS accession numbers. Following the abstracts, three index sections are given—Source Index, Author Index, and Retrieval Term Index. The numbers listed at the end of an index entry appear at the top of the individual citations.

The UMTRIS data base, which is maintained on magnetic tape, is available for computer-generated literature searches in response to specific inquiries. The key to performing a search is to use UMTRIS categories and appropriate retrieval terms, although other data fields such as author, country or origin of the document, or date of publication may also be included. Output of such searches may include abstracts of articles and reports, descriptions of computer programs, and summaries of ongoing research. The output is a computer-printed list similar to the citations that appear in this publication. The fees charged for

UMTRIS file searches and publications reflect the primary support from UMTA and the nonprofit nature of all TRB information services. Additional information may be obtained from UMTRIS.

AVAILABILITY OF DOCUMENTS
An availability statement is included with most of these abstracts. If there is no statement, the address of the publisher or other source may be obtained from the Source Index. Several of the availability sources are used frequently; therefore, they have been abbreviated to conserve space. The abbreviations of these sources and their full addresses are as follows:

ESL
Engineering Societies Library
United Engineering Center
345 East 47th Street
New York, N.Y. 10017
Telephone 212-644-7611

GPO
Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402
Telephone 202-783-3238

NTIS
National Technical Information Service
5285 Port Royal Road
Springfield, Va. 22161
Telephone 703-487-4650

OST
Office of the Secretary
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590
Telephone 202-426-4000

TRB
Transportation Research Board
Publications Office
2101 Constitution Ave.
Washington, D.C. 20418
Telephone 202-334-3218

TRRL
Transport and Road Research Laboratory
Crowthorne, Berkshire RG11 8AU
England
Telephone Crowthorne 3131
ABSTRACTS OF REPORTS AND JOURNAL ARTICLES

080813
URBAN TRANSPORTATION IN SOUTH FLORIDA
The proceedings are presented of a forum for debate of transportation problems in the South Florida urban region especially pertaining to the urban centers of Miami-Ft. Lauderdale-Palm Beach. The forum of public officials, planners, business leaders and citizens suggested and debated recommendations on policy and facility. The results of the discussions indicate that decision-making by both public and private sectors is being undertaken within a new and broadened context requiring major participatory format. Among the urban transportation aspects considered are, the planning process, public transportation as a solution to the transportation problem, urban pollution, congestion and mobility, and the social-economic integration of diverse population groups.
Miami University, Coral Gables Feb. 1974, 107 pp, 1 App.
ORDER FROM: Miami University, Coral Gables, Ryder Program in Transportation, Coral Gables, Florida, 33124 Repr. PC

082724
THE MOD: A MODULAR URBAN TRANSPORTATION SYSTEM
The MOD is described as an urban transportation system which is based on a very small, two-passenger automotive rental vehicle using existing city roadways at the exclusion of the private passenger car. The proposed units of the MOD system have an empty weight of 300 pounds and have provisions for easy vertical parking. The MOD system is proposed as a self-supporting operation, run by private enterprise as a public utility. The urban transportation offered by the MOD system generates the set of institutional problems involved in proposals which exclude the private passenger car from the city. /Author/
Protosappa, S IEEE Transactions on Aerospace & Electronic System Vol. 10 No. 6, Nov. 1974, pp 805-810

084379
THE IMPACT OF TRANSIT SUBSIDY ON THE TAXI INDUSTRY
Evidence and arguments are presented concerning the existence and nature of an urban transportation problem of national scope, namely, the taxi-transit competition. The background to the problem and the current situation are examined, and it is suggested that large-scale federal provision of capital for urban public transit systems has a detrimental impact on taxi operations in urban areas. The role of taxis in the urban transport system is significant in terms of numbers of passengers carried and revenue generated. Data examined that equitinrent grants for more than 100 buses have a detrimental effect on taxi operations. Possible solutions to the taxi-cab situation fall into five categories: technological improvements; regulatory legislation; financial assistance; legal action; and mergers of taxi companies.
Black, WR (Indiana University, Bloomington) Traffic Quarterly Vol. 28 No. 4, Oct. 1974, pp 619-633, 2 Fig., 2 Tab., 17 Ref.

092722
TRANSPORTATION FOR OLDER AMERICANS, A STATE OF THE ART REPORT
The study examines the transportation demands of the elderly, present delivery systems, tax and bus modes, the elderly as drivers and pedestrians, and the scope of the market for elderly transportation needs. The study also examines sources of project funding for transportation (present and future potentials), special problems and constraints in developing transport projects for older Americans (public, special and private transport systems), and future needs for research and programs. The study also contains a set of detailed systems serving the elderly, a bibliography, and other special annexes on driver licensing, reduced fares, school bus laws, and others.
Revis, JS Institute of Public Administration, Administration on Aging Final Rpt. IPA/Aoa-1, Apr. 1975, 727p Grant HEW-93-P-57405/1-01
ACKNOWLEDGMENT: NTIS
ORDER FROM: NTIS, Repr. PC, Microfiche PB-243441/3ST

093019
AN ANALYSIS OF THE DEMAND FOR BUS AND SHARED-RIDE TAXI SERVICE IN TWO SMALLER URBAN AREAS
This report is a study of the demand for the publicly owned, fixed-route, fixed-schedule bus service and the privately owned, demand-responsive transportation service in two smaller urban areas—Davenport, Iowa, and Hicksville, New York. The objectives of the report were to compare the travel patterns and markets of the bus and shared-ride taxi systems, to compare the travel patterns and markets of the shared-ride taxi systems in each study area, to analyze factors and circumstances underlying the choice of either the bus or the shared-ride taxi, and to measure the public sentiment toward each form of public transportation. Information was gathered through on-board surveys, mail surveys, home interviews, and dispatching records and drivers' logs maintained by the taxicab companies. Users as well as non-users of public transportation were interviewed. A bibliography is furnished. Appendices contain Customer Data Record, Vehicle Data Record, and the bus passenger, taxi passenger and household survey questionnaires.
Paper copy also available in set of 6 reports as PB-245 099-SET, PCS27.00.
ACKNOWLEDGMENT: NTIS, UMTA
ORDER FROM: NTIS, Repr. PC, Microfiche PB-245105/2ST

093020
AN ANALYSIS OF TWO PRIVATELY OWNED SHARED-RIDE TAXI SYSTEMS: EXECUTIVE SUMMARY
The report is the executive summary of a comprehensive study of the markets, economic characteristics and operation of two privately owned, demand-responsive transportation systems in operation in Davenport, Iowa, and Hicksville, New York. Objectives of the study are stated and the study area examined. In terms of the characteristics of bus and shared-ride taxi usage, the level of ridership, roles of bus and shared-ride taxi service, level of service, market composition, frequency of use, and modal choice determinants are addressed. Revenue, goods movement, and costs are presented in the section on economic considerations. Attitudes toward public involvement, management and organization, and the potential of shared-ride taxi service are discussed.

DEMAND-RESPONSIVE TRANSPORTATION SYSTEMS IN THE PRIVATE SECTOR

Two privately owned demand-responsive transportation systems were investigated to determine the economic feasibility and marketability of these systems and the roles that they play in small-to-medium-sized urban areas. The 2 systems are operated by innovative taxi companies that offer door-to-door service in 6-passenger automobiles on a shared-ride basis. This paper summarizes the results of preliminary analyses of some of the basic information collected on the daily operations of these systems. The 2 companies differ in terms of fleet size, service area, fare structure, types of service offered, market strategies, and goals. These differences are reflected in ridership, level-of-service, and economic characteristics. Preliminary results reveal the systems to be economically viable, marketable, and important components of the total public transportation system.

Heathington, KW Davis, FWJ Symons, RT Middendorf, DP Gries, SC
Tennessee University, Knoxville, Urban Mass Transportation Administration, (UMTA-TN-06-0004) UMTA-TN-06-0004-75-2, Apr. 1975, 25 pp

ACKNOWLEDGMENT: NTIS, UMTA
ORDER FROM: NTIS, Rep. PC, Microfiche PB-245106/0ST

096861

NORWALK BUS TRANSPORTATION STUDY

This report seeks to review the existing bus system of Norwalk, Connecticut, and how it evolved, and then to offer a series of four alternative courses of action that will provide adequate levels of transit service to Norwalk citizens. Structured so that they can be phased in sequence, these alternatives can be presented separately in such a way that combinations of features can be made to form new alternatives which may be more responsive to local inputs. The four alternatives proposed are: (1) preserve existing bus service; (2) traditional transit improvements; (3) Norwalk local system (This would eliminate intercity service by local bus transit to enable concentration of resources in Norwalk and in other neighboring cities with local bus systems. The intercity traveler would use the railroad or anticipate new service by an intercity bus carrier); (4) New concept approach for comprehensive transit improvement. (Two types of service would be structured to complement one another; the bus subsystem is point to point; major traffic generators would be connected along a corridor. The taxi element of the system is continuous service for trips originating and terminating in neighborhoods beyond the scope of the spine bus route. Chapters include the 5 year transit development program, existing transit system, bus passenger survey, recommendations, findings and implementation.

This report was sponsored by the Urban Mass Transportation Administration, Department of Transportation.


ACKNOWLEDGMENT: UMTA

126154

STATE OF THE ART OF DEMAND-RESPONSIVE TRANSPORTATION, SPEAKER 3

The clarification of the overall role of the taxi industry in the urban transportation system is identified as the major issue facing the industry today. Taxis are a major element in the urban transportation system; they serve more than 3,400 communities. Taxicabs carry more than 27 percent of the urban public transportation market. The taxi is considered the most flexible and efficient for demand-responsive service and shared use of the taxi in coordination with buses is the best short-range solution to urban transportation problem. It could also be the best long-range solution provided it continues to offer flexibility at favorable overall cost. The need for a flexible public passenger transportation system and the coincidental responsibility of making capital grants and fare subsidies is recognized. The need is indicated for subsidies and for monies to fulfill the need for equipment replacement, research and design of vehicles, and automatic identification-dispatch systems that would increase productivity 20 to 30 percent. The whole area of taxi regulation needs to be examined by the industry and government. There is a need for subsidized rides. A change of legal status is also necessary if the industry is to receive help on a continuing basis from local or federal sources. It is proposed that the taxicab industry and UMTA open discussion on eligibility for grants and the subsidization of particular groups of riders. The discussions should initially center on 4 areas: finance; service standards; entry into the industry and exit of the market; and equitable and consistent rate-making policies.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.

Boynton, C (Salt Lake City TaxiCab Association) Transportation Research Board Special Report Conf Paper No. 154, 1975, pp 7-13

ORDER FROM: TRB Publications Off, Orig. PC 099301

ROLE AND EFFECTIVENESS OF CONTRACT MANAGEMENT IN THE TRANSIT INDUSTRY

During the past decade, there has been a growing trend toward public acquisition of failing private transit companies. Many cities recognized, however, that they do not have city personnel with the expertise, knowledge, or experience to run the newly acquired systems. Public entities which are responsible for the transit operations of publicly owned transit systems often must be created and take the form of transit authorities, commissions or boards. Many public entities have turned to transit management companies to run the daily operations of their systems. A study of the three major contract management companies and 26 properties managed by them has been conducted. The purpose of the study was to: 1) survey the three major transit management companies in terms of ownership and history, present size and operating scale, management philosophies and corporate perspective on transit management; 2) survey the organizational structures of various transit systems operated by contract management, the decision-making process and the organization effectiveness. Results and conclusions obtained from this research could be summarized in the following: 1) contract management companies perform a justifiable role in the current state of development in the transit industry; 2) there are three basic types of organization structures utilized by publicly owned-contract managed transit systems. Each of these types tends to have particular characteristics relative to the decision-making process within the organization; 3) transit systems associated with each of the major transit management companies tend to have individual characteristics which reflect each company's own operating philosophies and perspective. At the end a number of recommendations have been made relative to contact management and future research.

Prepared as part of a program of Research and Training in Urban Transportation at Marquette University sponsored by the Urban Mass Transportation Administration.

Bakr, MM Robey, D Miller, TS (United States Marine Corps) Marquette University No Date, 51 pp, 2 Figs, 5 Tab., 13 Ref, 1 App.
126174  
TAXIS AND OTHER PRIVATE TRANSPORTATION SERVICES.  
SPEAKER 1
The benefits that could result to the taxi operator and the municipal government from the integration of privately owned and publicly owned transportation systems is discussed, and plea is made for a change in the manner in which financial support is provided to various public transportation services. A comparison of the shared-ride taxi operation with several demand-responsive transportation (DRT) systems reveals that the levels of service of the taxi operations are higher although productivity is low. The demand for service is also higher for the shared-ride systems. Taxi operations are, however, not generally subsidized. DRT services are costly because of low demand, capital intensiveness, high labor rates, restrictions on work rules, and few economic incentives. A publicly owned system that used federal money under a 13-C agreement cannot easily change its type of operation. It has been suggested that efficient services at low operating costs can be provided better by private enterprise. Private operations could receive financial assistance but difficulties in obtaining the assistance was so great that almost no private system did receive assistance. Recently, however, the 2 groups (private and public) have begun discussion on the potential that exists for cooperative venture of the 2 groups.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.

Heathington, KW (Tennessee University, Knoxville) Transportation Research Board Special Report Conf Paper No. 154, 1975, pp 84-86, 2 Tab, 6 Ref.

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126175  
TAXIS AND OTHER PRIVATE TRANSPORTATION SERVICES.  
SPEAKER 2
Certain features and problems are discussed of the taxi industry which has 190,000 vehicles, carries 25 percent of the commuter traffic and serves 3,400 cities of all sizes. An important feature of the industry is the group riding or demand-responsive transportation service. Contracts have been entered into with schools, and special education schools. Service is provided for welfare recipients and handicapped persons requiring wheelchair service. Package delivery and jitney service are also provided. One of the problems faced by the industry is retention of accumulated revenues. Ninety five percent of the money from the taxi meter goes to employees. During the past 10 years, the industry has moved from employer-employee businesses to a lessee relation in which the company provides licensed system insurance, dispatching, and coordinates and rent the car to the driver. The frequent entry-exit problem is illustrated by the service in Washington, D.C. which has 6,000 licensed taxis and an estimated 1,500 on the streets in the best of times. Central coordination will improve the situation.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.

Boynton, C (Salt Lake City Taxicab Association) Transportation Research Board Special Report Conf Paper No. 154, 1975, pp 86-87

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126176  
TAXIS AND OTHER PRIVATE TRANSPORTATION SERVICES.  
SPEAKER 3
In the field of demand-responsive transportation (DRT), government regulation at every level must be reviewed to permit the inclusion of more modern concepts of the 3 major areas of regulatory concern: chauffeurs, vehicles and service. This review must come soon because the threat of current recommendations is to provide additional DRT service rather than to provide the means for existing business to meet the problem. In the area of chauffeur regulation, adequate and reasonable regulation must be enforced everywhere because too many licenses depend entirely on the licensing procedure to screen chauffeurs. Research indicates that the regulation of the design and construction of vehicles other than limitation of scaling capacity is practically nonexistent. The regulations concerning age and condition of vehicle is generally left to administrative judgment. The van type vehicle is often omitted, and as a result vehicles rendering jitney and DRT service are unregulated. The point is made that taxicabs, which have historically been the vehicles for the private transportation of one or more persons, must have the opportunity to provide any additional or new DRT services that may be needed. The average DRT vehicle load is well within taxicab capacity. The latter is also suited to package delivery. Partnership with public transit is also a possibility. Improvement in the regulations concerning the limitation of the number of vehicles to be licensed is long overdue. Regulations related to the requirement of financial reliability need to be updated. The enactment of no-fault insurance legislation will reduce accident costs. A further major regulatory feature of DRT industry is the fixing of rates of fare. The rate structures must be revised so that any new DRT service can be provided at the outset at least, by taxicabs or limousines of existing operators or other vehicles provided by the operators.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.

Samuels, R (Yellow Cab Company) Transportation Research Board Special Report Conf Paper No. 154, 1975, pp 87-91, 2 Ref.

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126177  
TAXIS AND OTHER PRIVATE TRANSPORTATION SERVICES.  
SPEAKER 4
The successful operation is described of a demand-responsive transportation (DRT) system in Huntington Park, California, and the opinion is expressed that DRT operation is entirely compatible with taxicab operation. The employees of the taxicab company (the successful bidders for the city’s DRT operation), took only 3 hours for adjusting to the new operation. The city which uses federal revenue sharing funds to buy the services, is supplied with drivers, vehicles and vehicle maintenance. The cost to the city is $8.25/hour. Rates are 25 cents for children, adults and senior citizens alike. Two buses are operated from 9:00 a.m. to 6 p.m., and carry an average of 95 passengers/day/bus. The vehicle used is a 16-passenger van. A third bus is now needed (to meet the growing ridership) with a lift for handling of the handicapped, particularly those in wheelchairs. After 9 months of operation, it is concluded that no matter how high the ridership is, at the current rate structure, the operation will never be profitable.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.

Greyschot, DG (All American Cab Company) Transportation Research Board Special Report Conf Paper No. 154, 1975, pp 91-92

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126178  
TAXIS AND OTHER PRIVATE TRANSPORTATION SERVICES.  
SPEAKER 5
This paper pursues the proposition that a demonstration program is needed to evaluate the potential for taxicabs for providing various paratransit services, and specifies, in general terms, a program of empirical investigation and experimentation designed to test and evaluate promising service innovations for taxicabs. Regulations seldom deal adequately with the various shared-ride services (jitney, dial-a-ride, hail-a-ride, subscription) that taxicabs can provide. Taxicab operations by the private sector have not been eligible for the UMTA Capital Grant Program. A promising subsidy mechanism is one in which the public body negotiates a contract with a transportation provider to offer certain specified services at reduced fares; public funds are paid to the operator to supplement fare revenues. A second subsidy mechanism is the use of tickets sold to target group travellers at reduced rates and redeemed at the full fare value by the transportation provider (variations of this mechanism are also suggested). Benefits and potential problems with these services (jitney, dial-a-ride, hail-a-ride, subscription) and subsidy mechanisms are discussed. Transforming innova-
tions in taxi services from ideas to implementation involves 2 major steps: broadening the knowledge base, and the dissemination of information relating to these factors to planners etc. Analyses conducted on the lines outlined here could provide a basis for the development of planning guidelines and demonstrations.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.


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126179
TAXIS AND OTHER PRIVATE TRANSPORTATION SERVICES. SPEAKER 6

This paper expresses the opinion that the nations need for demand-responsive transportation (DRT) could be met by independent taxi-paying individuals, and deplores the current tendency toward socialization of transportation. For more than 25 years Long Island’s taxicab industry has, in fact, been a DRT system. It has paid its way while fares have been maintained low. It has accomplished this within the confines of the existing socioeconomic system and without any direct subsidy through transit bills, tax relief, or price support for inequitable fuel costs.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.


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126189
EVALUATING DEMAND-RESPONSIVE TRANSPORTATION SYSTEMS. SPEAKER 2

Development trends in cities and their implication for urban transportation systems are briefly reviewed. The CBD-focused, fixed-route transit systems are mismatched to the evolving needs of increasingly low-density and multifaceted cities. Region-wide door-to-door systems such as those in Orange and Santa Clara counties, in Rochester and in Ann Arbor, overcome this mismatch. Conjectures as to how these region-wide systems might evolve are presented, and some criteria for their success are listed (double current transit ridership; achieve full decongested traffic flow without car disincentives; achieve mostly decongested flow with some car disincentives; increase current transit ridership 10 times; and provide 99 percent availability in time and space) are discussed. A figure is presented which compares a flexible-route system with a fixed-route system offering the same level of service, defined as the ratio of walk, wait, and trip time to the best no-wait direct route. Figures also show that the higher the service level, the greater the proportion of flexible-route elements in a total system.

The two-phase evolution of the system over time is described; the first phase is that in which coverage of the low-density suburbs is being added, and the second is that after complete coverage is achieved. Experience suggests that these new systems cannot pay for themselves while at the same time attracting a higher level of use. Apart from the problem of overall subsidy, there should be an internal-to-the-system cross subsidy between high-and-low-productivity elements. Private taxi operators lead to the issue of private capital and public subsidy. These systems are seen to lend themselves ideally to incremental planning and implementation.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.

Ward, JD (Department of Transportation) Transportation Research Board Special Report Conf Paper No. 154, 1975, pp 146-153, 10 Fig., 2 Ref.

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126191
POLITICAL AND PUBLIC POLICY ISSUES RELATED TO DEMAND-RESPONSIVE TRANSPORTATION. SPEAKER 1

The role played by the state in cooperating with local and federal agencies in sharing the risks that fall to innovators of DRT will be debated by the legislature, which will seek to develop a means of bridging the needs of local jurisdictions and the strengths of the federal government with state resources and thereby share in the risks that innovations in service and technology will entail. Demand-responsive transportation (DRT) is seen as an attempt to solve some of the problems of congestion and pollution, and the immobility of the poor and the elderly. It must, however, be realistic and efficient in implementation. It must be realized that most DRT systems have not generated demands greater than 10 requests/square/mile/hour; ridership surveys show that the majority of rides have not replaced automobile trips. Concern for efficiency is an important factor; the California legislature opposed DRT because of its labor-intensive nature and the resulting costs. Several communities in California are developing contracts with the private sector to transport the immobile. In Los Angeles, positive steps are being taken with respect to the private sector; the supply of taxicabs has been increased in its franchise areas and jitney services are being experimented. In Santa Clara county, an experimental countywide DRT and arterial bus system is being inaugurated.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.

Ingalls, WM (East Riverside, County of, California) Transportation Research Board Special Report Conf Paper No. 154, 1975, pp 160-161

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126192
POLITICAL AND PUBLIC POLICY ISSUES RELATED TO DEMAND-RESPONSIVE TRANSPORTATION. SPEAKER 2

The paper focuses on UMTA’s view relating to the potential of paratransit or demand-responsive transportation (DRT), and discusses some of the policy implications. The future of community paratransit service, characterized by the flexible routing and scheduling of small vehicles to provide shared-occupancy, door-to-door, personalized transportation service within smaller communities and suburban neighborhoods is virtually assured. However, the biggest scope for the future expansion of paratransit lies in its becoming an element of integrated metropolitan transportation systems. An effective urban transportation system one that will provide a high level of service at the least cost, requires a mix of vehicles, service levels, and operating regimens, tailored to the different demand conditions, widening densities, and travel patterns prevailing in particular corridors and subareas of the metropolitan region. UMTA will encourage applicants to be more mindful of the immediate and near-term transportation needs of metropolitan areas. UMTA will also want to know at what extent long-range transportation plans can be implemented in a more time-phased, incremental fashion. Examples of potential new paratransit applications are listed, and quoted as examples of the ways in which paratransit could complement (not compete with) existing transportation services. UMTA would like to know whether prearranged feeder service to line-haul commuter buses and trains could be provided by private operators at a cost that commuters could afford. It is emphasized that single-mode transportation systems, be it paratransit, rail, or freeway systems, cannot offer a solution to all transportation problems.

Presented at the Fifth Annual International Conference on Demand-Responsive Transportation Systems conducted by the TRB, Nov. 11-13, 1974, Oakland, Calif.; and co-sponsored by American Public Transit Association, California DOT, Alameda-Contra Costa Transit, MIT, UMTA and Technology Sharing Program of U.S. DOT.


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RECREATION ACCESS STUDY

This study was conducted from the perspective of the user, to learn the role which transportation plays in recreation decisions, and from the perspective of the recreation area, to see how current access affects the area. An inventory of regionally significant recreation resources under the jurisdiction of Federal and State governments was developed. In examining access to sample of these recreation areas, the following recurrent problems were identified: congestion at approaches to recreation sites at peak times; inadequate internal circulation systems; lack of adequate public transportation access; haphazard private development; and degradation of the physical environment with overaccommodation of the heavy reliance on private automobiles. In accordance with current energy, environmental, and economic concerns, several recommendations, none of which involve new legislation or new programs, are made. Briefly, these recommendations are directed toward the following objectives: increased attention by transit operators to opportunities to provide routes, schedules, and marketing efforts to increase recreational tripmaking by transit; reduction of Federal, State, and local regulations which impede efficient, profitable, and attractive transportation service by private enterprise in establishing and accomplishing reasonable objectives, the balance of resources among all functions of publicly funded programs, and the performance of individual agencies and units in their assigned roles with available resources. In the discussion which follows, the Federal Highway Administration's viewpoint is put forward: programming is necessary; and the Administration is committed to restoring it with a minimum requirement of federal presence in the evaluation process. The Urban Mass Transportation Administration has statutory objectives against which to measure progress, and certain national objectives of air quality and energy conservation. However, these are not operational objectives. Such objectives, it is suggested could be the improvement of the quality of service for the "transit independent"; improvement of mobility of the transit dependents; and the reduction of automobile usage because such usage serves as a surrogate for certain more basic goals such as improved environmental quality and energy conservation.


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PARATRANSPORT: THE COMING OF AGE OF A TRANSPORTATION CONCEPT

The nature and potential of paratransit is examined, and the question of what accounts for its growing popularity is considered. The inuity of services known collectively as paratransit arose in the 1960's with rapid suburbanization and the need for transportation services that would approximate the convenience and ubiquity of the automobile, yet preserve the inherent economy and efficiency of public transportation. The concept of multipurpose community paratransit services are of special promise. Outstanding examples of such services are to be found in El Cajon, California and Westport, Connecticut. In central cities paratransit can serve as a valuable complement to regular transit. The use of taxis to replace buses on routes that are little frequented, has been successful in German cities such as Munich, Stuttgart, and West Berlin. Potentially, the most far-reaching opportunity for paratransit lies in the concept of paratransit/transit operations. Although paratransit is not an alternative to the traditional transit services, it represents a viable mode in the current search for energy-saving transportation systems.

Proceedings of a conference held November 9-12, 1975, conducted by the Transportation Research, and sponsored by the Urban Mass Transportation Administration.


131318

PUBLIC TRANSPORTATION IN JAPAN: CONTRASTS AND CONCLUSIONS

Emphasis on the rail mode in Japan is examined. The Japanese National Railways is a predominant factor in both the intercity and commuter passenger services. Japan has subways in seven urban areas, several of which are also served by privately owned suburban railways. The author discusses ticketing, service and control, and travel habits of the Japanese. Convenience, comfort, safety and dependability of trains are seen as a reason for the popularity of public transport in Japan.


ORDER FROM: American Public Transit Association, 1100 17th Street, NW, Washington, D.C., 20036 Repr. PC 133209

SMALL CITY TRANSIT: BREMERTON, WASHINGTON

Privately Operated Subscription Bus Service to an Industrial Site

Bremerton, Washington, is an illustration of a privately operated, profitmaking subscription bus service. This case study is one of thirteen examples of a transit service in a small community. The background of the community is discussed along with a description of the implementation process and operational characteristics of the transit service. The process through which the community responds to the specific needs for transit service within the local context is stressed.

See also PB-251 505.


ACKNOWLEDGMENT: NTIS, UMTA

ORDER FROM: NTIS PB-251504/7ST

134677

COMPARISON OF PRIVATELY AND PUBLICLY OWNED DEMAND-RESPONSIVE SYSTEMS

Urban transportation planners usually agree that urban systems can be put into 3 categories. One of these, multiple-ride, demand-responsive systems, has received comparatively little investigation and consideration as a workable form of urban public transportation. This paper deals with
this form of urban transit. Six publicly owned shared-ride systems are compared with 2 privately owned systems. Similar variables are observed, and conclusions are drawn from the observations. The information indicates that the private systems are servicing a large area with a smaller seating capacity. Both are attracting the same market segments, but the private systems are obtaining a higher average fare. This, coupled with the lower costs of the private operation, enables the private systems to operate at a profit while the majority of public systems operate at a deficit.

Davis, FW Heathington, KW Alford, R Symons, R Middendorf, D (Tennessee University, Memphis) Transportation Research Record No. 559, 1976, pp 11-20, 3 Fig., 4 Tab., 6 Ref.

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134678
SUMMARY OF ORGANIZATION AND ENVIRONMENTAL REVIEW OF 2 PRIVATELY OWNED, SHARED-RIDE TAXICAB SYSTEMS

Steadily decreasing ridership on traditional urban transportation modes has prompted concern about urban transportation systems. This paper deals with 1 level of such a system—privately owned, shared-ride, demand-responsive services. The intention of this paper is to provide an introduction to some of the basic characteristics and concepts of taxicab service in an urban area. It has been written primarily for the use of those who are generally uninstructed in the subject area but who are nevertheless interested in alternative methods of providing urban public transportation service.

The paper serves as a starting point for more detailed study of taxicab systems and services, and it serves to develop an awareness of the operating environments and functional structure that have proved fundamental to the examiners the functional structures of taxicab systems, the requirements and formulates and follows an operating strategy will be the fundamental factor in making the system a workable enterprise. This paper, then, examines the functional structures of taxicab systems, the requirements and characteristics of the people who operate them, the regulatory environments in which the systems operate, and the various pricing strategies that the systems may follow.

Heathington, KW Davis, FW Alford, R Symons, R Middendorf, D (Tennessee University, Memphis) Transportation Research Record No. 559, 1976, pp 21-32, 9 Ref.

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134684
MOBILITY CLUB: A GRASS-ROOTS SMALL-TOWN TRANSPORT CONCEPT

The dispersion of relatively small numbers of people in rural environments is a substantial barrier to collective means of travel such as conventional bus service or demand-responsive transit. Accordingly, this paper proposes and analyzes an approach based on ride sharing in private automobiles that might provide significant relief for the problems of rural immobility. This solution, termed a mobility club, can be implemented within the work-force and financial resources of most small towns and rural communities. Trip desires of individuals without automobiles are matched to the trip-making intentions of persons with automobiles by the mobility club telephone dispatcher or ride broker. A companion feature is the method proposed for increasing the number of "travel friends," that is, the number of persons who are well enough acquainted to trust traveling together. This paper discusses the operational, administrative, and institutional aspects of the mobility club concept. An example is presented to illustrate the magnitude which would appear from the implementation of new forms of public para-transit; and the assembly of the COMPENDIUM. On the pages opposite the text are cross-references, comments by the authors, some legal warnings, and generalizations intended to assist the user in the selection process. The sections of the COMPENDIUM are: Definitions, ambiguities; the licensing authority; operating licenses; vehicle licenses; chauffeur's and attendant's licenses; fees and penalties; financial responsibility; inspection of vehicles; books and records; reports; service of notice, etc.; hearings; affiliates; taxicabs; liveries and limousines; non-transit buses; jitneys; ambulances and cabulettes; criminal offenses; police powers not infringed; amendments; and, partial invalidity.

Yukubovsky, R. Fichter, D (New York State Department of Transportation) Transportation Research Record No. 559, 1976, pp 89-100, 5 Fig., 4 Tab., 4 Ref.

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135034
LEGAL AND INSTITUTIONAL ISSUES IN IMPLEMENTING PUBLIC OR PRIVATELY SPONSORED CARPOOLS PROGRAMS IN CANADA

This study of 4 different types of carpooling (car pools, dynamic car pools, van pools, and bus pools) considers aspects related to implementation, regulations, and liability, and discusses specific case studies. In the conventional carpool, passengers and drivers are known to each other; dynamic carpooling can be arranged by radio, TV or the newspapers, and involves picking up passengers at designated stops; poolers may also combine to purchase a van or the van may be purchased by the employer; bus pools are run at specified times between a community and an employment center. The study concludes that the question of who should implement a carpooling program should be considered after the program is drawn up. Drifting license requirements and taxi regulations vary, and the attitude of the transit authorities to exclusive franchise rights of transit systems are also known to vary. The liability of the drive of a carpool vehicle to the passenger, the liability of passengers to injured third parties, employer liability, and taxation are also discussed.


ACKNOWLEDGMENT:
ORDER FROM: Roads and Transportation Association of Canada, 1765 St. Laurent Boulevard, Ottawa, Ontario K1G 3V4, Canada

136802
AN ANALYSIS OF COMMUTER VAN EXPERIENCE

The report analyzes the planning, organization, and operation of commuter van programs (often called van pools) in the U.S. and Canada. More than 30 existing operations have been examined and classified by considering the major organizational arrangements for providing the service. The potential benefits van commuting generates for the users, employers and community are discussed, and the paper presents guidelines on the demand environment and indicates the service characteristics that are likely to be important in attracting riders. Major legal issues including public regulation, competition with bus transit, liability and insurance, and implications of driver compensation are reviewed. The potential for widespread van programs and the proposals for large-scale, area-wide service are also discussed.

Paper copy also available in set of 2 reports as PB-252 303-SET, PC58.00.


ACKNOWLEDGMENT: NTIS, UMTA
ORDER FROM: NTIS, NTIS Price, /MF$2.25 PB-252304/1ST

136915
A COMPENDIUM OF PROVISIONS FOR A MODEL ORDINANCE FOR THE REGULATION OF PUBLIC PARA-TRANSIT

This report comprises a complete set of provisions for the regulation of various types of public para-transit transportation. Its preparation consisted of five stages: Collection and analysis of the statutes of every state, the ordinances of some 600 municipalities and several multi-state compacts; the compilation, comparison, and the organization and drafting of the sections; considerations of varying attitudes concerning several philosophies of regulation as revealed by the existing regulations; research into the needs which would appear from the implementation of new forms of public para-transit transportation; and the assembly of the COMPENDIUM. On the pages opposite the text there are cross-references, comments by the authors, some legal warnings, and generalizations intended to assist the user in the selection process. The sections of the COMPENDIUM are: Definitions, ambiguities; the licensing authority; operating licenses; vehicle licenses; chauffeur's and attendant's licenses; fees and penalties; financial responsibility; inspection of vehicles; books and records; reports; service of notice, etc.; hearings; affiliates; taxicabs; liveries and limousines; non-transit buses; jitneys; ambulances and cabulettes; criminal offenses; police powers not infringed; amendments; and, partial invalidity.

Samuels, RE
THE FEDERAL GOVERNMENT AND PARATRANSIT

This exploratory effort to identify several federal policy issues and to review significant experience, discusses the issue of taxi-transit competition, the legal aspects of "taxi", and the integration of taxicabs into transit planning and subsidy policy. Issues raised by paratransit innovations are considered, and the application of section 13e is discussed. The questions are discussed about the precise boundary between private and mass transportation, about how to integrate taxis into transit planning, about the eligibility of shared-ride taxi service for transit subsidies, and about public policy with respect to the fair treatment of private companies harmed by publicly subsidized competition. Paratransit poses significant issues of potential competition with conventional transit, particularly with respect to van-pool and special services. Paratransit also poses issues in the area of labor protection (section 13e).

Paratransit: Proceedings of a conference held November 9-12, 1975, conducted by the Transportation Research Board, and sponsored by the Urban Mass Transportation Administration.

Altshuler, A (Massachusetts Institute of Technology) Transportation Research Board Special Report No. 164, 1976, pp 89-104. 12 Ref.

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138450
PRIVATE CARRIERS AND URBAN TRANSPORTATION

This paper considers the current role of private carriers, discusses the issues facing private carriers, and makes recommendations with regard to research in this area. Variations in the kind of service provided by private carriers turn largely on the degree of privacy desired by the passenger first hiring the vehicle, the capacity of the vehicle, and the control over the points of origin and destination of the trip and the route travelled. The spectrum of vehicles employed are listed, and the characteristics of prospective passengers are briefly described. The financial potential of demand-responsive transportation is considered and the regulation of such transportation is discussed. Many improvements in practice would have been implemented if they were not inhibited by local regulations, some of which may also inhibit the development of paratransit. The industry is faced with cost increases that result from legislative acts that go beyond the ability of the industry to recoup by greater fares. This creates financial problems that must be met by subsidy. Relation between operators and the federal government is discussed. A major area of research is in the area of implications and problems underlying the exposure of all public carriers to liability arising from the operation of the various vehicles employed in paratransit.

Paratransit: Proceedings of a conference held November 9-12, 1975, conducted by the Transportation Research Board, and sponsored by the Urban Mass Transportation Administration.

Samuels, RE (Yellow Cab Company) Transportation Research Board Special Report No. 164, 1976, pp 120-126

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138461
EFFECT OF GOVERNMENTAL CAPITAL AND OPERATING ASSISTANCE ON THE DEVELOPMENT OF PARATRANSIT— WORKSHOP 2

The workshop discussion focused on how federal money will be spent on paratransit in the next few years, particularly UMTA money, and how the precedents established by the expenditure of these funds will shape the future development of this field of transportation. The workshop noted that where new services are being created (particularly demonstrations), potential conflicts can be reduced by dealing directly with uncertainties. User-side subsidies for approved paratransit and transit seem least likely to adversely impact labor and private operators and most likely to benefit target groups with specific unidentified transportation needs. The workshop also found that mechanisms of cooperation that render the greatest efficiencies of all available resources are to be preferred to the creation of numerous isolated projects that have separate client groups and paratransit equipment. Emphasis on services rather than suppliers ought to foster the fuller use of private sector resources, existing transit systems, and centralized paratransit systems for specialized client needs. Areas for further study as well as recommendations made by the workshop are listed.

Paratransit: Proceedings of a conference held November 9-12, 1975, conducted by the Transportation Research Board, and sponsored by the Urban Mass Transportation Administration.

Burco, RA (Oregon Department of Transportation) Transportation Research Board Special Report No. 164, 1976, pp197-200

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138462
INSTITUTIONAL CHANGES NEEDED TO FOSTER THE DEVELOPMENT OF PARATRANSIT—WORKSHOP 3

The workshop which sought to examine the roles of organizations responsible for the planning, funding, implementation, operation and
Salient points discussed at the conference include coordination of various paratransit and transit services, described the type and impact of regulation on the provision of paratransit service, as well as institutional and legal changes. Labor arrangements for different paratransit services were examined, and the current and potential roles of private paratransit providers were reviewed. A first step in assisting new services would be to get adequate representation for paratransit operators in metropolitan planning organizations (MPO). Possible actions in the field of regulations are noted, and suggestions are made regarding insurance of paratransit vehicles. Courses of action are also suggested regarding the initiation of new paratransit services, and the UMTA section 166 program for providing capital funds for selected private non-profit transportation projects. Guidelines are presented for coordinating transit and paratransit. Other issues covered include: ombudsman for paratransit operators; the substitution of paratransit operations in low-volume routes; the redirection of public policy; fares; and integration with urban transportation services.

Paratransit: Proceedings of a conference held November 9-12, 1975 conducted by the Transportation Research Board, and sponsored by the Urban Mass Transportation Administration. 

Shiatte, KW (New York State Department of Transportation)

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CONFERENCE SUMMARY
Salient points discussed at the conference include coordination of transit and paratransit. Implementation problems associated with labor, insurance and regulations (particularly the last) were much discussed, and it is noted that regulations that are outdated, convoluted, and inconsistent should be updated. The need is also noted for adequate education and information transfer at several levels including transfer at the microlevel. The question of how to ensure that paratransit alternatives will be given consideration in the planning and resource allocation process is considered, and it is suggested that UMTA and other federal agencies should be more involved in the planning process. The coordination system management element can be an effective mechanism to ensure that urban areas consider paratransit alternatives, regulatory issues, and alternative providers of transportation. The issue of using private operators to implement new paratransit services is considered and the primary responsibility for coordination of transportation is discussed. The development of an integrated system using both conventional and paratransit services, and the federal role in such services are also discussed.

Paratransit: Proceedings of a conference held November 9-12, 1975, conducted by the Transportation Research Board, and sponsored by the Urban Mass Transportation Administration.

Roos, D (Massachusetts Institute of Technology) Transportation Research Board Special Report No. 164, 1976, pp219-222.

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LESSONS FOR TRANSPORTATION POLICY DRAWN FROM PUBLIC HOUSING, URBAN RENEWAL, AND OTHER FIELDS
Goal achievement in transportation programs appears more likely if policymakers, program analysts, and educators learn from the experiences of people in nontransportation programs. Expensive mistakes, dead-end approaches, and negative impacts that can be avoided in transportation policies are illustrated with analogies to the implementation problems and program impacts of public housing and urban renewal. Evaluations of public housing programs suggest that the mere provision of new mass transit facilities and services is unlikely to change the basic values and behavior preferences of many population segments despite the hopes of planners, environmentalists, and mayors. The transformation of large-scale, impersonal public housing programs to smaller scale, personalized, and home-owner rehabilitation programs has transportation analogies in pedestrian and private vehicle access improvement programs. Subregional transit services run by managers sensitive to community and traveler needs appear likely to improve population mobility more than investments in costly downtown-oriented linear systems. Evaluations of urban renewal programs suggest that urban transportation system management policies must consider the nature, extent, and incidence of negative social, psychological, and economic impacts associated with various strategies to reduce automobile ownership and use. As with relocation housing, comparable public transportation services must be available to affected car users, or adequate financial compensation should be made available. The paper concludes by specifying the institutional implications to reflect lessons from nontransportation fields. New services are suggested to help transportation suppliers and the traveling public. Professional transportation education improvements are recommended. Prepared for the 54th Annual Meeting of the TRB held in Washington, D.C.

Gurin, DB (Urban Mass Transportation Administration)
Transportation Research Record Conf Paper No. 583, 1976, pp 15-28, 1 Tab., 14 Ref.

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DEMAND RESPONSIVE TRANSPORTATION: AN INTERPRETIVE REVIEW
The problems and potential of several demand responsive transportation (DRT) modes are examined in this paper. The analysis provides suggested recommendations to decision makers, as well as policy analysts and transportation planners. Included in the definition of DRT are the auto, taxi, rent-a-car, jitney, dial-a-bus, car pool, and subscription bus. The main conclusions are: (1) decision makers should not focus on taxis, rent-a-car, jitney, dial-a-bus, car pool, or subscription bus to reduce congestion and pollution without disincentives to auto use; (2) jitneys can help the transit poor, and jitney development by the private sector should be encouraged, particularly along routes currently overloading public transit where resistance from transit operators is likely to be the least. Or, jitneys might be encouraged to feed public transit, if this proves politically feasible. (3) Since the greatest potential of dial-a-ride is in helping the poor and elderly rather than reducing congestion, decision makers should consider providing vouchers to the poor and elderly for use on taxis before considering the public provision of an entire dial-a-ride system. (4) Local decision makers, as well as state agencies supporting local demand responsive transportation, should support efforts to increase the supply of taxis. Recognizing that the political difficulties involved in increasing the supply, compromise solutions aimed at encouraging incentives for competition, such as leased cabs, should also be encouraged. /Author/ TRRL/

Higgins, T Transportation (Netherlands) Vol. 5 No. 3, Sept. 1976, pp 243-256, 2 Fig., Ref.

ACKNOWLEDGMENT: TRRL (IRRD 222585)

148238

TRANPLAN 76: INITIAL IOWA TRANSPORTATION PLAN
This plan which stresses the roles played by the public and private sectors in providing transportation services is presented in seven sections which cover: statewide transportation planning, the Iowa Transportation Policy, modes, needs, resources and programming, critical issues, and public investment in transportation. Iowa has been using a needs study approach for more than 15 years as its basic highway planning tool. The Iowa Transportation Plan is concerned with the socio-economic and environmental consequences of transportation investments as well as decisions on types and timing of investments and funding sources. Iowa's transportation policy supports the establishment of an adequate and safe multimodal transportation system. Air, waterway, rail, transit, road and pipe transit modes are considered, and financial needs and resources are discussed. Passenger and freight modes and planning values related to energy intensiveness are discussed, and freight and passenger cost characteristics are noted.

Iowa Department of Transportation Mar. 1976, 274 pp, 82 Fig., 67 Tab., 6 Ref.

ORDER FROM: Iowa Department of Transportation, Planning and Research Division, Des Moines, Iowa, 50319

148243

CONSEQUENCES AND CAUSES OF PUBLIC OWNERSHIP OF URBAN TRANSIT FACILITIES
The reasons for the shift from private to public ownership of urban transit facilities are the subject of the paper. The regulation theory suggests that this shift is due to the increasing severity of regulation, while the declining-market and externalities hypotheses suggest that increases in automobile
ownership are the reason for reduced profits and public ownership. Regression results indicate that profit margins of privately owned systems are higher when regulation is by a state rather than a local agency. Changes in profit margins over time are found to be directly related to increases in automobile ownership. /Author/


156099
BUS AND SHARED-RIDE TAXI USE IN TWO SMALL URBAN AREAS
The demand for publicly owned fixed-route, fixed-schedule bus service was compared with the demand for privately owned share taxi service in Davenport, Iowa, and Hicksville, New York, through on-board surveys and cab company dispatch records and driver logs. The buses and shared-ride taxi service systems in Davenport competed for the off-peak period travel market. During off-peak hours, the taxi tended to attract social-recreational, medical, and personal business trips between widely scattered origins and destinations, while the buses tended to attract shopping and personal business trips to the CBD. The shared-ride taxi service in Hicksville, in addition to providing many-to-many service, competed with the countywide bus system as a feeder system to the Long Island commuter railroad network. In each study area, the markets of each mode of public transportation were similar. There were no statistically significant differences between bus and shared-ride taxi users in Davenport relative to ability to drive, household income, employment status, number of automobiles available to the household, and physical capabilities. Bus and shared-ride taxi users in Hicksville differed slightly in age, household income, number of automobiles available to the household, and distance from home to bus stop. In general, major portion of the market in both shared-ride and taxi systems were of people likely to be dependent on some form of public transportation for some of their trips. /Author/

Middendorf, DP (Peat, Marwick, Mitchell and Company) Heathington, KW (Tennessee University, Memphis) Transportation Research Record No. 606, 1976, pp 48-53, 2 Tab., 8 Ref.

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156101
INTEGRATED URBAN TRANSPORTATION SYSTEMS: CHALLENGE FOR THE FUTURE
Paratransit has been described as a bridge between the conventional automobile and conventional transit. Different concepts, such as taxi and car pooling, have developed from the automobile side and other concepts, such as subscription bus service and dial-a-ride, have developed from the transit side. As service concepts continue to develop and there is movement from both sides toward the center, certain conflicts are inevitable. Two major cultures, privately operated taxi companies and publicly operated transit companies, that have previously operated independently and differently must now learn to understand each other's environment and work together. However, to view the problem simply as taxi versus transit or public versus private is naive. As in all situations involving the assimilation of different cultures, patience, time, and understanding are required. Paratransit is a melting pot of different approaches, in which gradual assimilation will occur while fundamental differences remain. Paratransit provides the opportunity to increase available options with respect to both the service that is provided and the providers of service. Service can be successfully integrated—at least one level by interfacing paratransit service with one another and at a higher level by interfacing paratransit with conventional fixed-route transit in a complementary manner. /Author/

Roos, D (Massachusetts Institute of Technology) Transportation Research Record No. 608, 1976, pp 4-10, 3 Ref.

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156107
EVALUATION OF DRT SYSTEMS IN RICHMOND AND SANTA BARBARA
This study evaluated system performance and the economics of a publicly operated demand-responsive transportation system in Richmond, California, and a privately owned and operated demand-responsive transit service in Santa Barbara, California. The systems were evaluated from the viewpoint of users, nonusers, and system operators. The major conclusion from the research was that ownership and operation of demand-responsive transit by the private sector demonstrate significant potential and should be given serious consideration by policy makers. By subsidizing a private operation at approximately $1.00 per passenger-trip, it should be possible for a local government to provide increased mobility to transit-disadvantaged sectors of the population with a greater degree of efficiency and equity than would be possible if the service were operated by a transit district. /Author/

Kadesh, E (Environmental Protection Agency) Transportation Research Record No. 608, 1976, pp 42-47, 8 Ref.

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156122
ESTABLISHING CONTRACTUAL RELATIONSHIPS FOR DEMAND-RESPONSIVE TRANSPORTATION SERVICES
As interest in demand-responsive transportation systems has grown, increased attention has focused on making use of the experience and resources of the private sector in providing these services. Recent experiences have shown that establishing satisfactory relationships between public agencies that want to foster these services and private operations may be difficult because of the different constraints and objectives that characterize the public and private sectors. An important part of such relationships is the contract that binds the two parties. The authors review recent contracting experiences; identify the goals, objectives, and constraints that characterize each sector; and suggest a contract framework that seeks to reconcile potentially conflicting objectives of the two sectors. /Author/


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156125
PAST ACCOMPLISHMENTS AND FUTURE DIRECTIONS OF PARATRANSIT: A DISCUSSION
The major topics discussed with respect to paratransit include the following: The three most significant accomplishments to date regarding paratransit, APTA's view of paratransit and the potential for public and private cooperation; the role of ITA in paratransit; the role of the federal government in paratransit; and, the three most important short-term objectives with respect to paratransit, and how to achieve them. The major accomplishment of paratransit is the identification of the wide range of available services that fall between the driver and his private automobile and buses. As a result of the government and academic interest in taxicabs, the ITA has become more active in determining its role vis a vis the federal government. Paratransit has demonstrated that the present transportation system must be considered a multidimensional system in which services are going to be better tailored to individual needs. UMTA, in cooperation with APTA should share in a definitive program of planning for paratransit, striving for efficiency and implementing paratransit in ways which would compliment the existing transportation system. UMTA is seen as facilitating innovation at both the local and state levels of government. Through research and demonstration programs UMTA has been able to examine the various aspects of paratransit services as well as the delivery and integration of these services. Also, UMTA must assure that there be equity in the distribution of services within the urban area. In the short-run, each urban area should seek to establish effective coordination of its transit services, including the many facets of paratransit; UMTA must assure that there are effective laws to protect existing institutions that are providing transportation; and finally, the existence of privately owned paratransit services and the removal of regulations that prevent these private operators to avoid paratransit services from functioning on a shared-ride basis must be recognized.

Transportation Research Record No. 608, 1976, pp 122-130, 4 Ref.

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155787
IMPROVING JOB ACCESS FOR THE URBAN POOR
Transportation planners are beginning to learn that different population groups have different travel needs. This paper summarizes what has been learned about the work-related travel requirements of the metropolitan
poor. It begins with a description of likely travelers, the already motivated poor; their preferences for good jobs paying at least $2.20 per hour; and the types of available jobs, most of which are unpleasant jobs paying unacceptable wages around $1.60 per hour. The needs likely to be faced by poor people when they have to travel in search of work, to apply for a job, and to commute require flexibly routed and scheduled vehicles. The suitability of buses, car pools, and private autos to meet these needs is considered, and their availability and service inadequacies are identified. Programs are recommended to reduce the need to travel for work-related purposes, to foster self-help transportation by facilitating car ownership among non-car owning households, and to provide better transport options such as taxis or dial-a-bus systems for those who cannot help themselves.


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163336 CAR POOLING BY PRIVATE VEHICLES [Summation [private fordon]]

This publication suggests a program for investigation of the possibilities of increasing the degree of car pooling journeys to and from work. The first part of the study is a theoretical preparation for the second practical part in which a number of demonstration projects are to be carried out. The first stage contains an inventory and analysis leading to the formation of hypotheses. The hypotheses are to be tested by an investigation into traveler experience and attitude in the test areas to be used in the second stage. The demonstration projects are to be carried out on the basis of a car pool organization with resources to administer and support the tests. The activity is coordinated with the local authority and public transport company planning. The results of every subproject are to be evaluated and the consequences analyzed, after which the overall results are to be systematized. /TRRL/ [Swedish]

Vesterlund, Y

Chalmers University of Technology, Sweden Monograph Meddelande 77-1976, 1976, 33 pp, 4 Fig.

ACKNOWLEDGEMENT: TRRL (IRR-225947), National Swedish Road & Traffic Research Institute

163543 USER-SIDE SUBSIDIES FOR SHARED RIDE TAXI SERVICE IN DANVILLE, ILLINOIS: PHASE I

An UMTA Service and Methods Demonstration has been implemented in Danville, Illinois. The purpose of the demonstration is to test the use of a user-side subsidy on a shared ride taxi service for handicapped and elderly persons. This report presents time series and survey data analysis on the workability, cost-effectiveness and impacts of the project during Phase I. The demonstration has proven that a user-side subsidy can be workable and cost effective. Project demand has been moderate and costs per passenger trip have proven to be very low. Members of the target group and general public have responded very favorably to the project. UMTA and the Project Staff are now planning an expansion of the demonstration to include a user-side subsidy for all persons on privately operated regularly scheduled fixed route service. /UMTA/

Sponsored by DOT, UMTA, Office of Transportation Management and Demonstrations.

Fitzgerald, PG

Crain and Associates, (DOT-TCS-UMTA-77-19) UMTA-IL-06-0034-77-1, June 1977, 234 pp, 9 Fig., 33 Tab., 12 App. DOT-TSC-1082 81 Total Funds:

ACKNOWLEDGEMENT: UMTA

ORDER FROM: NTIS PB-292805/9ST

163584 RECOMMENDED STATEWIDE TRANSPORTATION GOALS POLICIES AND OBJECTIVES

This publication which represents the policy element of the California Transportation Plan, covers the basic principles and policies to be used in transportation decision-making, as well as the applications and implementa-
EVOLUTION OF THE KNOXVILLE TRANSPORTATION BROKERAGE SYSTEM

A demonstration project designed to explore the feasibility and transportation service impacts of the transportation brokerage concept is currently underway in Knoxville, Tennessee. The transportation broker seeks to identify and match transportation supply and demand across a wide range of users, providers, and modes. The report describes the brokerage system concept and new activities leading to the implementation of the brokerage system in Knoxville. Included is a discussion of the various institutional and regulatory barriers to participation by private providers and how some of these were overcome. The Knoxville pre-operational experience is potentially of interest and applicability to other locales.

Skornack, AJ
CACI, Incorporated, Urban Mass Transportation Administration

ORDER FROM: NTIS PB-269574/OST

EVOLUTION OF THE RESTON, VIRGINIA COMMUTER BUS SERVICE

The report focuses on documenting and assessing the evolution and operations of the Reston Commuter Bus (RCB). RCB is a good example of a community group overcoming many legal, regulatory, and institutional constraints to develop and refine a viable commuter bus service for community residents. UMTA sponsored this research and assessment of RCB because the RCB approach to commuter bus service is of potential interest and applicability to other communities across the country. RCB is a community-based nonprofit corporation which operates a non-subsidized, weekday, peak-period express commuter bus service operating between Reston, Virginia, and Washington, D.C. area employment centers. RCB is managed essentially by volunteer support. Since 1968 RCB has contracted with public and private carriers to operate the service. The current RCB service is supplied by a private carrier. This report examines the current RCB service operations, the development of the service and the organization, as well as ridership, cost, and productivity data. It addresses the viability of RCB service in terms of contractual costs of transportation weighed against the revenue generated by system ridership. System productivity is addressed over time by comparing actual and break-even load factors.

Hoel, LA (Virginia University)
Transportation Planning and Policy

ACKNOWLEDGMENT: TRRL (IRRD 213398)

ISSUES IN THE ECONOMIC REGULATION OF URBAN PUBLIC TRANSPORTATION

This paper considers the question of more versus less regulation and the role of alternative institutional approaches. Provisions for entry and exit from urban transportation markets are discussed, as well as the constraints and incentives experienced by existing carriers. A fundamental difference is noted regarding the potential of competition as an alternative to regulation and as an incentive in present institutions for decision making in urban transportation. The issue of entry and exit in the provision of urban transportation service is closely related to the issue of the desirability of competition. The potential of competitive alternatives to conventional fixed-route transit-systems was discussed, and ride-sharing systems, jitneys, fee-paid carpooling, commuter bus operations and special paratransit services were considered. Both public and private operators expressed the view that regulation unduly restricted the prerogatives of management and was unresponsive to public needs. Support was expressed for greater flexibility for existing operators both transit and taxi, to experiment with changes in fares and service without being locked into the change. Comments are made on the brokerage concept. It is noted that dissatisfaction with the regulatory system appears to reflect the inherent, irremovable contradictions of competing objectives by participants in the regulatory process as well as the limitations of the institutional structures. Much of the disagreement about desirable institutional structures is based in part on significant differences in objective for urban transportation. New mechanisms must be developed to resolve the conflicts between certificated carriers and new entrants and for addressing the problem of how to regulate new modal alternatives.

This paper appeared in Transportation Research Board Special Report No. 181, Urban Transportation Economics. It contains proceedings of Five Workshops on Pricing Alternatives, Economic Regulations, Labor Issues, Marketing, and Government Financing Responsibilities held by Transpor-
tation Research Board. Sponsored by Office of the Secretary, Federal Highway Administration, and Urban Mass Transportation Administration of DOT; Environmental Protection Agency; and Federal Energy Administration.


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176495

ISSUES OF REGULATION UNDER PRIVATE AND PUBLIC OWNERSHIP

This paper discusses the transition from private to public ownership, and comments on the regulation under private and public ownership. The shift from private to public operations changed the focus and the standards for the evaluation of systems. The question that is now raised related to how many people the system serves, how well it serves them, and the capacity of the policy, regulatory and management structure to meet the objectives established for public transportation within the community. Regulation under private ownership involved regulation related to fare and the service (quantity, quality, safety) provided by private transit companies. When privately owned systems become public, the authorities in many situations were vested with the power, authority, and jurisdiction to exercise the functions necessary for maintaining public transportation as an ongoing function, sometimes restricted only by the intent that the system should be self-financing and self-liquidating. Many regional authorities have been given the power to regulate not only their own operations but also those of other systems that operate in their areas. Some transit systems suffer from the requirement that permission be requested from several levels of authority before decisions are made. Many authorities have been faced with making major regulatory decisions without having the needed expertise and data to handle the question adequately.

This paper appeared in Transportation Research Board Special Report No. 181, Urban Transportation Economics. It contains proceedings of Five Workshops on Pricing Alternatives, Economic Regulations, Labor Issues, Marketing, and Government Financing Responsibilities held by Transportation Research Board. Sponsored by Office of the Secretary, Federal Highway Administration, and Urban Mass Transportation Administration of DOT; Environmental Protection Agency; and Federal Energy Administration.


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176497

ELIMINATE, DECREASE, OR IMPROVE REGULATION OF URBAN PUBLIC TRANSPORTATION?

The constraints that regulation represents and the concepts on which they are based are discussed and the merits and limitations of the free market in urban transportation are evaluated. The family of urban transportation modes, the characteristics of each mode and the regulatory conditions necessary to yield the best service are reviewed. The paper noted that discussions of regulation in urban transportation actually focus only on paratransit and are therefore relevant only to small cities and low-density areas, with the exception of taxis, which are applicable to all cities. Urban transportation is an area where free market does not exist. The paper also notes that revision of some regulatory practices (decrease in some areas and increase in other areas) is desirable. It is pointed out that conditions in Western European cities are very similar to our cities, and therefore experiences in cities with better transportation than ours are highly relevant to us. The goal of public regulation is to ensure adequate public service and protect public interest; this can be achieved by full coordination between modes, between public and private transportation, as well as coordination of regulation with short- and long-range planning.

This paper appeared in Transportation Research Board Special Report No. 181, Urban Transportation Economics. It contains proceedings of Five Workshops on Pricing Alternatives, Economic Regulations, Labor Issues, Marketing, and Government Financing Responsibilities held by Transportation Research Board. Sponsored by Office of the Secretary, Federal Highway Administration, and Urban Mass Transportation Administration of DOT; Environmental Protection Agency; and Federal Energy Administration.


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176504

CASE STUDY OF THE PROBLEMS OF TRANSIT REGULATION IN WASHINGTON, D.C.

The enactment of the statute and agency, the Washington Metropolitan Area Transit Regulation compact and the Washington Metropolitan Area Transit Commission (WMATC) are described, and the WMATC's regulatory performance is reviewed. It is noted that Washington's transit regulatory scheme excludes essential transportation elements from the scheme, has inappropriate protection for existing operators, and provides only limited enforcement capability to the responsible regulatory agency. The regulatory agency for the implementation of the scheme was limited in its outlook and the capabilities of its staff. Its activities were further narrowed by events to a concentration on rate matters to the exclusion of the pursuit of service improvements. Without the cooperation of the regulated companies, it is powerless to effect service improvements. Those segments of the for-hire transportation operations that come under the most active (though still limited) regulation, i.e. regular-route bus operators, collapsed within a decade. Those that did not, i.e., taxicabs, charter bus operators, and sightseeing companies, survived as private operators.

This paper appeared in Transportation Research Board Special Report No. 181, Urban Transportation Economics. It contains proceedings of Five Workshops on Pricing Alternatives, Economic Regulations, Labor Issues, Marketing, and Government Financing Responsibilities held by Transportation Research Board. Sponsored by Office of the Secretary, Federal Highway Administration, and Urban Mass Transportation Administration of DOT; Environmental Protection Agency; and Federal Energy Administration.

Schneider, DN, Jr (District of Columbia Department of Transportation) Transportation Research Board Special Report No. 181, 1978, pp 118-120

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176512

COLLECTIVE BARGAINING AS A PROBLEM-SOLVING PROCEDURE IN URBAN TRANSIT WITH DISCUSSION

The paper focuses on the areas of changes in collective bargaining in transit that could contribute to a better labor-management relationship. The findings from several studies are reviewed, and a series of questions which will stimulate discussion is raised. The parties and their objectives in collective bargaining are discussed, and the critical issues are explored. One study of collective bargaining in the Southeast found decentralization in publicly owned agencies, i.e., mass transit employees concerns are negotiated and included in a labor agreement that is separate from that of other municipal employees. Comments are made on such aspects as the power to make policy decisions, and on the differences between private and public systems. The Southeast study showed that the shift from private to public ownership had little impact on the collective bargaining process, and that the budget-making process exerted no influence on collective bargaining. It was also found that most of the mass transit properties appear to be relatively unaffected by state or federal labor laws. Institutional and economic issues are discussed. Comments are made on the resolution of impasses in industrial disputes.

This paper appeared in Transportation Research Board Special Report No. 181, Urban Transportation Economics. It contains proceedings of Five Workshops on Pricing Alternatives, Economic Regulations, Labor Issues, Marketing, and Government Financing Responsibilities held by Transportation Research Board. Sponsored by Office of the Secretary, Federal Highway Administration, and Urban Mass Transportation Administration of DOT; Environmental Protection Agency; and Federal Energy Administration.

Smith, JA, Jr (University of North Florida) Transportation Research Board Special Report No. 181, 1978, pp 157-162, 1 Fig. 1 Ref.

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POLITICS OF COLLECTIVE BARGAINING WITH DISCUSSION

The question of whether the collective bargaining procedures that have developed in the private sector fit the public sector is considered. The collective bargaining process is seen to consist of bargaining, lobbying, electioneering, exhorting and politicking (bleeping). In the transportation field, the process developed more and more toward the type of collective bargaining that exists in the private sector. As the bargaining or bleeping process develops, there is inevitable movement toward larger units or units that are more influenced by what occurs in other units. Also, the depth of the decision making process increases with the increasing number of political jurisdictions in the cities. The question of who is the decision maker is considered. The dominant factors in making collective bargaining work in the public sector are problems of decision making by the employer and the question of fare.

This paper appeared in Transportation Research Board Special Report No. 181, Urban Transportation Economics. It contains proceedings of Five Workshops on Pricing Alternatives, Economic Regulations, Labor Issues, Marketing, and Government Financing Responsibilities held by Transportation Research Board. Sponsored by Office of the Secretary, Federal Highway Administration and Urban Mass Transportation Administration of DOT; Environmental Protection Agency, and Federal Energy Administration.

Kheel, T (Battle, Fowler, Lidstone, Jaffin, Pierce & Kheel)

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THE DECISION-MAKING ENVIRONMENT OF URBAN TRANSPORTATION

The government's influences on the size and shape of the transportation equipment market and the unpredictability of that influence are discussed, as well as the operators' influence on the market. The uncertainty that characterizes government funding of transit is also present in the supply of private capital. Ways in which such uncertainties could be mitigated are considered. The constraint that labor imposes on transit operations is also considered. The ways in which the organizational and institutional environment could be reshaped to encourage better performance are listed: in certain contexts free transit could provide universal mobility while meeting specific social goals; competition in the supply of transit equipment and infrastructure would be stimulated more by subsidizing capital availability through low interest, proprietary interest. Other ways mentioned here include the conversion of some transit systems into employee-owned cooperatives; research into the demand aspects of transit; consumer education; and the examination of fundamental concepts such as capacity on urban transportation etc.

This paper appeared in Transportation Research Board Special Report No. 181, Urban Transportation Economics. It contains proceedings of Five Workshops on Pricing Alternatives, Economic Regulations, Labor Issues, Marketing, and Government Financing Responsibilities held by Transportation Research Board. Sponsored by Office of the Secretary, Federal Highway Administration, and Urban Mass Transportation Administration of DOT; Environmental Protection Agency, and Federal Energy Administration.

Gellman, AJ (Gellman Research Associates)
Transportation Research Board Special Report No. 181, 1978, pp 199-201

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CONTRACT MANAGEMENT IN THE TRANSIT INDUSTRY

During the past decade, there has been a growing trend toward public acquisition of failing private transit companies. Many government agencies and public entities have turned to transit management companies to run the daily operations of their systems. The transit management companies offer a range of services which include assistance in a number of functional areas in transit management. The purpose of the study was to examine the organizational structure, the decision making process and certain attributes of the organization performance for transit systems operated under contract management. The study has focused on 26 transit properties managed by three major contract management companies. The study showed that management companies mesh into three basic types of local organization structures. Each of these types possesses certain characteristics. Each management company was also found to be more associated with a certain type of property and local organization. The organization, often, reflected the company's own operating philosophy and perspective on transit management. Results of the study could also be used to look at the merits of contract management in situations similar to those experienced by the transit industry. /Author/

This article appeared in the Transportation Research Record No. 662, Planning and Design of Rapid Transit Facilities.

Bakr, MM (Wisconsin University, Parks designated) Robey, D (Florida International University) Miller, TS (United States Marine Corps)
Transportation Research Record No. 662, 1978, pp 34-41, 2 Tab., 11 Ref.

ORDER FROM: TRB Publications Off

DEFINITION, OBJECTIVES, AND IMPLICATIONS OF TSM

Transportation system management is a process for planning and operating a unitary system of urban transportation. Its key objective is conservation of fiscal resources, of energy, of environmental quality, and of quality of urban life. Broader implications of and issues raised by the TSM concept include: (a) the need for a national policy on urban conservation (the federal government cannot set local land use policy, but it must restore locational neutrality to its programs); (b) institutional challenges (all elements of the urban transportation system cannot be treated in a unitary way unless the various governments cooperate fully); (c) federal support of TSM (UMTA may need transit operating funding to seed TSM operations); (d) urban transportation and private ownership (UMTA should attempt some demonstration of private ownership of multipurpose urban transportation systems). /Author/

From TRB Special Report No. 172, Transportation System Management, proceedings of a conference held November 7-10, 1976, conducted by the Transportation Research Board, and sponsored by the Urban Mass Transportation Administration and the Federal Highway Administration of the U.S. DOT in cooperation with the Institute of Transportation Engineers.

Patrielle, RE (Urban Mass Transportation Administration)
Transportation Research Board Special Report No. 172, 1977, pp 14-17

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PUBLIC RESPONSIBILITY FOR THE PRIVATE SECTOR OF TRANSPORT

A plea is made for better rationalisation of transportation resources. The role of the taxi cab in modern urban society is examined and suggestions made for increased public responsibility in relation to the industry. /Author/TRRL/


Rochfort, P (New South Wales Taxi Council)
Director General of Transport, Western Australia, (0313-6655) 1978, pp 139-159

ACKNOWLEDGMENT: TRRL (IRR 234195), Australian Road Research Board

SMALL SCALE URBAN PUBLIC TRANSPORT: LESSONS FROM THE INDONESIAN EXPERIENCE

Small scale motorised vehicles carrying seven to eleven passengers constitute the backbone of public transport in most larger Indonesian cities. This paper describes the technology of the bemo, the organisation under which it operates, and its role in the public transport systems of East Javanese cities of Malang and Surabaya. The impact of the recent introduction of city buses to Surabaya is discussed. In the light of Indonesian experience, suggestions are made for some simple innovations in Australian public transport systems, in particular for the introduction of unscheduled shared taxis on semi-fixed routes. /Author/TRRL/

184192  TAXICAB FEEDER SERVICE TO BUS TRANSIT

The use of taxicabs as feeders to fixed-route transit is discussed. Reasons for involving privately operated taxicabs as feeders to publicly subsidized systems are presented and three existing systems are described to illustrate some of the benefits and problems associated with this innovative type of operation. The major questions about feeder service pertaining to economics, quality of service, and demand are reviewed, and the institutional issues that may inhibit using taxicabs as feeders are discussed. A proposal is outlined for an experimental demonstration for a large urban area.

Author/This paper appeared in Transportation Research Record No. 650, Paratransit Services.

Miller, GK (Urban Institute) Transportation Research Record No. 650, 1977, pp 1-7, 2 Fig., 5 Ref.

ACKNOWLEDGMENT: UMTA, UMTA
ORDER FROM: NTIS PB-291402/6ST

184577  A COMPREHENSIVE TRANSPORTATION PLAN FOR THE ELDERLY AND HANDICAPPED

The major factors that led to the initiation of Tacoma's Transportation Plan for the Elderly and Handicapped were the continuing interest given by UMTA to the transportation needs of the elderly and handicapped, and also that Tacoma has been operating a transportation program to assist transportation-disadvantaged individuals since 1973. Therefore, in 1976, the City requested and received funding to support a one-year study to examine the needs of mobility-restricted citizens and to offer a variety of alternatives that might provide the needed services. The study group examined the background of the transportation problems in Tacoma and found that the elderly and handicapped are confronted by numerous barriers that inhibit their ability to travel within the city. The five phases of the Plan were to develop citizen coordination, establish objectives, collect and analyze census data, develop scenarios for system development, and to generate the selection process. The options for meeting the transportation needs were accessible fixed-route service, demand-responsive transportation operated by public sector, operated privately for profit sector, operated privately for non-profit sector, and multi-modal (combined systems). Before making recommendations, it was necessary to compare these alternatives, from which the most viable option was to be selected. The study group recommended that the City Council consider the combined fixed-route demand-responsive system alternative, which utilizes taxicabs and the existing bus fleet. /UMTA/

King, L

ACKNOWLEDGMENT: UMTA
ORDER FROM: NTIS PB-284136/AS

185863  AN OVERVIEW OF RIDESHARING AND MASS TRANSIT EMPLOYER INCENTIVES

The report reviews the incentives currently being used by public and private sector employers to encourage employee use of ridesharing and mass transit as an alternative to the single occupant vehicle and identifies a few successful incentive programs. The legal and institutional aspects of employer sponsored incentive programs are discussed in some detail. Existing carpool matching systems and costs are briefly discussed.

Tucker, JWI

ACKNOWLEDGMENT: NTIS
ORDER FROM: NTIS PB-283277/2ST

189345  TRANSIT PROBLEMS IN SMALL CITIES AND NON-URBANIZED AREAS: INVENTORY OF TRANSPORTATION SERVICES IN PLACES LESS THAN TEN THOUSAND POPULATION OUTSIDE OF URBANIZED AREAS

This report summarizes the type and level of transportation services (taxi, specialized transportation services, intracity and intercity buses) available in places between 2,500 and 10,000 population outside of urbanized areas in 48 contiguous states and the number of such services serving these communities. It also includes a section summarizing information on places under 2,500 population. In places (2,500-10,000), the inventory highlights the following unexpected results: Taxi-75% of total companies served 3 or 4 places, 18% had contracts with agencies, and State is second most common regulator. City government is the least common; Specialized Transportation, 3% of all vehicles were equipped for ambulatory, 9% of the places had more than one specialized service, 50% provided demand-responsive service, and local governments operated 23% of the systems; Intercity Buses Service-service provided to only 42% of places sampled, and 7% had contracts received a subsidy; Inintracity Bus Service-5% of the systems were large metropolitan systems, 52% were privately owned, and only 21% were countywide. Of the 291 sample places with population between 100 and 2,500, 27 sample places were served by 40 taxi systems; 47 were served by 54 specialized transportation systems, and 32 had intercity bus service. Four of the systems (13%) stated that they had passenger service contracts or subsidies from state or local governments. Of the 32 systems reporting capital funding assistance, two received 16 (b) 2 funding. This inventory report contains many charts/fact sheets regarding the transportation services examined. /UMTA/

Sponsored by the Department of Transportation, Urban Mass Transportation Administration.

Jackson, AF McKelvey, DJ

ACKNOWLEDGMENT: UMTA, UMTA
ORDER FROM: NTIS PB-291402/6ST

191375  PROCEEDINGS OF THE NATIONAL CONFERENCE ON RURAL PUBLIC TRANSPORTATION (2ND) HELD AT UNIVERSITY PARK, PA. ON JUNE 1-3, 1977

The proceedings comprise the addresses, presentations, and resource papers given at the conference. Subjects include maximizing the use of existing resources, the state's role in rural transportation, the role of taxicabs and intercity bus services, marketing and behavioral aspects, organizational options, demand estimation and system design, securing and maintaining support, and policy considerations in rural public transportation.

See also PB-262808.

Miller, JH Mullen, SS
Pennsylvania Transportation Institute, Department of Transportation Proceeding PRT-7805, June 1977, 194 p. Contract DOT-PS-70369

ACKNOWLEDGMENT: NTIS
ORDER FROM: NTIS PB-292154/2ST

193690  COMPARISONS OF PRODUCTIVITY OF FOUR MODES OF SERVICE IN ORANGE, CALIFORNIA

The Orange County Transit District has operated a community-service transit program in the city of Orange, California, since May 1975. Because of an adverse court ruling and a subsequent successful appeal, this service underwent four modal changes. These four modes provide a unique opportunity for comparison. In order of implementation, they were a demand-responsive dial-a-bus, a three-loop fixed-route bus system, a two-loop fixed-route bus system, and a demand-responsive dial-a-taxi system. The four systems were compared by using five performance indicators. The two demand-responsive systems were found more efficient and effective than the fixed-route systems. The dial-a-taxi system, during its first 3 months of operation, compared very favorably to the dial-a-bus system, and continues to show monthly improvements on each indicator. The information gained in this study may be of limited transferability, but the data suggest that dial-a-taxi can be very efficient and effective in serving cities or
suburban areas with population densities of 1900/sq km (5000/sq mi) or
less. /Author/
This paper appeared in TRB Special Report 184, Urban Transport
Service Innovations.

Hollinden, A Blair, R (California University, Irvine) McKelvey, DJ,
Discusser (National Transportation Policy Study Commission)
Transportation Research Board Special Report No. 184, 1979, pp 49-
55, 3 Fig., 4 Tab., 12 Ref.

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193701
COSTS AND PRODUCTIVITIES OF INNOVATIVE URBAN
TRANSPORTATION SERVICES
The aspects of supply and demand that determine the costs and
productive of paratransit services are described, the variations in
performance of the services are explained, and ways of improving them are
suggested. Publicly owned dial-a-ride services are observed to be very
expensive operations and, although the potential for cost reduction exists,
these trip costs will probably remain high. The current practices of
ubiquitous dial-a-ride services and extremely low fares are questioned. It is
also suggested that increased participation in paratransit operations by the
private sector—the taxi industry—promises significant improvements in
the cost performance. /Author/
This paper appeared in TRB Special Report 184, Urban Transport
Service Innovations.

Blatt, K (Urban Institute) Transportation Research Board Special
Report No. 184, 1979, pp 63-71, 4 Tab., 4 Ref.

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193709
INVOLVING THE PRIVATE OPERATOR
Issues related to the use of the excess capacity in paratransit resources
provided by taxicab operators are discussed, and recommendations are
made. The local nature of the daily surface transportation of people is
stressed. The decisions regarding options available under federal and state
public transportation programs that most directly affect efforts to more
effectively use existing public transportation resources, including private
operators, are local. The states should provide technical assistance to those
governmental entities that lack the staff and economic resources to
support permanent public transportation research and planning. The states
should also exercise leadership in harmonizing public transportation planning
and funding mechanisms to supplement federal efforts. Before additional paratransit funding sources
are approved, the states should identify and understand the use of the
paratransit funds already available in their jurisdictions through federally
funded categorical programs. They should seek to reallocate these existing
moneys to purchase paratransit services more effectively than in possible
under present circumstances of fragmentation, duplication, and waste.
Reforms at the federal level are ultimately necessary to achieve this. More
must be done at the regional level to identify existing public and private
paratransit services and resources. Advisory committees to metropolitan
planning organizations are recommended composed of public transportation
decision makers, users, and public and private providers. The need for
local deregulation to implement innovations in metering paratransit demand
is addressed. The roles of independent owner drivers and lease drivers,
shared-ride taxi services, and fuel-tax relief equal to that granted transit are
discussed as reforms required to enable the private operator to gain control
over operating costs and provide for easier entry into the taxi market for
entrepreneurial drivers. Labor considerations under section 13c of the
Urban Mass Transportation Act of 1964 need not have only negative
connotations in the use of private operators for paratransit service. As
taxicab operators move into shared-ride services and function as mass
transportation companies, with or without Urban Mass Transportation
Administration monies, their employees may qualify for section 13c
protection whether or not they are unionized. /Author/
This paper appeared in TRB Special Report 184, Urban Transport
Service Innovations.

Leyval, ER (California Taxicab Owners Association) Transportation

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195399
ELDERLY AND HANDICAPPED TRANSPORTATION
OPERATIONS STUDY
This study focuses on the coordination and consolidation of transportation
services for the elderly and handicapped in the New Haven, Connecticut
area. The report focuses on the areas of vehicle control, financial control,
and system evaluation. In some cases, analyses have been up-dated during
the preparation of this final report. The proposed near-term system is
intended to provide a plan for the integration of services. Initially, it is
proposed that this involve services currently offered or planned by three
local agencies; the City of New Haven Office of Human Services, the Easter
Seal Rehabilitation Center, and the Greater New Haven Transit District.
Integration would be accomplished through purchase of service agreements
between each agency and a local private transportation operator. This
approach represents a cross between system consolidation and system
coordination, and attempts to achieve the economies of consolidation while
allowing participating agencies to retain a degree of identity and control. A
purchase of service agreement based on payment per passenger is also
proposed. The vehicles (10 to 12 passenger vans) for the service are to come
from a combination of public and private sources. To improve the
management of the system, it is proposed that an automated computer-
aided scheduling/financial control system be designed and implemented.
To facilitate the implementation and monitoring of the service, some degree
of coordination between participating agencies is required. This report
discusses operating framework, vehicle control, financial control, reporting
requirements, cost analysis, and system implementation.

Multisystems, Incorporated, (IT-09-0069) Final Rpt. UMTA-IT-09-

ACKNOWLEDGMENT: UMTA
ORDER FROM: NTIS PB-295071/AS

196047
TRANSPORTATION FUNDING: PRIVATE SECTOR
VIEWPOINTS—PART 2
This is a report on the second part of a two-part ENO Foundation
conference on funding of transportation systems. This second session was
concerned with the viewpoints on transportation funding held by the
private sector, representing the air, highway, rail, transit, and water modes.
The funding needs and sources of funding for each mode were also
considered.

From the Joint Conference ENO Foundation Board of Directors and
Board of Consultants, October 26 and 27, 1977.

Traffic Quarterly Apr. 1978, pp 223-262, 3 Fig., 3 Tab.

196819
AN OVERVIEW OF PARATRANSIT ACTIVITIES IN CANADA
This paper reviews the development of paratransit services in Canada since
1970 in dial-a-bus, privately operated systems, transportation pooling
options and specialized services for the handicapped. It also outlines the
role of the federal, provincial and municipal governments as well as the
private operators in fostering paratransit systems implementation.
The paper deals with the difficulties of evaluating paratransit projects since
evaluation relies mostly on subjective judgment due to a lack of
quantifiable performance criteria. It outlines a list of criteria against which
all the Canadian paratransit projects are evaluated. These criteria can be
summed up in five main categories: systems performance, operational
efficiency, economics, social impact and environmental impact. Finally, the
paper attempts to predict the future paths of paratransit development in
Canada. /TRRL/
Performed by the Canadian Surface Transportation Administration,
Urban Transportation Research Branch.

Lehuen, A. Suen, L
Department of Transport, Canada Monograph Apr. 1978, 59 p., 3
Fig., 13 Tab., 31 Ref.

ACKNOWLEDGMENT: TRRL (IRD 240808), Roads and
Transportation Association of Canada

197450
KNOXVILLE COMMUTER POOL. ANNUAL REPORT
The Brokerage Bureau, commonly known as the Knoxville Commuter Pool
(KCP), came into being on October 23, 1975, through a formal agreement
between the Urban Mass Transportation Administration and the City of

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15
Knoxville. Currently the KCP is a part of the City government; however, its services actually extend over a region comparable to the East Tennessee Development District. KCP has acted to integrate vanpools into the general ridesharing system which includes carpools, transit buses, and privately operated express buses. One of the most significant accomplishments of the KCP was the establishment of credibility and awareness among the local business community and the general public, concerning ridesharing. This annual report presents a concise description of the background, objectives, organization, and accomplishments of the Knoxville Transportation Brokerage Project. Special attention is given to details of employer/employee participation, concentrated program efforts in the Central Business District, and a telephone information and brokerage service. The vanpool program is described in detail, including maintenance, the transition of the vans to private ownership, and the formation of an association of private vanpool owner/operators. Other aspects of the project are also covered, including the development of computer matching capacity, social service brokerage, a downtown fare free bus zone, and promotion and advertising. See also the report dated Nov 1978, Volume 1, PB-292592.

Beeson, JD
Knoxville Commuter Pool, Urban Mass Transportation Administration

ACKNOWLEDGMENT: NTIS
ORDER FROM: NTIS PB-295046/75T

260219
PUBLIC PARTICIPATION IN URBAN TRANSIT SERVICE
The trend in transit operations is toward public ownership and operation of services. The only questions are: when, how, and how much. The trend in public operations is to establish regional authorities or taxing districts with a provision of service to the urbanized area and to proportion taxes to the population served. Comparative statistics indicate that: (1) Large transit systems have fleets of reasonable age regardless of ownership; (2) smaller systems show private systems having fleets over 15 yr. of age, and public operations with average fleet ages under 7 yr; (3) private systems provide service more efficiently than public operations with number of passengers carried per vehicle mile at 3.32 for private systems compared to 2.91 for public operations; (4) the number of annual transit rides per capital versus is higher for private systems (40.1 vs 34.2); (5) private systems have more employees per unit of service and per vehicle owned; and (6) private systems are more productive in terms of the number of passengers served.

This publication was presented at the July 17-20, 1972, ASCE National Transportation Engineering Meeting, held at Milwaukee, Wisconsin.


262445
RESOURCE PAPER- WORKSHOP 2: POLICY PLANNING
This paper which defines responsibilities and discusses how states meet the issues of transportation planning, recognizes that the prevailing national and state situation is one of a multiplicity of separate, uncoordinated, and often conflicting modal policies. The product and the process of transportation planning are defined. The policy analysis or policy planning which precedes and follows policy determination, and the hierarchy in the levels of policy processes are discussed. Policy planning and statewide transportation planning are more than a delineation of facility and service plans for intercity passenger and freight systems at the statewide scale. They include recommendations for changes in federal, state, local, and private transportation policies. It is observed that the consequences of existing and proposed policies must be examined. For the former, past and current trend data may be instructive. Consequences may be traced out by making illustrative plans under present or assumed constraints or, alternatively, by estimating plan output. Professional aid is emphasized in specifying the consequences and circumstances to provide the background against which evaluation can be made. Transportation policy issues are grouped in 6 classes. A discussion of the allocation of responsibilities for the provision of transportation facilities and services, covers the aspects of new responsibilities for the states; obsolete jurisdictions; construction versus operation; and federal-assistance policies. Traditional transportation decision-making, independent authorities, comprehensive planning, public participation, litigation, and post-occupancy funds are aspects of the decision-making process that are reviewed. The integration is reviewed of privately provided public transportation into the state system (traditional regulatory theory; railroad branch lines). Changing the demand for transportation facilities and services (land use and transportation, selective provision of transportation facilities and services, changing government control of development, changing government policies to affect land development; peaking characteristics; accidents and pollution; energy and transportation) is reviewed. Funds for transportation (transportation needs and plans; funding arrangements) and charging for transportation are also reviewed in detail.

This report is part of five workshops of a conference, Issues in Statewide Transportation Planning, held February 21-24, 1974 at Williamsburg, Virginia.

Breuer, R Schad, FD (New York State Department of Transportation) Transportation Research Board Special Report No. 146, 1974, pp 64-87

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300040
PRIVATE BUS OPERATIONS IN URBAN AREAS-THEIR ECONOMICS AND ROLE
This paper is concerned with the role that privately-operated bus services might play in urban areas of Australia, vis-a-vis services provided by public operators. It shows that a given level of bus service can be provided substantially more cheaply by private than public operators, and that the majority of the cost savings arise from better utilisation of staff and lower wage rates and associated on-costs. Expansion of the role of private services is therefore a possible means of reducing the levels of urban public transport subsidies. The principles which should underlie subsidy schemes for private operators are discussed. /Author/TRRL/ From the Papers of the Fifth Australian Transport Research Forum, Sydney, 18-20 April 1979.


ACKNOWLEDGMENT: TRRL (IRRD 239183), Australian Road Research Board

300067
PRIVATE ENTERPRISE TECHNIQUES IMPROVE PRODUCTIVITY OF RURAL TRANSIT SYSTEMS IN IOWA
The primary objective of the Iowa Department of Transportation rural transit program is increased productivity—to be able to produce more output (passengers carried) while using less input (money). When the department assumed control of rural transit in 1976, it became obvious that traditional methods of developing rural transit would hinder, if not actually negate, progress toward the objective of improved productivity. Consequently, the private enterprise philosophy of management was implemented. This philosophy dictated the consolidation of the 275 rural transit systems into 16 systems and the elimination of nonproductive systems, provided authority equal to responsibility, holding specific people and agencies responsible for results, and implemented management and business decisions into an area of social work. The results, after 3 years of effort on a statewide basis, show that the output has increased by 33 percent and the input has decreased by 10 percent. The implications of these results are that transit in general (urban, rural, or intercity) can benefit from consolidating authority and responsibility, managing by objectives, and making decisions that are based on economic and productivity analyses. /Author/

This paper appeared in TRB Record No. 696, Rural Public Transportation.

Fritz, TL (Trailways, Dallas) Transportation Research Record No. 696, 1978, pp 34-38, 1 Fig., 4 Ref.

ORDER FROM: TRB Publications Off

300701
COORDINATION, COSTS, AND CONTRACTING FOR TRANSPORTATION SERVICES
Studies of contractual and cooperative agreements among U.S. social-service agencies that provide transportation services have shown that one of the most serious barriers to coordination among agencies is lack of knowledge about transportation costs. In this paper, categories of transportation costs and services developed by the Institute of Public Administration as cost-accounting guidelines for transportation projects are identified
and defined. The issue of allocation of data collection responsibilities among the personnel of transportation projects is discussed. Cost accounting and reporting systems developed under Section 15 of the Urban Mass Transportation Act of 1964 (as amended) are related to the Institute of Public Administration guidelines to provide a basis for cost-sharing agreements among transportation agencies. /Author/

This paper appeared in TRB Record No. 696, Rural Public Transportation.

Revis, JS (Institute of Public Administration) Transportation Research Record No. 696, 1978, pp 46-55, 1 Fig., 4 Tab., 2 Ref.

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301313 FORT WORTH'S PRIVATELY OWNED SUBWAY SYSTEM

For the past 14 years a small subway system has been carrying passengers into and out of the central business district (CBD) of Fort Worth, Texas. It has two unique features: It is privately owned, and passengers ride it for free. In the early 1960s, two merchants in Fort Worth hit on the idea of providing subway service to their downtown department store from a large parking lot on the banks of the nearby Trinity River. They bought second-hand electric trolley cars from Capitol Transit Company of Washington, D.C., modified them extensively, dug a tunnel from the edge of the parking lot to the lower level of their store, and began operating the subway in February 1963. Tandy Corporation bought the department store in 1967 and continued to operate the subway, which carried nearly 15,000 passengers per day. Tandy is now rebuilding the subway cars to give them a squared-off configuration and many refinements. Introduction of these refurbished cars will coincide with the opening of Tandy Center—an eight-block complex of office buildings and shopping malls in downtown Fort Worth that the subway system will serve. There has been some preliminary exploration of the feasibility of extending the subway system several blocks south through the CBD. This short-haul do-it-yourself subway system has proven that shoppers and downtown workers can be induced to leave their automobiles in a fringe parking lot and ride into the heart of the city by light-rail transit. /Author/

This paper appeared in TRB Special Report No. 182, Light-Rail Transit: Planning and Technology.


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301866 COMPETITION AND SUPPLY IN LONDON TAXIS

The article examines reasons for the expansion of the London taxi trade and assesses the influence of tourist demand and competition from the hire car trade. The trend of real prices for taxis is compared with that of buses and underground rail services. The author considers the influence of changes in hourly productivity, shifts to improved quality and innovation. This study involves an exploration of supply, especially of drivers, and of the cost structure underlying fares. A central feature is found to be the radical changes in labour contracts for London taxis associated with free entry subject to quality constraints. /TRRL/


ACKNOWLEDGMENT: TRRL (IRRD 241343)

303917 OPPORTUNITIES FOR INCREASING COMPETITION IN THE PROVISION OF PARATRANSIT SERVICES

The goals and objectives are examined that could be served by encouraging competition among various paratransit providers in a community. It is argued that subsidy mechanisms could be used to enhance such competition but that two major factors—statutory labor-protection provisions and local regulatory environments—act as barriers to this approach. Several instances in which paratransit implementation attempts have been affected by state or local restrictions are described, and the experiences, benefits, and problems of three methods for increasing competition among service providers—expanding services under existing regulation, requiring bidding for price and service contracts, and user-side subsidies—are discussed. Finally, it is concluded that equity between private providers and publicly subsidized systems should be studied. (Author)

This paper appeared in TRB publication Special Report No. 186: Paratransit, 1979.

Rechel, RE (Institute of Public Administration) Transportation Research Board Special Report No. 186, 1979, pp 44-51

ORDER FORM: TRB Publications Off

305900 THE WESTPORT CONNECTICUT INTEGRATED TRANSIT SYSTEM

The purpose of the project was to demonstrate the feasibility of combining shared-ride taxi and other paratransit service with conventional fixed-route bus service in Westport, Connecticut. The project focused on the Westport Transit District (WTD) playing a major brokerage role which involved contracting with private operators for the provision of shared-ride service. The report is an evaluation of the Westport Demonstration implementation, operations, and impacts: it covers a six month planning period and two full years of service operations. The planned and actual project implementation is described including important Federal litigation initiated against the project by one of the two local taxi operators. The report also describes the integrated fleet management and vehicle deployment strategies utilized by the WTD to provide regular fixed-route, supplemental fixed-route, shared-ride taxi, and special markets services. Arrangements for system integration in the areas of maintenance, marketing, public information, and fare structure are also discussed. The evaluation examines ridership markets, system productivity, service economics, and community impacts.


ACKNOWLEDGMENT: NTIS

ORDER FROM: NTIS PB80-129877

307964 COLONIAL TAXI COMPANY OF BETHEL PARK, PENNSYLVANIA—PRIVATE ENTERPRISE IN PARATRANSIT

The purpose of this paratransit agency case study was to develop basic instructional materials to support university classroom and professional short course training in local paratransit planning. This curriculum material consists of 6 separate documents—a guide and 5 paratransit case studies—titled: Paratransit Resource Guide; The Seattle/King Country Commuter Pool Program—Paratransit and Rush Hour Congestion; Colonial Taxi Company of Bethel Park, Pennsylvania—Private Enterprise in Paratransit; The Paratransit Services of the Choozake Area (North Carolina) Development Association—Rural Transit in Coordinated Human Services Transportation; The Dial-A-Bat Paratransit Service of Brockton, Massachusetts, Area Transit—Public Transit in Coordinated Human Services Transportation; and Knoxville, Tennessee, Commuter Pool—Matching Markets to Modes with Paratransit Brokeraging. Report 3 of 6, Paratransit Case Studies.


ACKNOWLEDGMENT: NTIS

ORDER FROM: NTIS PB82-103252

308066 THE VALLEY TRANSIT DISTRICT: SPECIALIZED TRANSPORTATION FOR THE ELDERLY, HANDICAPPED AND LOW-INCOME IN THE LOWER NAUGATUCK VALLEY, CONNECTICUT

A multifaceted demonstration with special emphasis on service to the elderly and handicapped has been operating since January 1973. Valley Transit District (VTD) achieved operations status as a transit district in Connecticut after a demonstration grant ended, and is providing services to its target population and the general public. It has had a large impact on the mobility of a small portion of the target population, with lesser impacts on the general public. This report covers the entire period of the demonstration program. Four types of service are operated by VTD: fixed-route, demand responsive door-to-door, subscription, and contract services.
An automated fare collection system using credit cards and monthly billings was used from 1973-1975. Fare subsidization for handicapped and elderly citizens was facilitated by this computerized system which bills sponsoring agencies. The user-side subsidies and monthly billings were continued after 1975 using manual methods. Of the target population of an average journey length of at least 10 km. It is shown that, on average, each vehicle earned about $150 per week from its peak hour contracts. Standard costing indicates that an equivalent period of stage-carriage operation would cost at least $200 per week. (Author/TRRL)

Jackson, RL Martin, PH
Transport and Road Research Laboratory Monograph SR485, 1979, 18 p., 2 Fig., 3 Tab., 6 Ref.

ACKNOWLEDGMENT: TRRL (IRRD 244891)

310025
THE ORGANISATION AND ROLE OF PRIVATE BUS AND COACH COMPANIES

A study of the organisation and operating methods of privately owned bus and coach companies is reported. It shows that the industry is a growing one dominated by relatively small companies which play a significant role in providing local road passenger transport. Notable features of private bus and coach companies are their apparently low overheads, the flexibility of their full-time staff and the extent of use of part-time drivers. Peak school contracts form the main basis of their work and many have all their vehicles committed at least one such contract during peak periods. This peak work is supplemented at a smaller number of works contracts. Off-peak work is more limited and varied, consisting of a mix of other school services, transport of shift workers, social services work, licensed road service operation, various one-off contracts and, in the case of minibus operators, parcel and school meals deliveries. At the weekends and during the summer holidays many operators run day outings or licensed services to the coast or other places of entertainment and interest. Their costing methods lead many private operators to charge comparable prices for both peak and off-peak work. Such methods contrast with that used by many publicly-owned companies which lead to a much higher level of pricing in the peak. (a) (TRRL)

Leake, GR (Leeds University, England) and Huzayyin, A (Cairo University, Egypt) Traffic Engineering and Control Vol. 20 No. 12, Dec. 1979, pp 566-572, 2 Fig., 1 Tab., 23 Ref.

ACKNOWLEDGMENT: TRRL (IRRD 244891)

312280
JOINT DEVELOPMENT REPORT

This report is a status report of joint development activity in cities across the nation, documenting research conducted between July 1976 and June 1979. This document is in three parts. Part One discusses legal, organizational, and procedural issues which were observed in the case study research documented in Part Two. Part Two is a status report of national joint development activities, current as of May 1979, and includes seven city summaries and 26 project case studies. Part Three presents brief status reports of 29 projects. This report also contains a public/private process chart which illustrates the steps necessary for joint development and an examination of the Transportation Corridor Development Corporation (TCDC). The city and project cases discussed in this report are presented in a case study format. Each study presents the kind and size of the project(s), the actors involved, a description of the area immediately surrounding the stop, and the contributions and payoffs of both the public and private sectors.

Prepared in cooperation with Harmon (Robert J.) and Associates, Inc., Washington, DC. and Ross, Hardies, O'Keefe, Babcock and Parsons.

Sharpe, CP Dixon, S Case, B Kurtzman, J Modisette, L Rice Center for Community Design and Research, Urban Mass Transportation Administration UMTA-TX-11-0006-80-I. June 1979, 175p Grant DPT-UMTA-TX-11-0006

ACKNOWLEDGMENT: NTIS
ORDER FROM: NTIS PB80-150139
JOINT DEVELOPMENT: MAKING THE REAL ESTATE-TRANSIT CONNECTION, EXECUTIVE SUMMARY

The publication describes the public and private sectors' roles in joint development-real estate that is closely linked to public transportation station facilities. It includes general conclusions about transit planning, joint development ventures, and joint development deal making. The Summary Guide highlights implementation techniques by focusing on four key issues: (1) What agreements and arrangements are necessary among developers, transit authorities, and other public agencies; (2) How these arrangements, or "deals," are made; (3) How improved transit planning can lead to more frequent and efficient implementation of joint development projects; and (4) How communities can use transit to guide or encourage development. The Guide is designed to provide information to both public and private sectors, and aid practitioners in maximizing the benefits of the Nation's investments in public transportation facilities.


ACKNOWLEDGMENT: NTIS
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RURAL PUBLIC TRANSPORTATION COORDINATION EFFORTS: A SECTION 147 DEMONSTRATION PROGRAM, TECHNICAL MANUAL

The rural transportation projects of the 147 demonstration program were developed in a complex environment of individual transportation needs; competing human service service agency, public, and private transportation providers; and multiple levels of government. Those projects which were the most successful dealt directly with these elements by coordinating project efforts to conform to the needs and desires of the local community. By doing so, they developed a strong community identification which was translated into the development and other forms of community support. In this technical manual coordination and the role it played in developing successful programs is discussed. Throughout the technical manual, there is one overriding conclusion: Coordination must begin early, involve as many participants as possible, and be carried forward through the planning, implementation, and operations of a project. The four sections develop this point as it applies to: community support, regulatory considerations, coordination with public and private operators, and coordination with human service agencies. Community support begins early and continues throughout the successful project's life. By developing strong working relationships and a firm understanding of the local transportation environment many projects turned written proposals into successful and greatly appreciated local transportation operations. (Author)

Supported by DOT, FHWA, UMTA, and Office of the Secretary.

Ketola, HN

JOINT DEVELOPMENT MARKETPLACE

On June 25, 26, and 27, 1978, more than 600 persons met in Washington, D.C. to learn about and discuss emerging joint public-private development opportunities throughout the United States. One hundred forty-six private companies and firms were represented. Seventy-eight cities and urban counties sent their mayors or other senior officials. Thirty-six of these cities and counties exhibited plans for more than 100 joint development projects, and their representatives were available—in formal site marketing sessions and informally—to answer questions about them. Top Federal officials, including Secretary of Transportation Brock Adams and Assistant to the President Jack Watson, emphasized the opportunity for a creative partnership among all levels of government and the private sector in the revitalization of our cities. Nationally recognized leaders in the fields of urban planning and economic development, development, urban transportation, land development, and real estate investment discussed joint development from their particular perspectives and took part in a series of workshops relating to public-private negotiations and the planning of joint development projects. The JOINT DEVELOPMENT MARKETPLACE—as the title indicates—was designed to be a marketplace for projects ready for development and a marketplace for ideas. In this respect it differed from the traditional Federally sponsored activity, at the conclusion of which is brought forth a transcript of the proceedings and a series of recommendations. The value of the JOINT DEVELOPMENT MARKETPLACE was in bringing together, seeing what others had to offer, exchanging experiences, and making contacts.


SHARED RIDE TAXI SERVICES AS COMMUNITY PUBLIC TRANSIT

This report examines the use of taxi firms as the providers of publicly supported demand responsive transit (DRT). The use of taxi firms as DRT providers raises a number of important institutional and performance issues. Accordingly, the primary purposes of this study are: (1) to analyze the issues associated with taxi firm provision of publicly sponsored community transit services, including the institutional reasons for contracting, competition for contracts, and contractual arrangements and their effects; and (2) to evaluate the performance of taxi-based community transit systems and the consequences for taxi firms becoming public transit providers, including legal implications, operational changes, labor-management relations, impact of subsidization, and effects of contracting on the firm's financial situation and future plans. Shared ride taxi (SRT) performance is evaluated in terms of cost-efficiency and effectiveness, and is also compared to that achieved by other forms of community level transit.


ACKNOWLEDGMENT: NTIS
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The RUNAROUND: USER-SIDE SUBSIDIES FOR MASS TRANSPORTATION IN DANVILLE, ILLINOIS

In August 1977, the City of Danville, Illinois was awarded a two-year amendment to an Urban Mass Transportation Administration Service and Methods Demonstration grant to test the application of a user-side subsidy concept supporting fixed-route transit to be provided by private transportation companies. This document discusses Phase II and the second year of Phase I. The distinguishing feature of a user-side subsidy is that providers of a service receive the subsidy only in amounts proportional to the number of people who use the service. The user-side subsidy arrangement offers a number of strong advantages over more conventional subsidy arrangements, and the overriding advantage is its value in promoting efficient use of transportation resources. This report discusses service provided by private contractors who were selected on a competitive basis every four months.


ACKNOWLEDGMENT: NTIS
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19
local and visa versa; institute reverse commute patterns; institute corridor routing; expand on pooling/ridesharing; spread peak ridership with variable work hours and user fee in peak hours; coordination with other transportation providers, i.e., school districts, intercity carriers, paratransit, and private taxicab companies; decrease deadhead mileage by establishment of satellite terminals and bus parking agreements; explore potential of alternative fuels technology; reduce weekend service; reduce non-peak service; institute skip stops; and eliminate other services such as charter service, tripper service, and Saturday and Sunday service.


ORDER FROM: El Paso, City of, Texas, Public Transit Administration, El Paso, Texas

330832 TRANSIT SUBSIDIES AND REGULATION: LESSONS FROM THE ISRAELI EXPERIENCE

The Israeli transport sector, like those of many other countries is subject to complete government control with regard to fares, entry into the market, terms of operation and subsidies. It is unique, however, in that the fares charged are remarkably low and that the major transit mode, buses, is operated by privately owned companies. This paper explores what makes this low level of fares possible and in doing so examines the principal characteristics of the sector. It shows that this phenomenon cannot be explained by the amount of subsidy given to the operators but must be attributed to other factors, mainly the efficiency in the production of the services, which is motivated by the profit maximization objective of the operators. The paper further argues that government policies regarding subsidy and regulation are generally inefficient as they cause misallocation of resources. (Author/TRRL)

Berechmans, J (Tel-Aviv University, Israel) Transportation (Netherlands) Vol. 9 No. 4, Dec. 1980, pp. 369-388, 1 Fig., 5 Tab., 10 Ref.

ACKNOWLEDGMENT: TRRL (IRRD 252132)
ORDER FROM: Elsevier Scientific Publishing Company, P.O. Box 211, Journal Division, 1000 AE Amsterdam, Netherlands

331090 EVALUATION OF VARIOUS APPROACHES TO PROVIDING PUBLIC TRANSPORTATION SERVICE IN AREAS LESS THAN 200,000 POPULATION

The study was divided into three phases. The first two phases were carried out simultaneously, while the third phase involved a synthesis of findings. Phase I identifies the geographic, social, and economic characteristics of Texas cities relevant to mass transit use. The cities were then classified according to the observed characteristics, to provide assistance in choosing from among the available options. The pertinent characteristics were identified through a regression analysis of census data. The classification was made by using the statistical technique factor analysis. The research was limited to cities with at least 10,000 population in 1970. Cities smaller than this are unlikely to have sufficient demand to warrant transit service and they generally lack the administrative capacity to initiate public service in a new field. The different types of transit-paratransit alternatives suitable for Texas cities were identified in a second phase. Information on the operating, managerial, legal, and economic aspects of the alternatives was also assembled. The alternatives examined were conventional fixed-route bus, jitney, Dial-A-Ride, subscription bus, vanpooling and carpooling, taxi and shared taxi, and, briefly, bicycles. In the third phase, the characteristics of the cities identified in Phase I were matched with the characteristics of the transportation systems described in Phase II. The phases were synthesized through a matrix which gives a rating of each transit option for each type of city. General guidelines for estimating costs and revenues were also developed in this phase. (Authors)


ORDER FROM: Texas University, Austin, Center for Transportation Research, Austin, Texas, 78712

331374 THE FEASIBILITY OF LATE EVENING TAXI—TRANSIT COORDINATION

As a result of the underutilization of fixed-route transit service during late evening hours, the City of Madison, Wisconsin became interested in exploring the feasibility of utilizing taxis to supplant or supplement the fixed route service during late evening hours. Based on data analysis, three alternative taxi/transit coordination scenarios were developed and analyzed: replacement of buses with taxis operating on fixed routes, replacement of fixed-route service, and shortening of fixed-routes and the provision of neighborhood feeder services. It was concluded that some form of taxi feeder service is the most promising in terms of cost-effectiveness. The type of feeder service specifically recommended is known as "cycle many-to-one," in which taxis circulate through each service area on a 30-minute cycle, returning to the transfer point to meet each line haul vehicle and thus ensuring coordinated transfers. Passengers transferring from the line haul to a taxi would be able to do at the transfer point. Sufficient slack time would be included in both taxi and line haul schedules to ensure that transfers are coordinated. One of the major advantages of the feeder alternative is that it is possible to implement it in a step-by-step process. Staging the implementation minimizes initial expenditures and provides the opportunity to refine system operations before the system is fully operational. Also, it allows the community some time to understand and accept the new system.


ORDER FROM: Wisconsin Department of Transportation, 4802 Sheboygan Avenue, Madison, Wisconsin, 53702

334029 LEGAL IMPEDIMENTS TO RIDESHARING ARRANGEMENTS

The most significant impediment in state laws to forming ridesharing arrangements are laws requiring motor vehicles transporting passengers for compensation to qualify as common or contract carriers. In recognition of the undearliness of such requirements, the legislatures of 32 states have adopted an exception to permit pooling without approval of the state public utility commission. Thirteen states do not have any such specific exceptions, and 6 states have motor carrier laws which regulate common but not contract carriers. Another impediment to ridesharing arrangements is the cost of availability of insurance. This report discusses compulsory insurance laws, guest statutes, no-fault laws, lapse in insurance coverage and workmen's compensation laws. This report also discusses whether ridesharing vehicles are commercial motor vehicles or buses, and the consequences of considering them as such. Aspects such as inspection, authority to acquire vans, the number of passengers, and hitchhiking restrictions are discussed. State fair labor standards acts, and income tax laws and their relation to ridesharing are also covered. Comments are made on the use of state-owned vehicles for ridesharing.

Kearney, EF (National Comm on Uniform Traffic Laws & Ordinances) Department of Transportation Dec. 1979, 67p

ORDER FROM: GPO

334539 SUBSIDIZED SHARED-RIDE TAXI SERVICES

Issues associated with the recent development of subsidized shared-ride taxi (SRT) service are analyzed based on a study of experience in California, where subsidized SRT has already become the predominant form of demand-responsive transportation. One set of issues concerns service provision and includes the institutional reasons for contracting, competition for contracts, contractual arrangements and their effects, and the cost-efficiency of subsidized SRT. A second major set of issues concerns the consequences for taxi firms of becoming public transit providers and includes legal implications, operational changes, labor-management relations, the impact of subsidization, and the effects of contracting on firms' financial situation and future plans. The issue analysis provides the basis for a discussion of the policy implications of California's experience with SRT. (Author)

This paper appeared in Transportation Research Record No. 778, Paratransit 1980.
LOCAL RESPONSES TO MEETING THE TRANSPORTATION NEEDS OF THE HANDICAPPED: THE EXPERIENCES OF SIX TEXAS CITIES

The attempts of six Texas cities to meet the transportation needs of handicapped citizens by making extensive use of existing community transportation providers are described. An analysis of these experiences reveals that intuitive solutions to providing cost-effective services for handicapped riders are often simplistic. In particular, the analysis found that (a) contracting with an existing provider is only cost-effective if the provider is asked to perform traditional services and not innovative ones, (b) contracting with an existing provider can only generate cost savings if a city is willing to: (i) direct control and supervision for lower unit costs, (c) dedicated services (vehicles and drivers) can provide a high level of service but often at higher unit cost, (d) grouping riders who require minimal assistance from those who do not, and (e) every limitation on rider eligibility and contract service provision generates the need for additional administrative staff, which can significantly increase unit costs. The experiences of the six Texas cities suggest that solutions to the problem of devising transportation services for special groups depends on careful analysis of the capabilities of existing community providers; a firm understanding of the trade-offs between levels of service, cost, and control; and some hard decisions about what is service a community expects and to which special groups it should be delivered.

This paper appeared in Transportation Research Record No. 784: Providing Transportation Services for the Elderly and Handicapped.

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COMPARISON OF FINDINGS FROM PROJECTS THAT EMPLOY USER-SIDE SUBSIDIES FOR TAXI AND BUS TRAVEL

Experiments with user-side subsidies began about four years ago. The Urban Mass Transportation Administration Service and Methods Demonstration program has funded a series of projects and monitored others already in operation to determine the workability of user-side subsidies in different settings as they are applied to different forms of public transportation. Results from 13 applications of user-side subsidies as a means of improving the mobility of transit-dependent persons are presented. Examples of public and private providers, paratransit and fixed-route services, small to medium-sized cities, and limited (target market) eligibility, including a variety of subsidy levels, payment mechanisms, and fare policies, are discussed and examined. Generalizations are made, where possible, about administrative policies, fare-discount strategies, and project impacts.

This paper appeared in Transportation Research Record No. 784: Providing Transportation Services for the Elderly and Handicapped.

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PUBLIC AND PRIVATE TRANSPORT IN AUSTRALIAN CITIES: II. THE POTENTIAL FOR ENERGY CONSERVATION THROUGH LAND USE CHANGE

An attempt has been made to explain observed differences in public and private transport and per capita energy consumption in five Australian cities, by reference to a number of non-land use and land use variables. Non-land use variables were considered inadequate to explain the differences in transport and energy patterns. However, numerous significant correlations were found between the seven key transport parameters and various land use indicators representing density, centralisation and traffic restraint characteristics. The correlations suggest a key role for these three factors in giving a competitive edge to public transport and increasing the feasibility of cycling and walking. A policy combining densification, centralisation and traffic restraint measures is recommended as an effective way of promoting transport energy conservation in the short and long term.

ORDER FROM: Martinus Nijhoff Publishers, P.O. Box 22, Dordrecht, Netherlands

BUS SHELTERS MEAN A HEALTHY INCOME FOR TORONTO

Toronto's Department of Public Works and Mediacom Industries Ltd have made an arrangement whereby Mediacom would manufacture, install and maintain bus shelters at their own cost for the privilege of displaying advertising. A percentage of the revenue from the advertising is given as commission to the city. There is no doubt that this arrangement is beneficial to the municipality.

ORDER FROM: Roads and Transportation Association of Canada

STARTING UP. HOW TO RUN A COMMUNITY MINIBUS. A COMPREHENSIVE GUIDE, SECOND EDITION

This guide was written to assist groups running their own vehicles and for those who are thinking of getting involved. It is aimed at showing what resources are needed, how and where to get them, and exactly what the venture involves. It covers the aspects of vehicle selection, costing (at September 1980 prices), organization (adoption of a constitution, to register or not), sources of funds, operation of minibuses and day-to-day organization, legal aspects, and custom-built vehicles.
The primary purpose of the Rochester Community Transit Demonstration was to test a strategy for providing cost-effective demand-responsive transit service in suburban areas. Services were planned to have sufficiently low operating costs so that the communities could afford to continue these services after the demonstration. Cost-effectiveness was sought by encouraging close community involvement, using small vehicles, and inviting competitive bidding for new paratransit service operations. The demonstration project was an outgrowth of the Rochester Integrated Transit Demonstration, which took place between April 1975 and October 1977. In the new demonstration, both public and private operators provided Dial-A-Ride and handicapped services, and their performances were compared. The demonstration also included a unique funding strategy that shifted responsibility to the local towns served by Dial-A-Ride vehicles. This report evaluates the results of process, the level of service provided to users, the demand response, and the services' operating efficiency. The implications of the Rochester experience are summarized for the benefit of other localities interested in implementing similar services. An epilogue section, documenting activities that have occurred since the demonstration ended is also included.

Acknowledgment: TRRL (IRRD 256238)
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343583
EVALUATION OF THE ROCHESTER, NEW YORK COMMUNITY TRANSIT SERVICE DEMONSTRATION-VOLUME II: EVALUATION REPORT

This paper was presented at Session 5: Regulations Versus Competition in the Eighties. In overseas countries, centralised transport authorities have for many years entered into contractual arrangements with privately-owned services to supplement publicly-owned networks. This practice will spread in Australia during the 80's. Victoria has already legislated to allow the State Minister of Transport to enter into contracts with private bus operators, and similar action has been foreshadowed in other states. This paper considers the factors which must be taken into account in costing a transport service, and evaluates the options which exist for translating these into contract form. It notes methods used overseas and in Australia and suggests an alternative approach which recognises the differing cost elements in transport operation. Advantages and disadvantages of each contract format, applying to both operator and contractor, are briefly outlined to provide a basis for discussion of each (a) (TRRL)


Acknowledgment: NTIS
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345223
CONTRACT OPTIONS FOR PRIVATE ENTERPRISE BUS SERVICES

This paper was presented at Session 5: Regulations Versus Competition in the Eighties. The secondary private enterprise operator faces problems, which force him to compete with the primary public transport oriented system, instead of working as a complement to that system. Outmoded regulations stand in the way of progress, but is deregulation the answer? World transport systems are changing to accommodate the different needs of the individual. The fuel conscious society is beginning to place more importance on transport alternatives, as private motorists are finding it increasingly difficult to compete with transport systems which are being progressively updated and hence becoming more efficient, as witnessed in the modernisation of the Japanese rail system. Australia must not and cannot be left behind. It is crucial that Australia keep pace with the changing world emphasis. To do this, it is necessary to critically analyse existing transport systems. Future recommendations will result as a consequence of this analysis (Author/TRRL)


Acknowledgment: TRRL (IRRD 250632), Australian Road Research Board
Order From: Australian Road Research Board, P.O. Box 156, Bag 4, Nunawading, Victoria 3131, Australia

345239
THE TAXI INDUSTRY-PRIVATE ENTERPRISE IN PUBLIC TRANSPORT

This paper was presented at Session 5: Regulations Versus Competition in the Eighties. The secondary private enterprise operator faces problems, which force him to compete with the primary public transport oriented system, instead of working as a complement to that system. Outmoded regulations stand in the way of progress, but is deregulation the answer? World transport systems are changing to accommodate the different needs of the individual. The fuel conscious society is beginning to place more importance on transport alternatives, as private motorists are finding it increasingly difficult to compete with transport systems which are being progressively updated and hence becoming more efficient, as witnessed in the modernisation of the Japanese rail system. Australia must not and cannot be left behind. It is crucial that Australia keep pace with the changing world emphasis. To do this, it is necessary to critically analyse existing transport systems. Future recommendations will result as a consequence of this analysis (Author/TRRL)


Acknowledgment: TRRL (IRRD 250632), Australian Road Research Board
Order From: Australian Road Research Board, P.O. Box 156, Bag 4, Nunawading, Victoria 3131, Australia

349421
TRANSIT-CAR FINANCING: A BREAK THROUGH?

The Internal Revenue Code has been changed to make provision for the rolling stock of public transit entities, including both railcars and buses, to be eligible for accelerated depreciation by private entities that might enter into sale and leaseback arrangements with the operators of public transit services. Ability to write off for tax purposes in 5 years a railcar which has a 35-year useful life presents substantial leverage to corporations which are looking for ways to obtain depreciation advantages within their own tax structure. The effect of this change in tax law on the New York City Transit Authority is discussed; up to $200,000 can be saved on a $1 million car. NYCTA has bids for supply of 1,736 new transit cars in hand where the new funding can be applied. Already it has buses and commuter rail cars being delivered where the new depreciation is applicable. NYCTA
President John Simpson makes observations on transit car procurement and on the problems which have plagued transit agencies recently.


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**345748**

**PUBLIC TRANSPORT IN PARIS**
The purpose of this note is to describe the public passenger transport system of Paris with particular reference to the increase in traffic achieved in recent years, which has been contrasted to the declining use of public transport in London. Because the circumstances applying in the two cities differ greatly, the comparisons are restricted to issues of general organization and policy. Details are given of the development and transport plans for the Paris region, public transport in Paris (provided by (1) the RATP - Regie Autonome des Transports Parisiens-which operates the metro underground railway, the reseau express regional- RER-regional metro and the urban and suburban bus services. It corresponds broadly to London Transport; (2) the SNCF- Societe Nationale des Chemins de Fer French-which operates the suburban surface railways equivalent to British Railways in the London area; (3) APR-Association Professionnelle des Transports Routiers-55 privately owned bus companies providing services in outer suburban areas and new towns), regional public transport finance, recovery of traffic by RATP, and the future of public transport in the Paris region. (TTRL)


**ACKNOWLEDGMENT:** TRRL (IRRD 257816)

**ORDER FROM:** Greater London Council, County Hall, London SE1 7PB, England

**345961**

**RETROSPECTIVE VIEW OF DIAL-A-RIDE SERVICE IN ROCHESTER, NEW YORK**
For one year, the Rochester-Geneese Regional Transportation Authority (RGRTA) offered dial-a-ride service to the general public in four suburbs under two different institutional arrangements. The public operator, Regional Transit Service, and a private operator, Paratransit Enterprises, each provided service in two communities. They also provided demand-responsive service to the elderly and the handicapped throughout Rochester. This unique arrangement was part of the Rochester community transit demonstration, an outgrowth of the earlier Rochester integrated transit demonstration, both projects funded by the Urban Mass Transportation Administration Service and Methods Demonstration program. The community transit demonstration was specifically designed to test cost-effective demand-responsive transit strategies. RGRTA sought competitive bids from paratransit operators and asked communities to fund a share of the operating deficits for postdemonstration services. Thus, the demonstration made it uniquely possible to compare service levels, ridership, and costs for public and private dial-a-ride that served both the general public and the elderly and the handicapped. By the end of the demonstration, three of the four communities found that they could not afford to continue paratransit services by using local subsidies. One town, however, developed an innovative funding strategy and supported dial-a-ride services for five additional months. By 1980, no general market dial-a-ride services were operating, although the cost-effectiveness of private operation was successfully demonstrated. Today, RGRTA supports privately operated paratransit services for the elderly and the handicapped throughout the county. The activities of the demonstrations are reviewed and implications are derived that may be useful to others considering implementing demand-responsive transit service. (Author)

This paper appeared in Transportation Research Record No. 818, Design of Public Transport Services.

Newman, DA (SYSTAN, Incorporated) Sharfarz, D (Rochester-Geneese Regional Transportation Auth) Ackowitz, M (Rensselaer Polytechnic Institute) Transportation Research Record No. 818, 1981, pp 26-33, 1 Fig., 1 Tab., 5 Ref.

**ORDER FROM:** TRB Publications Off

**349007**

**THE TAXI AND PRIVATE HIRE CAR INDUSTRIES IN ENGLAND AND WALES**
A number of past studies have provided information on the operation of taxis (hackney carriages) and private hire cars in London, however little is known about these forms of transport elsewhere. For this reason, in late 1980, the Transport and Road Research Laboratory carried out a survey of all district councils in England and Wales (the regulating authorities for taxis and hire cars outside London), and analysed data held by the home office, to determine the existing state of the provincial industries. Comparisons were made with the situation in the capital using data supplied by the public carriage office. The results of the work are given in this report and clearly indicate that the importance of taxis and hire cars in providing public transport has been increasing in recent years. Not only has their availability improved but the fares charged for them have fallen in real terms. Such trends contrast markedly with those observed in the conventional stage carriage bus industry. (A) (TRRL)

Coe, GA Jackson, RL Transport and Road Research Laboratory, (0305-1293) Monograph NLR 1011, 1981, 20p, 4 Fig., 8 Tab., 11 Ref.

**ACKNOWLEDGMENT:** TRRL (IRRD 259030)

**ORDER FROM:** TRRL

**349103**

**BUSINESS PLAN FOR A COMMERCIAL, THIRD-PARTY VANPOOL OPERATION**
Vanpool rate schedules that are based primarily on meeting costs in a break-even operation discourage participation by the greater number of short-distance riders. As a result, this business plan is based on the supposition that, if vanpool rate schedules were directly related to the gasoline cost of travel by automobile, vanpooling would have much broader appeal, and might even be profitable. Of course, profit is not a necessity. This plan would also be useful in an unsubsidized, nonprofit operation. The plan itself is based on a computer-optimized model, created largely from 5M vanpool data. This model uses a pricing strategy that is indexed directly to the cost of gasoline. Other important factors and assumptions are shown as well as profitability, cash flow, and internal rate of return over a seven-year time period.

This paper appeared in Transportation Research Record No. 823, Current Status of Ridesharing Activities.

**HERK, L.F. Jr (ZM, Technology Enterprises Division) Transportation Research Record No. 823, 1981, pp 63-68, 7 Fig., 2 Tab., 2 Ref.

**ORDER FROM:** TRB Publications Off

**349742**

**ORGANIZATIONAL PLANNING FOR CONTRACTED RURAL PUBLIC TRANSIT SERVICES**
A framework for organizing a transit authority to contract with the private sector for service delivery is presented. It is based on a case study of the Franklin County, Massachusetts, Regional Transit Authority. Public pressure is mounting for a reduction in the size of government and the return of many functions to the private sector. Transit authorities in rural and small urban communities can meet this challenge by contracting with private-sector organizations for the delivery of transit services. Use of contracted services will change the focus of the authority's management. Based on a clear division of functional responsibilities between the authority and the contractor, planners must construct an organizational framework to reflect the authority's functions and to provide the managerial skills required to direct the contractor and evaluate performance. Overemphasizing any single area of skill will diminish the effectiveness of the authority in meeting local transportation needs.

This paper appeared in Transportation Research Record No. 831, Rural Public Transportation Fifth National Conference Proceedings.

**ROBLIN, RA (Dynatrend, Incorporated) Transportation Research Record No. 831, 1981, pp 28-33, 3 Fig., 2 Ref.

**ORDER FROM:** TRB Publications Off

**349746**

**PROCUREMENT OF SMALL TRANSIT VEHICLES**
Two aspects of the procurement process for small transit vehicles are described: financing and the bid process. The following financing sources
are discussed: (a) federal transportation programs, (b) the Farmers Home Administration, (c) leasing, (d) private financing, (e) non-transportation-specific federal programs, and (f) coordination of vehicles secured from different sources. Although all potential sources of federal funds are generally becoming increasingly limited, there are a number of alternatives to federal transportation programs. In addition, new, creative financing methods are being developed in the private sector. Given today's funding realities, coordination of existing programs and vehicles is essential. Federal procurement requirements are described and the bid process is followed through from advertisement, preparation of bid documents, and prebid conference to evaluation of bids. Suggestions for contract provisions in such areas as warranty, delivery, inspection, life-cycle costing, and the timing of the process are provided.

This paper appeared in Transportation Research Record No. 831, Rural Public Transportation: Fifth National Conference Proceedings.

Cutler, M (Massachusetts Exec Off of Transport & Construction) Transportation Research Record No. 831, 1981, pp 48-53, 1 Fig., 4 Ref.

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361076

RIDESHARING NEEDS AND REQUIREMENTS: THE ROLE OF THE PRIVATE AND PUBLIC SECTORS

This report contains the proceedings of a conference which focused on research activities that addressed the needs of ridesharing practitioners and policymakers, on funding research in the areas of greatest need, and on stimulating new research, both funded and unfunded. This report consists of 4 parts. Part 1 notes the conference aims and includes the keynote address, a summary of conference themes, and closing remarks. Part 2 presents the workshop discussions and recommendations. The workshops covered the following areas: roles and responsibilities, productivity, long-range impacts and issues, travel behavior and marketing implications, organizational issues, operations, and evaluation. Part 3 contains the resource papers prepared for the conference. Part 4 lists the participants and their affiliations.


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361445

PRIVATELY-PROVIDED URBAN TRANSPORT SERVICES. ENTRY DETERRENCE AND WELFARE

Although there are comparatively few examples of privately-provided urban transit services, research suggests that such services are generally possible. The article estimates a simulation model to test the hypothesis that existing public utility's transit services serve to deter private-carrier entry. If such entry does occur the article questions the certainty that a welfare gain results. The author outlines a welfare criterion, independent of the distribution of consumers' surplus gain, which allows the conclusion that such a gain is very often likely to be the result. (TRRL)


ACKNOWLEDGMENT: TRRL (IRRD 260085)

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361607

SCHOOL BUS USE FOR NON-SCHOOL TRANSPORTATION

This Information Bulletin discusses the fundamental issues involved in using school buses for non-school transportation in either a crisis or non-crisis situation. The degree to which the issues that will be discussed represent obstacles to school bus use varies from state to state and from county to county. It also varies depending upon the context in which the need emerges to implement such use. Broadly speaking, there are five pairs of contexts, the former in each pair being the easier scenario in which to implement a school bus use program: (1) Energy crisis or other emergency condition vs. Non-crisis situation; (2) Service is needed for elderly and handicapped or other special user group vs. Regular, fixed-route or feeder service is needed for commuters or general public; (3) School buses are owned and operated by a private company vs. School buses are owned and operated by the public sector; (4) The need for transportation arises in a rural area vs. The need arises in a suburban or an urban area; and (5) Service is needed for offpeak vs. Service is needed during the peak periods. The difference in the set of circumstances in each pair changes the perspective with which the need is viewed by those who would be responsible for initiating and implementing such programs. The problems and obstacles are generally accentuated in the latter scenario in each case.


ACKNOWLEDGMENT: National Highway Traffic Safety Administration

ORDER FROM: NTIS PB82-149253

361859

THE HIRING OF BUS LINES BY THE RATP

[LAFFRETEMENT DE LIGNES D'AUTOBUS PAR LA RATP]

Since 1974, the RATP hires a number of bus lines from private firms to serve the suburbs. Traditionally the RATP serves Paris and the inner suburbs while the APTR (Association Professionnelle des Transporteurs Routiers Publics de Voyageurs de la Region Parisienne) serves the outer suburbs. On the borders of these two zones urban development is taking place rapidly, and problems of coordination between the RATP and the APTR arose. In an attempt to solve these difficulties, the RATP is hiring buses for the operation of some public transport lines. Experiments with hire were set up in the western suburbs and in new towns. The hiring contract taken generally for 8 years give the RATP the right to operate the bus lines and to fix tariffs. The RATP pays the private firm a price proportional to the number of kilometer/bus travelled. This system helped to solve the problems of coordination between networks and to create new networks. [French]

RATP—Bulletin de Documentation et d'Information June 1979, pp 27-34, 1 Fig., 2 Tab., 9 Phot.

ACKNOWLEDGMENT: TRRL (IRRD 112661) Institute of Transport Research, TRRL

ORDER FROM: Regie Autonome des Transports Parisiens, 53 ter Quai des Grands Augustins, 75271 Paris Cedex 6, France

365270

FREE ENTERPRISE URBAN TRANSPORT

This report provides an overview that describes a number of public transport systems abroad, largely in developing countries, that operate at a profit, and indicates action that enable the United States to develop networks of fast, reliable urban public transport services responsive to users' needs, at prices that most can afford. Chapter 2 of this report provides examples of different types of urban public transport that run at a profit while providing good service. Chapter 3 describes the characteristics of successful urban public transport systems. Chapter 4 reviews the private provision of public transport in U.S. cities and considers the possibilities of their expansion. Chapter 5 outlines how lessons from abroad can be applied to U.S. transportation systems.


ACKNOWLEDGMENT: NTIS

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365712

TAXICAB INNOVATIONS: SERVICES AND REGULATIONS

This 135-page report describes the links between service innovations and free enterprise, regulations, and technological innovations with regard to taxi services. A major focus of the report is taxi regulatory reform, with specific material on the experiences of Dallas, San Diego, Dade County, Seattle, and Chapel Hill included. The report should be of special relevance to taxi operators and state or local officials.

Proceedings of the National Conference on Taxicab Innovations held at Kansas City, Missouri on May 5-6, 1980.

Public Technology, Incorporated, Office of the Secretary of Transportation DOT-I-81-20, May 1980, 135p
IMPROVED TRANSPORTATION BETWEEN MIDTOWN PASSENGER TERMINALS

Midtown Manhattan, an area of 3 sq. mi., has the densest concentration of commercial activity in the city with 1.1 million workers, 10 million shoppers and a residential population of 100,000. The area is served by 5 major public transportation terminals, 4 of which were located primarily to serve intercity passengers. With the exception of the East Side Airlines Terminal, the primary flow in all these facilities is now commuters. An inventory of all rapid transit, bus and taxi service that can provide for inter-terminal movement was made and methods of disseminating information on such travel collected. An estimate of inter-terminal passenger flows was made. Possible low-cost and short-term improvement programs were developed and evaluated. Some alteration of existing bus services is possible to make movement more convenient and a van-type ridersharing taxi service were suggested for a demonstration service. Improvements in information services were also suggested.

THE TEXAS VANPOOL PROGRAM

The Texas vanpool programme is a cooperative effort involving the Texas Energy and Natural Resources Advisory Council, a state agency, about 100 vanpool programme coordinators (almost all in the private sector), and various other state offices. This report outlines the development of the programme, describes it from the employer's point of view, and evaluates its fixed operating and total costs, and savings to the company operating a van pooling system. (TRRL)

Proceedings of Seminar K on Public Transport, held at the PTRC Summer Annual Meeting, University of Warwick, England.

Roesler, WG (Texas A&M University)
Planning and Transport Res and Computation Co Ltd, (0143-4403)
Proceeding 1981, pp 77-86, 1 Tab., 6 Ref.

ACKNOWLEDGMENT: TRRL (IRD 26771)

THE PROVINCIAL TAXI AND PRIVATE HIRE CAR INDUSTRIES

This paper reports the findings of a survey of all district councils in England and Wales (the regulating authorities for taxis and hire cars outside London) at the end of 1980 to establish the nature of licensing and operation in their respective areas. Data are presented on the number of vehicles licensed at the time of the survey, trends in the magnitude of the industry in particular areas, quantity control, and fares. Comparisons are made with the bus and coach industries. (TRRL)

Proceedings of Seminar K on Public Transport, held at the PTRC Summer Annual Meeting, University of Warwick, England.

Coe, GA (Transport and Road Research Laboratory)
Planning and Transport Res and Computation Co Ltd, (0143-4403)
Proceeding 1981, pp 111-129, 4 Fig., 8 Tab., 14 Ref.

ACKNOWLEDGMENT: TRRL (IRD 26773)

USER-SIDE SUBSIDIES: DELIVERING SPECIAL-NEEDS TRANSPORTATION THROUGH PRIVATE PROVIDERS

The user-side subsidy is a method for delivering low-cost transportation services to selected groups of travelers. Under a user-side subsidy program, certain target groups of users are permitted to purchase trips from a transportation provider at fares that are below those charged to the general public. For each subsidized trip delivered, the provider receives a voucher, script, or a ticket from the user, which can be redeemed at the subsidizing agency for an agreed-on value—usually the full-face value of the trip. Over the past several years, the Service and Methods Demonstration Program of the Urban Mass Transportation Administration has been exploring various applications of the user-side subsidy concept through a number of demonstration and case-study evaluations. This paper summarizes and compares the major evaluation findings from these projects to make some general statements about the overall feasibility and cost-effectiveness of providing special needs transportation services through user-side subsidies. It examines the concept from the perspective of three principal groups—the subsidizing agency, the user, and the transportation provider. Relevant issues of concern to each of these groups are identified and discussed and those issues most relevant to federal policymakers are highlighted.

This paper appeared in Transportation Research Record No. 850, Issues in the Provision of Transportation Services for the Elderly and the Handicapped.

Spear, BD (Transportation Systems Center) Transportation Research Record No. 850, 1982, pp 13-18, 2 Tab.

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TRAVEL IN URBAN AREAS, PUBLIC TRANSPORT OR PRIVATE TRANSPORT? THE CASE OF PALERMO [GLI SPOSTAMENTI IN AREA URBANA, MEZZO PUBBLICO O MEZZO PRIVATO? IL CASO DI PALERMO]

The objective of this study is to determine the limits of interpretability of transport phenomena by analytical methods. It is shown that by the application of a behavioural model to the use of public and private transport, it is possible to evaluate parameters which explain the interdependence between the user and the functional variables of the means of transport. The study was carried out in Palermo, Italy. [Italian]

Corriere, F (Facolta Di Ingegneria Di Palermo) Vie e Trasporti Vol. 51 No. 488, Mar. 1982, pp 199-210, 3 Fig., 9 Tab., 7 Ref.

ACKNOWLEDGMENT: TRRL (IRD 263745)
ORDER FROM: Casa Editrice la Fuccola, Via Ravizza 62, Milan, Italy

STATE OF THE ART REVIEW OF DEMAND ANALYSIS FOR RIDESHARING

This paper reviews and summarizes the techniques currently used in the estimation of ridesharing demand. The techniques have been grouped by the type of basic approach used: (1) techniques developed from consideration of the formation of ridesharing units. This category includes the estimation of area-wide ridesharing potential by estimation of possible matches and the identification of characteristics of the population that shares rides; (2) techniques which are classified as household travel decision models. These include utility maximization models and household travel decision simulations; (3) techniques concerned with high occupancy vehicle treatment effects on demand and supply for traffic equilibrium. Recommendations for further research are included.

Transportation Planning Practice Proceedings of Seminar M held at University of Warwick, July 13-16, 1981.


ACKNOWLEDGMENT: TRRL (IRD 263719)
ORDER FROM: PTRC Education and Research Services Limited, 110 Strand, London WC2, England

TRANSIT'S FISCAL SURVIVAL

With the phase-out of UMTA Section 5 (urban) and Section 18 (rural) funds for operating subsidies scheduled, transit managers and political leaders are looking to the possibility that some systems may cease to operate. This article discusses local financing options which include higher fares, non-farebox operating revenue, third-party participation (route guarantees from major employers and central business district merchants or other sources), local taxation, private sector involvement (funding of transit terminals, advertising) and some specific mechanisms used for smaller systems. Avoiding financial pitfalls is examined, including inade-
quite local tax base, inadequate farebox revenue, cash shortfalls at operating agencies, declining productivity and high maintenance costs.

Flagg, LW, III Transitions 1982, pp 1-15

ORDER FROM: ATE Management and Service Company, Incorporated, 617 Vine Stree, Suite 800, Cincinnati, Ohio, 45202

370055

JOINT DEVELOPMENT PROTOTYPES IN THE NORTHEAST CORRIDOR

While Federal policy favors joint development and some funding remains available for such projects, this article describes six real estate projects initiated by local governments and private agencies aimed at concentrating development around transportation facilities to improve transit accessibility and increase trip-generating land uses at such points. There is often insufficient interest by the private sector in joint cooperation is essential. Suburban sites are more attractive to private developers than center-city sites; office and commercial space is more attractive than retail or residential developments. Both rail and highway access are essential; sites must be adjacent to the central business districts of the municipalities in which projects are located. In some cases the former railroad or transit station is recycled; in other cases it is replaced. Details of specific Northeastern projects are given and other general conclusions are made.

Lutin, JM (Gibbs and Hill, Incorporated) Bergan, JP (Boston Architectural Center) Transportation Quarterly Vol. 37 No. 1, Jan 1983, pp 5-22, 4 Fig.

ORDER FROM: Eno Foundation for Transportation, Incorporated, P.O. Box 55, Saugatuck Station, Westport, Connecticut, 06880

370870

CAN SMALL BUSES AND TAXIS BE OF MORE USE IN SCHEDULED TRANSPORT? [KAN SMAABUSS OG DROSJE FAA SØGGERE PLASS I RUTETRAFFIKKEN?]

On sections of the transportation network with few passengers, it can in certain cases be favourable to change from large buses to minibuses or taxis. The change to smaller buses can if necessary be combined with introduction of ordered schedules. An important condition for making the change to taxis, is that the saved driving time for drivers on the big buses can be capitalized, especially on scheduled trips with overtime payment. This was ascertained through a project with minibus and taxis in the county of Ostfold. The project is part of a Greater Nordic Cooperation Project in the field of untraditional transportation in rural areas. [Norwegian]

Froeysadal, E Samferdsel Vol. 21 No. 3, Apr. 1982, pp 14-16, 2 Fig., 2 Tab., 1 Phot., 1 Ref.

ACKNOWLEDGMENT: TRRL (IRRD 265423), Norwegian State Highway Laboratory

ORDER FROM: Institute of Transport Economics, Roes, P.O. Box 24, Oslo 7, Norway

371551

ALTERNATIVE RURAL SERVICES: A COMMUNITY INITIATIVES MANUAL

The aim of this manual is to help local communities support, retain and even provide themselves facilities and services which have closed, are threatened with closure, or simply never existed at all. The chapter dedicated to transport discusses the improvement of existing services and means of encouraging greater use of the facilities offered. It mentions a number of options involving relatively unconventional forms of transport: community buses, car sharing, social car schemes, sharing of taxis and hire cars, post buses, school buses, hired village buses, shared car ownership, and work buses. Brief details are given of the existing licensing system established in 1930 and amended by subsequent legislation. (TRRL)

Woollett, S National Council for Voluntary Organisations Monograph 1982, 113p

ACKNOWLEDGMENT: TRRL (IRRD 265757)


PUBLIC/PRIVATE-SECTOR COOPERATION IN URBAN TRANSPORTATION: LESSONS FROM RIDE SHARING EXPERIENCES IN CONNECTICUT

An important characteristic of urban transportation policy and planning today is the increasing role that the private sector is playing in identifying and implementing transportation projects. For example, a recent examination of the possible forms of such involvement found that there were four major categories of action that could be used to classify recent private-sector efforts in urban transportation: (1) aid to and/or provision of transportation services; (2) formation of advocacy or advisory groups whose purpose is to influence public policy; (3) sponsorship of transportation studies; and (4) provision of management assistance to public agencies (Gordon, 1982). In many of these efforts, the successful implementation of a project or program required close cooperation between public and private-sector officials. The purpose of this paper is to examine the characteristics of this interaction and explore the implications for transportation planning and policy. Examples of public/private-sector interaction in two Connecticut cities, Hartford and Stamford, are used to illustrate the characteristics of successful transportation program implementation. Although the examples are limited to two cities, and are mainly concerned with one major category of action (ridesharing), the characteristics of the process used and of the results can be applied to other situations where public/private-sector interaction is desired. (A) (TRRL)

Meyer, MD Gordon, S (Massachusetts Institute of Technology) Transportation (Netherlands) Vol. 11 No. 3, Sept. 1982, pp 225-250, 1 Tab., 12 Ref.

ACKNOWLEDGMENT: TRRL (IRRD 265843)

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371578

TRIP: THE TRANSPORTATION REMUNERATION AND INCENTIVE PROGRAM IN WEST VIRGINIA, 1974-1979

Between July 1974 and June 1979, the State of West Virginia was host to the largest Federal demonstration program for improving rural transit service called Transportation Remuneration Incentive Program (TRIP). The remuneration part of TRIP (ticket sales program) was a user-side subsidy scheme entailing the statewide sale of discounted travel tickets to qualifying low-income elderly and handicapped persons. The other part of TRIP (transit development program) entailed the provision of technical and planning assistance, buses, and operating subsidies for rural bus service in five of the state's eleven planning and development regions. This report describes and evaluates a five-year federal and state financed demonstration of state-administered subsidies for rural transit users and providers in West Virginia. The demonstration pioneered the use of multi-modal user-side subsidy tickets for some 12,000 low-income elderly and handicapped residents of West Virginia and the creation of new or expanded rural bus service in the five regions. Significant mobility improvements were experienced by the eligible group of TRIP ticket recipients and by clients of social service agencies, who were often provided special service by the rural bus systems. The taxi industry also benefits because taxis were chosen for about 40 percent of ticket recipients trips. Viable rural bus service persists in the five regions, aided in part by TRIP ticket use and in part by continuing local, state, and federal support.


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371615

LIGHT RAIL AND DEVELOPMENT: CONSTRAINTS AND CONDITIONS

This paper discusses work carried out for the Urban Mass Transportation Administration (UMTA) on the economic impacts of the Buffalo Light Rail Rapid Transit System (LRRT). The system is the culmination of two decades of corridor planning that saw appreciable changes in planning criteria and justification of system benefits. Two major policy issues are addressed. The first issue is the extent and scope of economic development that will depend on or derive from the LRRT system. The second is the role transit system policy will play in regional development policy. In Buffalo, population decline, intraregional population and employment
shifts, and the effectiveness of the existing transit system were major considerations as these issues were discussed. Recent retail activities are examined to show how critical the focus of activities around the transit system will be. Current development (paid for by both private and public sectors) are then analyzed to demonstrate how development policies can reinforce or conflict with transit. It has become evident that a strong, well-coordinated regional development policy is necessary if the Buffalo LRT is to be effective.


Paaswell, RE (State University of New York, Buffalo) Berchman, J (California University, Irvine) Transportation Research Board Special Report No. 195, 1982, pp 67-72, 1 Fig., 1 Ref.

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371931
THE CONNECTICUT VANPOOL PROGRAM
This article focuses on the vanpooling experiences in Connecticut, where the State's Department of Transportation has been establishing a good example for the private sector by doing everything feasible to promote state employee ridesharing. The DOT's overall aim is to promote a balanced transportation program and to assist employers and individuals in ridesharing through the formation of non-profit ridesharing brokers serving all portions of the State. Connecticut currently has the highest number of registered vanpools in the nation, based on the number of vanas per unit of population and number of employers participating. At the beginning of 1982 there were 837 registered vanpools in operation as compared to 586 at the beginning of 1981. A principle reason for the rapid growth in vanpools is the excellent effort being made to promote vanpool use by businesses through the brokerage concept. Vanpooling is one of the most energy efficient, cost-effective modes of transportation available for the trip to work. Vanpools are expected to play a substantial role in meeting federal ambient air quality standards for Connecticut.

Jain, R Guidaitis, C Transportation Quarterly Vol. 36 No. 3, July 1982, pp 365-375, 2 Fig., 1 Tab.

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371936
THE COST AND QUALITY OF PARATRANSIT SERVICE FOR THE ELDERLY AND HANDICAPPED
This article compares the real cost of service provided by two major subsidized paratransit operations in the New England region with rates currently applicable in the costs for both non-profit organizations and publicly-owned costs for both non-profit organizations and publically-owned paratransit fail to include the real cost of vehicles and equipment. Non-profits can secure funds to defray the cost of capital equipment from Section 16(b) (2) of the Urban Mass Transportation Act, and public transit systems are eligible for similar subsidies under Section 3 and 5. The real cost of labor was also often understated due to government programs such as the Comprehensive Employment and Training Act (CETA). As a result, figures relating cost per passenger trip by non-profit organizations and public transit are seriously underestimated and do not truly reflect the economic cost or the efficiency of services provided. Most importantly, these cost figures are clearly misleading when used to demonstrate that transportation service for the elderly and handicapped provided by the for-profit sector is more "expensive". The second issue, relating to adequacy of service, is complicated by a number of factors that contribute to determining the quality of transportation services. The two major subsidized paratransit operations considered in the cost section are also evaluated for quality of service relative to services provided by the private for-profit sector.

Jackson, R (Southeastern Massachusetts University) Transportation Quarterly Vol. 36 No. 4, Oct. 1982, pp 527-540, 2 Tab.

ORDER FROM: Enfo Foundation for Transportation, Incorporated, P.O. Box 55, Saugatuck Station, Westport, Connecticut, 06880

371941
KINGSTON CONNECTIONS: TRANSPORTATION OPPORTUNITIES FOR UNIVERSITY OF RHODE ISLAND COMMUTERS
The purpose of this study is to identify alternatives to single-occupant automobile travel for University of Rhode Island commuters. A series of three survey questionnaires was sent to University employees and students to assist in analyzing bus service and parking alternatives. In addition, on-board bus ridership surveys were conducted; pilot carpool matching programs were undertaken; and interviews were held with University and transportation officials. As a result, recommendations were developed for improving alternative commuting modes: public transit bus, local paratransit (van and minibus), privately operated bus, rail, carpool, bicycle, and walking. The recommendations, with background analysis, are presented for each agency or entity that would be responsible for carrying them out. Among the major recommendations are restructuring of several bus routes in southern Rhode Island and development of comprehensive new carpool, bicycle, and parking programs at the University's main campus in Kingston.

Project FRC-JF-01-17 and 19.


ORDER FROM: Rhode Island Statewide Planning Program, 265 Melrose Street, Providence, Rhode Island, 02907

371946
INVOLVING PRIVATE PROVIDERS IN PUBLIC TRANSPORTATION PROGRAMS: ADMINISTRATIVE OPTIONS, WORKING PAPER
Administrators of public transportation programs are becoming increasingly interested in the options available for involving private taxicab, van and bus operators as service providers in their programs. Two general administrative approaches have been employed: provider-side subsidies, in which subsidy funds are paid directly to a service provider for offering certain specified services and fare levels, and user-side subsidies, in which selected users may obtain transportation vouchers at discounted prices and then purchase services from the providers of their choice. Until recently, provider-side subsidies have been the almost exclusive choice of administrators dealing with private providers. However, experiments and case studies employing user-side subsidies have shown this approach to be a viable option for many types of programs. This paper presents some general criteria for comparing the two approaches, and discusses the guidance available from readily available data. Additional data collection from a selection of existing programs is recommended to shed light on some important unanswered questions.

Kirby, RF Emrnt, UFW Urban Institute, Urban Mass Transportation Administration, Office of the Secretary of Transportation DOT-I-82-44, Apr. 1981, 36p, 1 Tab., 12 Ref.

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371957
UMTA MOVES TO PROTECT PRIVATE BUS OPERATORS
Federal regulations which prohibit public agencies from undue competition with private charter operators have been invoked for the first time as UMTA cited the Greater Cleveland Regional Transit Authority for violating guidelines. GCRTA was charged with operating charters at prohibited times outside its urban area and at rates far below those charged by charter operators. GCRTA claimed that the Ohio constitution and a state supreme court decision authorized it to market charter business throughout the state. UMTA issued an Advance Notice of Proposed Rulemaking to revise its charter bus regulations; deregulation is seen as producing new suburban operators competing with public transit authorities operating suburban fixed-route services.

Metro Vol. 78 No. 6, Nov. 1982, 2p

ORDER FROM: American Public Transit Association, 1225 Connecticut Avenue, NW, Washington, D.C., 20036
This report contains a summary and the proceedings of a conference convened by the Transportation Research Board on September 22-24, 1980, to examine the issues involved in federal and state regulations of and subsidies to the intercity bus industry. The principal issues discussed were economic regulation related to entry, exit, rates, federal preemption, and federal-state coordination. Subsidy issues included direct and user-side subsidies, cross subsidy, purchase-of-service contracts, transitional programs, and ground transportation terminals. (Author)


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372188 EXPANDING YOUR TAXICAB OPERATIONS: A MANUAL ON CONTRACTING FOR TRANSIT SERVICE

In addition to being instructive, the manual was designed as a tool that can help in efforts to determine the types of contract services feasible for a community and in efforts at going out and getting those contracts. This manual should prove particularly useful to operators who are not currently involved in contracting—it follows a progression starting with the reasons why taxi companies and communities enter contracts, and ends with sample contract language. Also included is a descriptive catalogue of fifty successful taxicab contract projects with candid comments from both contracting parties. Plus, a hard-to-get list of fifty public contacts is included to that one may easily contact knowledgeable persons directly involved in contracting and discuss your ideas and questions.

International Taxicab Assoc Publications Program No Date, 107p

ORDER FROM: International Taxicab Assoc Publications Program, P.O. Box 2329, Asheville, North Carolina, 28802

372189 WHEN TRANSIT SUSPENDS SERVICE: A STUDY OF PUBLIC PASSENGER TRANSPORTATION, METROPOLITAN BIRMINGHAM, ALABAMA

This 22 page study, reviews what happened when the transit authority in Birmingham decided that it did not have sufficient operating funds to continue service. What followed was very interesting for operators in the taxicab industry. The Birmingham experience highlights the need for new and innovative approaches including integrating the use of taxis into mass transit systems. The report demonstrates the capability and resourcefulness of the private sector in meeting public passenger service needs.

International Taxicab Assoc Publications Program No Date, 22p

ORDER FROM: International Taxicab Assoc Publications Program, P.O. Box 2329, Asheville, North Carolina, 28802

372195 AIRPORT GROUND TRANSPORTATION: PROBLEMS AND SOLUTIONS

Airport ground transportation has continued to be heavily regulated despite the move to deregulation of other areas of transport. Passenger trips over 25 miles and across state lines are ICC regulated. Within a state buses and vans are subjected to state regulation and airport taxis usually come under local regulation. Airport authorities also exert some regulation over private ground transport providers. Such regulation is intended to assure that a high level of customer service is provided; much of the negative image of airport ground transport is generated by unauthorized or loosely regulated carriers. Sections include: Regulation; Insurance; Automated Information Display Systems; Airport Planning; and Satellite Airport Terminals. In the Regulation chapter are three presentations which clarify the three levels of regulation. There is a description of how California perceives its role in airport ground transportation regulation and seeks to improve such service. Finally there is discussion of the pros and cons of exclusive airport ground transportation agreements.


Mundy, RA, Editor (Tennessee University, Knoxville)

372430 EMERGING PUBLIC-PRIVATE PARTNERSHIP IN URBAN TRANSPORTATION

The private sector has been an important actor in local transportation decision-making for many years. However, in recent years, the business community and large employers have begun to take a more aggressive role in identifying transportation problems and implementing programs to solve them. Joint efforts of the public and private sectors in several urban areas are examined. These cases show that successful public-private action can be directly related to the ability of a small group of people, in both public agencies and private firms, to work together; an understanding of the motivation of private firms; the commitment of top management in both public and private agencies; and careful identification of the expectations of program operation. It is concluded that increased private-sector involvement in urban transportation will significantly influence the politics of transportation decisionmaking, the program implementation process, the focus of transportation planning, and skills required for transportation professionals. In addition, a number of questions are raised regarding equity.


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372431 TRANSIT OWNERSHIP/OPERATION OPTIONS FOR SMALL URBAN AND RURAL AREAS

An important choice facing transit decision makers in small urban and rural areas is the type of arrangement to be used for ownership and operation of the system. This report of the Transportation Research Board reviews the choices generally available and evaluates the advantages and disadvantages of each. A framework for the selection of the options is also presented, and the need for more information on the effectiveness of various ownership/operation options is identified. (Author)

Collura, J (Massachusetts University, Amherst) NCHRP Synthesis of Highway Practice No. 97, Dec. 1982, 28p, 14 Fig., 5 Tab., 35 Ref., 2 App.

ORDER FROM: TRB Publications Off

373695 PRIVATE-SECTOR ROLE IN PUBLIC TRANSPORTATION: AN OVERVIEW

This conference explored how to generate private-sector financing; how to involve interested parties early in the planning process to assure that all participants are treated equitably; and how to handle administrative requirements that may be well-meaning but that impose undue hardships, especially on small firms. Other topics include management and operating roles, the use of paratransit in improving public transit productivity, and the role of the private bus industry. There were five sessions during the conference. Summaries of these sessions are included, along with closing comments.

Transportation Research Circular No. 255, Mar. 1983, 7p, 1 Tab.

ORDER FROM: TRB Publications Off

373696 ROCKLAND COUNTY ELDERLY AND HANDICAPPED TRANSPORTATION STUDY, FINAL REPORT

Rockland County, New York, has operated a demand-responsive minibus service for elderly and handicapped known as TRIP; if these users can be carried on regular buses, a half-price program is in effect for them. The 6 vehicles used have proved generally unreliable and do not provide attractive services; costs of the TRIP operation doubled between 1978 and 1981. Federal subsidy accounted for 91% of the TRIP budget in 1981; as
this declines Rockland County will be faced with most of the financial burden. It is recommended that the minibus fleet be replaced with better vehicles and that the operation be contracted to private operators on the basis of competitive bidding.

Seeley Stevenson Value and Knecht TS E-732, Mar. 1983, 20p, 5 Tab. Grant NY-09-0075

ORDER FROM: Seeley Stevenson Value and Knecht, 99 Park Avenue, New York, New York, 10016

373706

COMMUTER AND EXPRESS BUS SERVICE IN THE SCAS REGION: A POLICY ANALYSIS OF PUBLIC AND PRIVATE OPERATIONS

This report describes the extent of commuter and express bus services and ridership in the Southern California region, comparing the economics of public and private operations from the cost and revenue standpoint. The institutional and regulatory issues affecting public and private provision of commuter bus transportation are examined; alternative public and private operating scenarios are evaluated. It is concluded that all transit districts and municipal operators in the region should determine the potential cost savings to be achieved by converting commuter/express bus operations to private agencies. Immediate steps should be taken to remove any institutional barriers to conversion to private service, including pressing for any necessary changes in state or federal legislation. Steps should be taken to integrate private bus services into the regional service, including dissemination of schedules and offering of transfer discounts. All public operators should promote expansion of private commuter/express services in all ways possible.


ORDER FROM: Southern California Association of Governments, 600 South Commonwealth Avenue, Suite 1000, Los Angeles, California, 90005

373726

USING TAXICABS AND MINIBUSES ON FIXED ROUTE SCHEDULES: A RURAL TRANSPORT EXPERIMENT IN INetre OESTFOLD, SOUTHERN NORWAY [DROSJE0G SMASBUS 1 RUTEKJOERING: ERFARINGER FRA INdre OESTFOLD]

The report describes an experiment in which taxis were applied on ordinary bus routes with very low demand. The attempt was carried out in a low density rural district in the County of Oxnfld, in southern Norway, and consisted of both dial-a-ride and timetabled routes. The possibilities for more use of minibuses were also considered. The work was the Norwegian contribution to a Nordic project related to use of paratransit in scarcely populated rural areas. [Norwegian]


ACKNOWLEDGMENT: NTIS

ORDER FROM: NTIS PB82-205055

373776

A GUIDE TO INNOVATIVE FINANCING MECHANISMS FOR MASS TRANSPORTATION

The recent shift in emphasis from Federal financial support of public transit to greater local self-sufficiency cannot be met solely with increased local taxation. Generation of new sources of funds and enhancement of existing revenue sources must be encouraged. The private sector is becoming increasingly aware of the importance of mobility to the future of its economic base and is showing willingness to participate financially and otherwise to support public transportation. The report presents 23 financial mechanisms which have been used to finance transit needs. The guide is divided into two sections with the first: summarizing each mechanism by defining it, giving its financial impact to the major issues affecting its applicability. The second section, the Appendix, documents examples of local application of these mechanisms. The mechanisms have been grouped by types: Assessments; Taxes and User Charges; Use of Property and Property Rights; Issuance of Debt; Contracted Services; Voluntary Participation Programs; Recent Initiatives and New Ideas.


ORDER FROM: OST UMTA-TX-06-0039-82

373779

PARATRANSIT IN RURAL AREAS

Until the late 1970s only 1% of federal funds spent on public transportation was allocated to meet rural needs although over 25% of the U.S. population resides in rural areas. Federal and state programs then began to give more attention to non-urban travel needs. Since there is no single dominant transportation provider in such areas, services are initiated and operated through a wide range of institutional and operational structures. The majority of rural services—other than taxis—are initiated by social service agencies, although many 'public' systems are funded largely by state and federal programs (predominantly through Section 18). Service is operated directly by a social service agency, by a private (non-profit or for-profit) provider, by a public transit operator, by volunteers, or through a cooperative arrangement. Commuter ridesharing is also promoted by employers in some locations. Major rural-service funding sources are U.S. Department of Health and Human Services and Department of Transportation (Section 18). Section 18 funding is channeled through the states which then determines implementation. With less federal funding, the state burden for rural transportation will grow.


ORDER FROM: OST

373780

TAXI-BASED SPECIAL TRANSIT SERVICES

This report examines the use of taxi companies as providers of special transit services for the elderly and handicapped. Taxi-based special transit service has become the predominant means of restricted ridership demand responsive transit in California, with approximately 50 such systems now in operation. Based on California's experience with taxi-based transit, this study presents case reviews of special transit implementation and operation, analyzes the issues associated with the development of such services, and evaluates their performance. The primary issues of interest are the reason for the widespread use of taxi forms, service organization choices, the impacts of special transit provision on taxi forms, and the effects of taxi company internal organization on special transit participation. The performance of different types of special transit services is analyzed, and the key determinants of system performance are identified. In addition, special transit performance is compared to that of general DRT. The performance and cost implications of loosening ridership restrictions are also evaluated.

Teal, RF Rooney, SB Mortazavi, K Goodhue, RE California University, Irvine, Urban Mass Transportation Administration Final Rpt. CA-06-0153, Mar. 1983, 112p, 3 Fig., Tabs., Refs., 1 App. Contract CA-06-0153

ORDER FROM: NTIS

376969

EQUITY AND EFFICIENCY IN URBAN AND SUBURBAN MOBILITY

The study analyzed data from transit operators in Los Angeles County for 1979 to determine the effectiveness and equity of subsidy distribution to identify strategies for maximizing transit effectiveness in the region. Analysis was conducted by transit service type and geographic area type. Considerable inequities and inefficiencies were revealed in both service availability and per passenger subsidies. The author argues that subsidy allocation should be made with ample consideration for need, rather than solely on geographic or return-to-source considerations. He proposes a restructuring of transit service provision in the region, with increased reliance on private sector providers who require minimal subsidy and can provide service at a lower unit cost. The author identifies a number of market segments for which private sector service provision is particularly cost-effective and presents a matrix of service types and recommended providers to illustrate his approach. A hypothetical example of express service transfer to a private provider is developed to illustrate how the transfer of funds from high-subsidy service can be used to improve mobility
in other market segments, make better use of available public funds, and benefit both the public and private sectors.


Cox, W

ORDER FROM: Los Angeles County Transportation Commission, 354 South Spring Street, Los Angeles, California, 90013

377130
IMPROVING PUBLIC TRANSPORTATION IN A CHANGING FINANCIAL ENVIRONMENT

Rapid cost escalation of transit operations, decreasing willingness and ability of state and local governments to meet subsidy demands, and a leveling or decline in ridership have caused transit fare increases and reduced service. Since almost 80% of operating expenses go to wages and fringe benefits, increased productivity offers the only real source of cost control. It is suggested that public transportation, rather than public transit, be considered the problem and more cost effective ways of providing such service in urban areas be sought. Alternatives already being utilized are: (1) Contracting for services by private operators at lower cost; (2) individual political jurisdictions opting out of areawide compacts to provide cheaper services; (3) Amending monopoly operating rights of transit agencies and taxi operators to allow competition; (4) User-side subsidies; (5) Subscription commuter bus services; (6) Promotion of ridesharing; (7) Fostering private sector financing roles. Changes in institutional and political arrangements in many areas are important in achieving results.

Kemp, MA (Urban Institute) Public Management July 1982, p 2

ORDER FROM: International City Management Association, 1140 Connecticut Avenue, NW, Washington, D.C., 20036

377781
THE ECONOMIC IMPACT OF SECTION 16 OF THE URBAN MASS TRANSPORTATION ACT ON SMALL BUSINESSES TRANSPORTING THE ELDERLY AND HANDICAPPED IN NEW ENGLAND

Congress declared as national policy in Section 16 of the Urban Mass Transportation Act (49 U.S.C. 1601 et seq.) that elderly and handicapped persons have the same right as other persons to utilize mass transit services. Section 16 (b) (1) authorizes grants and loans to government agencies and Section 16 (b) (2) only to non-profit organizations. For-profit firms are excluded from all funding assistance even though the small business sector is a principal source of transportation for mobility-impaired individuals. This study examines the impact of subsidized competition by non-profit organizations and publicly-owned paratransit systems on small businesses in New England. Massachusetts and Connecticut are investigated in more detail due to their greater relative importance in the region.

Jackson, R
B and M Technological Services, Incorporated, Small Business Administration Final Rpt. May 1981, 175p Grant SB-IA-00020-01-0

ACKNOWLEDGMENT: NTIS
ORDER FROM: NTIS PB82-248774

377790
TAXI REGULATORY REVISION IN PORTLAND, OREGON: A CASE STUDY

Interest in taxi regulatory revision stems from the taxicab's potential to complement or to be an alternative to conventional fixed-route transit. Taxi regulatory revision in Portland, Oregon, and other cities reflects the current awareness to reduce non-essential government involvement in private enterprise, to remove regulatory barriers, and to increase competition through open entry. This report is organized into 4 sections. Section 2 presents a brief overview of the taxicab legislative and administrative revisions adopted in Portland; Section 3 describes observed changes in local taxicab industry structural and service characteristics and rates; Section 4 discusses attitudes toward the new regulations and the local taxi industry as expressed by regulators and service providers; and Section 5 presents the case study conclusions and transferrable implications.

Gelb, P


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377843
EVALUATING RESOURCE ALLOCATION TO PERSONAL TRANSPORTATION IN RURAL AREAS: AN OVERVIEW FOR TRANSPORTATION PLANNERS

Rural residents must travel farther to access the same range of economic activities than individuals in urban areas. Hence they face higher personal transportation costs. As long as automobile operating costs were falling, the lack of auto alternatives and longer trips were not considered as severe problems. From 1967 to 1981 auto costs rose faster than other consumer prices. It is necessary to understand how individuals make personal transportation decisions. The public sector can be involved in personal transportation at many levels—from providing information for potential carpoolers to owning and operating transportation systems. At one extreme is limited involvement in assisting private markets and providers to operate more efficiently. At the other extreme is direct public sector provision of transportation such as operation of vehicles for work commuting, transportation to health and social care facilities, and for provision of meals. Whatever the level and extent of public sector involvement, it is important that transportation planners be able to evaluate the benefits and costs of associated public sector expenditures.

A Demonstration Project of the United States Department of Agriculture, North Carolina State University and North Carolina Agricultural Extension Service.

Walden, ML
North Carolina State University, Raleigh Sept. 1982, 18p, 2 Fig., 1 Tab., 12 Ref.

ORDER FROM: North Carolina State University, Raleigh, Department of Economics and Business, Raleigh, North Carolina, 27697

377846
SHORT-RANGE UNIVERSITY TRANSPORTATION STUDY

This study was undertaken to determine the transportation needs of the students, faculty and staff of the major universities and colleges in the Metropolitan Washington Area. The purpose is to develop a program to maximize transportation alternatives available at each institution, reducing the number of single-occupant autos coming to the campuses. Eighteen universities and colleges, composed of 24 campuses, participated. An implementable short-term transportation plan can be coordinated with the college communities. It concentrates on use of the region's public transit systems but includes expansion or addition of paratransit, increased ridesharing, and introduction of new policy programs. The number of transport modes was reduced to four for any one school. Improvements to or implementation of a university owned/leased bus system was analyzed at 9 schools. Metrobus service and local community buses are discussed for 9 campuses. Carpooling programs are recommended for all institutions; vanpooling for 7. Bikeways and bicycle storage are not included in this analysis but are considered an integral part of a total program. Possible federal, state and local funding for proposed systems is discussed.


ORDER FROM: Metropolitan Washington Council of Governments, 1875 Eye Street, NW, Suite 200, Washington, D.C., 20006

378348
USER-SIDE SUBSIDIES FOR TAXIS AND BUSES IN MONTGOMERY, ALABAMA

The Montgomery User-Side Subsidy Demonstration began operation in August 1977. This was one of four demonstrations of the user-side subsidy concept conducted under the UMTA Service and Management Demonstration Program, and involved the provision of reduced fare shared-ride taxi and fixed-route bus service to the elderly and handicapped with the primary objective of increasing their mobility. Eligible individuals who registered with the subsidy program were able to obtain a 50 percent discount on taxi service.
rides through the use of vouchers, and could use tickets to ride buses for free during off-peak hours and for half fare during the peak hours. After vouchers and tickets were used by registrants to pay for rides, service providers redeemed them with the city for full value. This report summarizes the findings of an independent evaluation of the Montgomery project that was sponsored by the U.S. Department of Transportation. User-side subsidies were found to be generally feasible, although a number of specific design and implementation problems were identified, and are described in this report. Project subsidies were utilized principally by the most mobility-disadvantaged segments of the eligible population. These individuals, who typically had low incomes and/or few travel alternatives, used the project to increase slightly their frequency of total trip making, and to make some trips that otherwise would have been made by less preferred means. Overall, the Montgomery project provides evidence that user-side subsidies can be a viable and practical technique for facilitating the mobility of the elderly and handicapped.


ACKNOWLEDGMENT: National Highway Traffic Safety Administration

ORDER FROM: NTIS PB83-191270

378718

TOWARDS BETTER BUS SERVICES IN WESTERN SYDNEY

This paper makes a number of recommendations which, if implemented, would result in better bus services in Western Sydney. All bus services in Western Sydney are operated by private companies and the paper argues that Western Sydney is currently directly subsidising government buses to the amount of $20 million per year. If government bus subsidies are not available for Western Sydney from general revenue sources, there is an excellent argument for the reallocation of existing subsidies in favour of Western Sydney. Recommendations are also made which would result in improvements to Western Sydney's bus services, road network and train services.

Fer gut, D

Western Sydney Regional Organisation of Councils Oct. 1982, 48p

ACKNOWLEDGMENT: ATLIS Bulletin

ORDER FROM: Western Sydney Regional Organisation of Councils, Melbourne, Victoria, Australia

378878

INCREASING THE ROLE OF THE PRIVATE SECTOR IN COMMUTER BUS SERVICE PROVISION

With increasing fiscal problems facing us, public transport attention has turned to the possibility of developing privately provided bus services in the urban commuter transportation market. Compared with public transit agencies, research has shown that such private companies have relatively lower labour costs and more scheduling flexibility. As labour costs account for the largest proportion of service operating costs so private companies are at an advantage. The critical issue discussed is not whether private operators can provide services at a lower cost, but rather whether such services are economically viable without subsidies and also, if subsidies are necessary, are transit agencies and private companies willing to provide joint services. The article concludes with an assessment of the problems and the potential of privately operated bus services.

Teal, RF

Giuliano, G

Built Environment Vol. 8 No. 3, 1982, pp 172-183, 3 Tab., 7 Ref

ACKNOWLEDGMENT: TRRL (IRRD 270349)

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378913

IMPACTS AND EFFECTIVENESS OF THIRD-PARTY VANPOOLING: A SYNTHESIS AND COMPARISON OF FINDINGS FROM FOUR DEMONSTRATION PROJECTS

This report presents findings from four Federally-sponsored experiments designed to test the concept of third-party vanpooling. Under this vanpool provider mechanism, some entity other than the employer or individual is responsible for promoting and organizing vanpools. The four projects, implemented in Knoxville, Tennessee; Norfolk, Virginia; San Francisco, California; and Minneapolis, Minnesota, experimented with a variety of organizational, operational, and financial approaches. Accordingly, the comparative findings regarding implementation issues, vanpool level of service characteristics, traveler response and vanpool economics, are widely applicable to other locales. Third-party vanpooling appears both workable and effective in a range of settings and markets. There appears to be a sizable market of commuters for whom vanpooling is a viable and attractive mode.


ORDER FROM: NTIS PB83-207936

378956

THE CHANGING WORLD OF URBAN TRANSPORTATION

The continuing changes in city structure, the strengths and weaknesses of public transportation, and cost benefits available through contracting transit services to private transportation operators are discussed. The residential density of American cities is declining and employment locations are dispersing. As a result, the use of public transportation is decreasing and there must be greater reliance on the automobile. In high density residential and employment areas, capital-intensive and high-density transportation is effective and will continue to be. In many low density and small city areas, however, high-capacity, fixed-route transit service is capable of producing only marginal revenues and inadequate service levels. Already a number of transit agencies have implemented innovative services for such areas. Taxi and para-transit operators are providing demand-responsive services under the auspices of public authorities with substantial savings. Examples are given of various levels of private sector participation. It is expected that there will be more demand-responsive services, replacement of fixed-route services, replacement of fixed-route service with demand-responsive service, and fixed-route service operated with para-transit vehicles and taxis.

Cox, W

Taxicab Management Vol. 31 No. 8, Aug. 1983, 3p

ORDER FROM: Achill River Corporation, 23 Sunset Terrace, Asheville, North Carolina, 28801

378962

THE EFFECT OF GOVERNMENT OWNERSHIP AND SUBSIDY ON PERFORMANCE: EVIDENCE FROM THE BUS TRANSIT INDUSTRY

Several theories have been advanced to predict difference in behaviour of government-owned vs private firms, such as theories of bureaucratic growth, inefficiency, and concentration on vote-maximizing service with neglect of other important characteristics of service. This study tests the above theories in a declining industry, the US urban bus transit industry of 1960-75. The analysis bridges the period before and during the major federal capital grant program which was initiated under the Urban Mass Transportation Act of 1964. The empirical results indicate that subsidy at the federal level is associated with higher costs and lower real price and a redistribution of service toward an expanded area, served less frequently. Local and state subsidy is associated with smaller increases in costs and smaller decreases in frequency of service and ridership. The form of public ownership does affect performance, but the unknown size of inter-agency cross-subsidization and tax benefits makes comparison tenuous without case-level investigation. The conclusion is reached that although the bureaucratic growth, inefficiency and vote-maximization theories are supported, inefficiency and bureaucratic growth are associated with passive sponsorship and large size of firm, rather than with public ownership, per se. (A)

Anderson, SC

(California State University, Northridge) Transportation Research; Part A: General Vol. 17A No. 3, May 1983, pp 191-200, 4 Tab., 31 Ref

ACKNOWLEDGMENT: TRRL (IRRD 270496)

ORDER FROM: ESl

378981

PRIVATE BUS ROUTE SERVICES-PROBLEMS AND PROSPECTS

Research work relating to the privately owned bus industry in Australia, and in particular its urban route services, is outlined. Although the private bus industry plays a major role in the nation's total public transport task, knowledge of the industry is fragmented and very limited. The present

31
and private transport in urban areas.

THE INVOLVEMENT OF PRIVATE BUS SERVICES IN MELBOURNE'S ZONE FARE SYSTEM

In October 1981 a significant change to the structure of Melbourne's public transport fare system was implemented when multi-modal zone based tickets were introduced. The involvement of the private bus network in the fare scheme was an important and interesting aspect of the change. The background to the inclusion of private bus services and the arrangements made to facilitate their inclusion are examined. The financial implications for the industry are discussed and the measures taken in this regard are described. An analysis of some of the results and effects of the new fare system on private bus services is presented. (TRRL)

ACkNOWLEDGMENT: TRRL (IRD 266372), Australian Road Research Board
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378996

THE INVOLVEMENT OF PRIVATE BUS SERVICES IN MELBOURNE'S ZONE FARE SYSTEM

In October 1981 a significant change to the structure of Melbourne's public transport fare system was implemented when multi-modal zone based tickets were introduced. The involvement of the private bus network in the fare scheme was a most important and interesting aspect of the change. The background to the inclusion of private bus services and the arrangements made to facilitate their inclusion are examined. The financial implications for the industry are discussed and the measures taken in this regard are described. An analysis of some of the results and effects of the new fare system on private bus services is presented. (TRRL)

8th Australian Transport Research Forum, Canberra 18-20 May, 1983. Forum Papers. Volume 1. This paper was presented at Session 4: Public and private transport in urban areas.

Walla, IP (Morgan (R Travers) Proprietary Limited) Australian Government Publishing Service 1983, pp 190-208, 3 Fig., 2 Tab., 6 Ref.

ACKNOWLEDGMENT: TRRL (IRD 266372), Australian Road Research Board
ORDER FROM: Australian Government Publishing Service, F.O. Box 84, Canberra, A.C.T. 2600, Australia

378996

THE INVOLVEMENT OF PRIVATE BUS SERVICES IN MELBOURNE'S ZONE FARE SYSTEM

In October 1981 a significant change to the structure of Melbourne's public transport fare system was implemented when multi-modal zone based tickets were introduced. The involvement of the private bus network in the fare scheme was a most important and interesting aspect of the change. The background to the inclusion of private bus services and the arrangements made to facilitate their inclusion are examined. The financial implications for the industry are discussed and the measures taken in this regard are described. An analysis of some of the results and effects of the new fare system on private bus services is presented. (TRRL)


ACKNOWLEDGMENT: TRRL (IRD 266387), Australian Road Research Board
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380196

VANPOOLING FOR PROFIT: A BUSINESS OPPORTUNITY

Questions to ask and calculations to make to judge whether a vanpool is a practical business are detailed. The need for the service and the regulatory barriers are discussed. Financial calculations involving business and tax planning include calculating the cash flow for each year of the operation.

Schuck, L Welch, B Alliance to Save Energy, Department of Energy DOE/CS/24448-T2, Aug. 1982, 55p Contract F G01-80CS24448

ORDER FROM: NTIS

380782

PHOENIX TRANSIT SUNDAY DIAL-A-RIDE

A local taxi operator began subsidized dial-a-ride service in Phoenix, AR, when the city found that Sunday fixed-route transit service would be more costly. Regular cabs and wheelchair vans are billed at a fixed hourly rate less fares collected. Over 26 months 233 riders used the service on each Sunday. Almost all riders indicated the importance of the service to their transportation needs—church attendance, shopping and visiting—and indicated they do not own an automobile or drive. Total cost per passenger trip (2.1 trips per hour per vehicle) was $7.67 with a farebox recovery rate of 13.4%. Productivity is closely monitored. Annual subsidy cost at current demand is considerably less expensive than fixed route buses, but does attract lower ridership. Sunday public transportation using taxis in Phoenix may be somewhat unique because the taxi operator already had dial-a-ride services in adjacent areas, had a trusting relationship with the City of Phoenix and there was no 13(c) labor provisions involved because there was no prior Sunday bus service.


ORDER FROM: NTIS PB84-123090

380798

THE DOWNTOWN HARTFORD TRANSPORTATION PROJECT: PUBLIC/PRIVATE COLLABORATION ON TRANSPORTATION IMPROVEMENTS

This report illustrates how a major transportation project undertaken to accommodate unprecedented levels of building and employment growth can simultaneously contribute to objectives of the Clean Air Act. The goal was triggering implementation of a comprehensive program of actions to address Hartford's anticipated downtown transportation problems, looking at all components as an interactive system—traffic, parking, transit, pedestrian flow and goods delivery. Involved were physical projects such as traffic signal synchronization, management actions such as peak-hour parking restrictions, and policy tools such as requiring transportation access plans for new development. Both public and private sectors became involved in this transportation planning process, each providing half of the $300,000 required. While it was anticipated that work trips would increase by 23% over 3 years, the steps suggested were to increase the share by transit and ridesharing from 52% to 61%, produce an increase in short-term parking spaces and improve air quality. No major infrastructure expansion was required and greater public/private cooperation was fostered.


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380866

THE PUBLIC TRANSPORT FIRM AS CONTRACTOR [HET OPENBAAR Vervoerbedrijf ALS ANNEMER VAN WERK]

The growing subsidizing of public transport has led to the situation where there is no clear division between the responsibilities towards society and to efficiency within the public transport firm. It is suggested that the growing emphasis on the social function of public transport might have led to a loss in efficiency. In order to maximise efficiency within the constraints of the
social function, in this paper the suggestion is made to let the public transport firm act as a contractor of works, while the contract contains the public transport service within an area. In doing so the government is obliged to make perfectly clear what kind of service it is willing to provide and the price. Within the public transport firm the urge towards efficiency is strengthened because the situation where the losses were subsidised has changed into a situation where the costs have to meet a contracted income.

(Author/TRRL) [Dutch]

Degelaar (Studiecentrum Verkeerstechniek)
Colloquium Vervoersplanologisch Speurwerk Colloquium 1982, 1983, pp 825-834

ACKNOWLEDGMENT: TRRL (IRRD 270700), Institute for Road Safety Research SWOV
ORDER FROM: Colloquium Vervoersplanologisch Speurwerk, P.O. Box 45, Delft, Netherlands

380868
LONDON’S MINIBUS POSER
Following the introduction of the 1980 Transport Act, two companies—Associated Minibus Operators Ltd (AMOS) and Vulcancrown Ltd—are hoping to operate minibus services within the London area pending the outcome of London Transport enquiries into the applications. The AMOS proposal is planned to operate on four routes across London using 16-seat minibuses running through the city centre with a headway of 2 min at peak time and 4 min outside peak times. The Vulcancrown plan is to operate virtually a taxi service between Gatwick, Heathrow and Luton airports using minibuses on routes which cannot be fixed due to the nature of the service. Because labour costs are such a high proportion of public transport costs, such minibus services must be more labour-intensive compared with conventional bus services. If minibus services of this type are to compete with subsidised transport services then the risk of low wages or substandard servicing must be guarded against in uncertain market conditions. The article considers the case for the introduction of minibus services and implications for other areas. (TRRL)

Hamer, M Transport (London) Vol. 4 No. 3, May 1983, pp 9-10, 1 Fig

ACKNOWLEDGMENT: TRRL (IRRD 270525)
ORDER FROM: City Press Limited, Fairfax House, Colchester, Essex CO1 1RJ, England

380869
MINI COMPETITION CUTS BUS INCOME
The article examines the current organisation of bus public transport services in South Africa. Of the 20000 buses in the country, the largest operator, PUTCO Ltd, operates 3500 single-deck buses on 665 routes providing commuter services for Durban, Pretoria and Johannesburg, a city which also operates its own municipal service. Other municipalities are served by subsidiaries of the privately-owned United Transport Group operating 1400 single deck buses. Another large operator is the government-owned South African Transport Services (SAT’S) involving passenger and freight transport services. In rural areas where branch railway lines are now covered by SAT’S operations, tractor-trailer combinations are employed hauling freight during the week with a passenger trailer attached for peak weekend traffic. Against this background the author discusses the effects of growing privately-owned minibus operations. It is considered possible that the development of such privately-owned transport operations is likely to put passenger safety at risk, as a result of cost-saving reduced maintenance, to gain passenger income at the expense of municipally subsidised users. (TRRL)


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THE FEASIBILITY AND DESIRABILITY OF PRIVATELY-PROVIDED TRANSIT SERVICES, EXECUTIVE SUMMARY
This research investigates the possibility of the provision of urban bus transit service in selected markets by a private for-profit carrier. The heart of the research is a private market model which models the way in which a for-profit carrier selects service quality and price. The purpose of the private market model is to facilitate analysis of situations in which a private transit provider would, or could be induced to, provide service. The results indicate that profitable service is feasible in a wide variety of market situations when the only alternative is the private carrier. Moreover, there is considerable flexibility available to the private carrier. If, however, the private carrier must compete with a subsidized or public carrier, private-carrier entry is deterred in all but the largest markets. When competition is only with the private car, profits can be sufficient to cover the non-Federal costs of providing an exclusive roadway. Volume 2 of this research analyses the labor costs of transit provision, with particular reference to the size of the firm. It concludes that transit provision by small firms would reduce labor costs substantially, enable the economic use of minibuses, and aid in the attainment of the goal of profitable service.

Viton, PA Morlok, EK Sudalaimuthu, P Krouk, SE Yaksick, RC
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THE FEASIBILITY AND DESIRABILITY OF PRIVATELY-PROVIDED TRANSIT SERVICES. VOLUME ONE
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THE EFFECT OF ORGANIZATIONAL AND TECHNOLOGICAL CHARACTERISTICS ON DRIVER WAGE RATES IN URBAN PASSENGER TRANSPORT. VOLUME TWO
As part of a study of the feasibility of providing transit service by private firms, driver wage patterns in the urban transit industry and other urban public passenger carrier industries were examined. The motivation of this study was the wage pattern observed in some other industries: that the wage rate for the same job often varied considerably with characteristics of the firm and its market. This research examined the impact of organizational and technological characteristics of urban passenger transportation firms on driver wage patterns. It was expected that wage rates would be greater in firms with organizational factors such as large size, monopoly position, subsidization, and unionization. Wage rates were also expected to increase with the size of and therefore, the skill required to operate vehicles. Linear models were developed to investigate the impact of these two types of factors on driver wage rates using data collected from different passenger carriers in the Philadelphia area. Regression results confirmed that the average driver wage rate in a firm did indeed increase with increasing vehicle size and also with firm size, which is used to measure the organizational factor. The results have significant implications for the cost and the feasibility of using minibuses and other small vehicles in the provision of urban transportation. It suggests that efficient use of any given transport technology requires matching with appropriate organizational features.

33
DEFICIT CONTROL THROUGH SERVICE CONTRACTING

The continuing increase in public transit costs must be checked in order for transit to control deficits and thereby maintain affordable fares, usable service levels and ridership. There is no surplus of public funding for transit; urban areas are, on the contrary, characterized by great mobility needs. Deficit control is the most critical issue facing public transportation today. Gaining control of deficits requires substantial changes. Public transit must become more open to innovative and cost effective service alternatives, and less committed to the product forms and delivery mechanisms of the present, or its decline will continue. Private transportation operators are characterized by low costs, and are being effectively used in public transportation service in many localities. The savings achieved through contracting are substantial, since agencies can reduce deficits, while continuing to provide service to the community. The public, which pays the cost in fares, taxes and service reductions, is entitled to obtain full value for that cost. It is entitled to an unencumbered consideration of cost effective transit alternatives, including service contracting.

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DEFICIT CONTROL THROUGH SERVICE CONTRACTING

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Cox, W (Los Angeles County Transportation Commission) Transitions 1983, pp 21-30

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PARATRANSMT AT A TRANSIT AGENCY: THE EXPERIENCE IN NORFOLK, VIRGINIA

The objective of this project was to test the feasibility of a transit agency's development and provision of alternative, lower-cost transportation services. Demand-responsive and fixed-route paratransit service were substituted for unsatisfactory bus services and introduced in underserved suburban and rural areas. Services were extensively monitored, and the results are reported. The new services failed in new service areas due to lack of riders. Where bus service was severely reduced or eliminated, substitute services were largely successful in continuing to attract a substantial ridership at lower cost (deficit) to the transit agency. Major problems, including opposition by the transit union and some private service providers, and also some operational problems are discussed.

This paper appeared in Transportation Research Record No. 914, Transportation Innovations: Ridesharing Techniques and Public-Private Cooperation.

Becker, AJ Echols, JC (Tidewater Regional Transit) Transportation Research Record No. 914, 1983, pp 49-57, 2 Fig., 6 Tab.

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URBAN BUS TRANSPORT IN BUENOS AIRES: THE COLECTIVOS

The urban bus system in Buenos Aires, which carries more than 50 percent of all trips and is provided by profitable medium-sized companies, is discussed. The developments of urban transit in the city, and the nature and organization of the component companies that have evolved there, are reviewed. Particular attention is drawn to the combination of medium-sized buses and high frequencies that is characteristic of Buenos Aires, and information is given about one particular company. It is concluded that the Buenos Aires experience has relevance for urban bus operation in Europe and North America. Conventional wisdom, which assumes that large business units and large vehicles are the optimum solution to the problems of urban transport, is questioned.

This paper appeared in Transportation Research Record No. 914, Transportation Innovations: Ridesharing Techniques and Public-Private Cooperation.

Hibbs, J (City of Birmingham Polytechnic, England) Transportation Research Record No. 914, 1983, pp 57-60, 4 Ref.

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PUBLIC AND PRIVATE INVESTMENT: THE PUBLIC SUBSIDY

Each European country has its own specific historical features, but there are some common trends which apply to most of them. In particular, public investment has fulfilled a different function in relation to road, rail, public and private transport. The report discusses public and private investment in the transportation industries.

Goodwin, PB Oxford University, England TSU/REF-192/L, Sept. 1982, 23p

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381583

OWNERSHIP AND EFFICIENCY IN URBAN BUSES.

A WORKING PAPER

Efficiency in urban bus operation depends on, among other things, the institutional form of the bus business. For certain cities in LDCs where there are parallel private and publicly owned operations, it is demonstrated that the costs of private provision are between 50 percent to 60 percent of those of publicly owned concerns. Additional evidence is adduced to show that the quality of private bus services is not markedly inferior and usually superior to the public bus operation.

Microfiche copies only available from NTIS, PB83-264747.

Fehbel, C Walters, AA International Bank for Reconstruction & Development IBRD-WP-371, 1980, 26p
THE ECONOMIC COLLAPSE OF PRIVATE INTERCITY OPERATORS, AND THE STRATEGY OF LARGER GROUPS

The stage-coach industry, which is essentially composed of private companies, is suffering its deepest slump since war. A close analysis of the causes of the decay shows that the increase in oil prices accentuated partially for it. The adaptive policies of operators vary according to their scale. Corporate groups benefit by diversified opportunities and make strategic moves to control the whole industry. Public subsidisation is inevitable, but it can take different shapes. The recent political changes in France may accelerate the process. (Author/TRRL)


ACKNOWLEDGMENT: TRRL (JRD 272844)


382237
FINANCING PUBLIC TRANSIT: RECENT EFFORTS TO ENACT DEDICATED REVENUE SOURCES AND OTHER PUBLIC AND PRIVATE SECTOR INITIATIVES

This report contains results of a national canvass of actions taken since January 1981 to enact dedicated taxes that enable transit operating agencies and state and local governments to have stable sources of financing for public transportation. It was found that a number of states and localities have also increased their support for transit from general revenue sources. Dedicated tax sources enacted were property-related (15), sales (14), auto-related (2) and other (3). The report cautions on special factors which can affect conclusions to be drawn from reported results. There is a section which summarizes efforts to enact dedicated transit taxes by UMTA regions. Finally, a number of innovative financing approaches involving public/private initiatives are reported. These include sale/leaseback transactions, revenue bonds, joint ventures, revenue anticipation notes, contracted services, competitive services, public/private collaboration in operations and planning, and student fees.


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MEGATRENDS IN URBAN TRANSPORT

Between the 1960s and 1980s public transit underwent a transition from a private sector business to a public operation. There seems to be no economy of scale in transit; private operators are once again being looked to, to play a role under mounting financial pressures. All mass transit service should be evaluated periodically to determine public interest in continuing subsidy arrangements. Opportunities to develop other arrangements include local take-over of certain regional routes, replacement with ridesharing or other paratransit, or abandonment to possible private sector responses. To foster competition for contracting out certain services and increase the possibility of private sector responses, an extensive review of current regulatory barriers should be made. Ownership and operation of all public transit services should be replaced with concentration on the strengths of public organizations involved. Alternatives should be sought for activities that appear to be less effective and efficient in the public sector. Policies on subsidy should be reviewed for consistency and long-term impact.

Fisher, RJ Transportation Quarterly Vol. 38 No. 1, Jan. 1984, pp 87-102

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ECONOMICS OF COMMUTER EXPRESS BUS OPERATIONS

With the recent cuts in federal subsidies for transit operations, planners are looking for ways to reduce their operating costs. One way of doing this is to allow the private sector to provide commuter express bus service at little or no subsidy. A study of commuter express bus operations is summarized in which it is concluded that the operating cost for a private carrier is only about half that of the public carriers in Southern California. After 22 public bus lines had been evaluated, the conclusion was that more than $5 million per year in subsidy could be eliminated if the 22 bus lines were operated by private carriers. The cost savings are attributed to more favorable work rules and the ability to use less costly equipment. One other factor is that private operators will continue operation of a bus only if it is nearly full. The analysis was based on operating budgets for the two transit districts in Los Angeles and Orange Counties and on a survey of private agencies in the region.

This paper appeared in Transportation Research Record No. 915, Urban Buses: Planning and Operations.

Williams, B Wells, B (Southern California Association of Governments) Transportation Research Record No. 915, 1983, pp 13-18, 1 Fig., 2 Tab.

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AN INTERIM REVIEW ON NINE UMTA-ASSISTED JOINT DEVELOPMENT PROJECTS

This report deals with joint development, analyzing the relative success of nine such projects begun under the former UMTA Urban Initiatives Program funding assistance. Because none of the projects in Baltimore, Boston, Buffalo, Cambridge, Cedar Rapids, Davenport, Miami, Philadelphia and Santa Ana has yet been completed, the benefits reported are those expected to accrue to the transit operating agencies and thus to the UMTA assistance program. Benefits include induced net additional transit ridership and revenues, and proceeds from the sale or lease of joint development properties. Ridership and revenues are expected to be sufficient to repay UMTA's $49.5 million investment in less than six years. The UMTA cost of $1,000 to $2,000 per net daily additional transit trip, one of the cost-effectiveness indicators used in alternatives analysis, is significantly lower than for most other UMTA Section 3 capital assistance investments. The UMTA funding leveraged another $100 million in public investment and over $700 million in private investment. The projects will generate over 30,000 new permanent jobs and yield almost $17 million in property taxes yearly. Large projects seem most successful.


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CONTRACTING OUT: PUBLIC EMPLOYEES' GROUP CONTENTS THE PRACTICE HAS SERIOUS SHORTCOMINGS

The practice of contracting municipal services is discussed from the public-employee union standpoint. It is noted that early in the century cities and towns turned to private companies to run their streetcars, collect their garbage and perform other basic public services. Gross abuses led to the reform movement of the 1920s when many such services were made part of municipal government. Under state and local financial pressures and with federal government urging, the pendulum is now swinging back to the private sector for provision of service and willing, some warn, "there is another round of abuses and scandals." While state and local government could realize short-term benefits through lowered personnel costs, the quality of services may be diminished and costs may begin to escalate after an initial decrease. It may be difficult to have contracts assure that government gets what it wants at the agreed price. Contractors can also refuse to do anything that is not in the contract. True competition for contracts may be the exception. The union position is that responsible government requires improving the quality of public management and public service, not the selling off of government.


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MANAGING TO PROVIDE PUBLIC TRANSPORT

The last ten years has seen much legislation and debate about the provision of public transport. Legislation has sought to encourage better co-ordination and a more explicit statement of objectives, assessment of needs and justification of subsidy. The emphasis has been on better performance of the local authorities. Little was heard about the managers in the industry-those charged with actually providing public transport. More recent legislation has required them to publish performance indices and has introduced a degree of competition in an effort to encourage them to be more effective. But what about the important relationships between them and the local authorities? During 1982 the author undertook a study with managers of bus undertakings in the nationalised, municipal and private sectors in which he sought to identify their attitudes and practices with particular reference to subsidy. He found for example that many managers consider they are required to run services that are a waste of money. In this paper he summarises his conclusions and illustrates his findings with quotations from the managers themselves. He concludes that it may be pressures from operators faced with cash limits rather than the legal requirements to prepare and publish public transport plans which will force county councils to identify and adopt formal objectives for the provision of cost effective public passenger transport. (Author/TRRL) IRRD 273492.

Public Transport Planning and Operation. Proceedings of Seminar L held at the PTRC 11th Summer Annual Meeting.


ACKNOWLEDGMENT: TRRL (IRRD 273508)


RATS (ROMSEY AREA TRANSPORT STUDY): AN IN DEPTH STUDY OF PUBLIC TRANSPORT ISSUES IN A MARKET TOWN

During 1983 the National Bus Company and Hampshire County Council undertook a joint exercise in the Romsey area with the following objectives:- (1) to determine the existing and frustrated transport needs by means of both household and on-vehicle passenger surveys; (2) to identify the commercial bus network, if any, which could be sustained on passenger fares alone; and (3) to assess the most efficient and cost-effective means of meeting social needs using both conventional and unconventional transport responses. The study reached the following conclusions:- (1) reducing fares is not a viable proposition. A commercial bus service was identified on the Romsey-Southampton corridor although this would only cater for 36% of existing demand in the study area and result in widespread social hardship; (2) school transport movements were of critical importance. The need to provide conventional buses for school transport enables these resources to be used at marginal cost to meet inter peak social needs. Effective co-ordination of all transport resources can result in substantial financial savings. The cost of the county council's revenue support and school transport commitment in the study area could be reduced by more than 20% with 94% of demand being met by operation of the commercial service and the combination of school contracts and stage carriage bus services. Staggering of school hours could increase the savings to 30%; (3) the remaining unserved demand (6%) would be relatively costly to provide for by conventional means but unconventional solutions could possibly be co-ordinated to provide certain facilities; and (4) there was considerable scope for improving the bus operator's image, particularly in terms of value for money. (Author/TRRL)

Public Transport Planning and Operation. Proceedings of Seminar L held at the PTRC 11th Summer Annual Meeting.

THE CITY IN WEST EUROPE

Chapter 5 of this book deals with the demand for transport in cities and describes a range of possible solutions to this demand. When planning for private transport these solutions can be: policies of accommodation (construction of ringways and radial roads), policies of restraint (prohibition of car access to limited areas and dedication of these areas to pedestrian use and restraint on parking), and policies for alternative private transport (pedestrianization, use of bicycles, hired cars and taxis). Solutions are outlined for public transport (railway and bus systems) planning, while the problems and advantages of an integrated transport system are described.

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SHARED TAXI OPERATION: COST CONSIDERATIONS

This report gives the results of work carried out to investigate, in broad terms, when and where the use of shared taxi services might be justified in light of cost considerations. The costs of operating taxis have been estimated and compared with those of operating stage carriage buses. Comparisons have been made in financial, resource and fuel terms. The findings indicate that when public transport demands are low it may be more cost effective to provide a service with up to three shared taxis than with a bus. When demands are higher, and greater substitution ratios would be required to accommodate them, a bus represents the cheaper option. Similar relativities are noted in resource and fuel terms. Due to the nature of existing subsidy arrangements, break-even fares for a shared taxi could be expected to be somewhat higher than those charged on conventional stage carriage buses. Cost considerations applicable to the operation of shared hire car services are likely to be broadly the same.

(Resource costs are costs that have had the effects of taxes and duties removed; they are a truer indication of the operating costs to society, as opposed to the financial operating costs to the service supplier.)

(Author/TRRL)

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PERFORMANCE AND PRODUCTIVITY REPORT ON THE MIDDLETOWN TRANSIT SYSTEM

This is part of an on-going evaluation of the fixed-route transit service provided by Middletown Area Transit (MAT) which owns seven 32-passenger buses that are maintained and operated by a private contractor. The system is a pulsed-loop design with four routes originating at a terminal in the central business district and a fifth which connects with one of the downtown routes at a shopping center. Service was inaugurated in 1981 and this appraisal is made at the end of the second year of service. One route has failed to meet the ridership standards and will be studied carefully. Operating costs went up 26% during the second year due primarily to increased labor rates and bus maintenance problems. Changes in maintenance practices and the possibility of a new maintenance facility are under study. The Middletown transit operation is one of 12 transit districts in Connecticut with expenses under one million dollars annually. A comparison is made with the peer group operators.

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PUBLIC TRANSPORT SYSTEM ANALYSIS. THERE IS NO NEED TO AVOID A CHANGE [SISTEEMBOUW OPENBAAR Vervoer, VIJCHTEN VOOR DE OVERTAP HOEFT NIET]

The necessary integration of private and public transport results in a hierarchical set-up of public transport systems. Such a hierarchical set-up of a public transport system leads to many social benefits, not in the least in the area of control of costs. Apparently passengers do not benefit from the hierarchical set-up because they will have to change more times. However, after a closer look it can be learned that other elements of a trip will be of a better quality in such way that the negative element will disappear and the change can even have a positive influence on the quality of the total trip.

(Author/TRRL) [Dutch]


ACKNOWLEDGMENT: TRRL (IRRD 272700), Institute for Road Safety Research SWOV

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TAXICAB OPERATING CHARACTERISTICS IN THE UNITED STATES

In 1982, a national survey of US taxicab operators was conducted. This survey sought to assess the economic, operational and organizational status of the industry and to determine how these characteristics have been changing in response to rising costs and an economic recession. Two results of this survey are reported in this paper; the size structure and the organization of the industry. Both of these characteristics show that it has recently been undergoing two fundamental changes. These are the rapid switch away from employees as drivers to independent contractor drivers and decreasing average company size.

(Author/TRRL)


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