

American Public Transit Assn.

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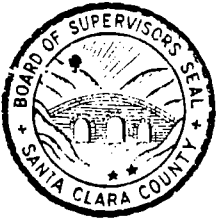
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1992 Transit Face Book  
American Public Transit  
Association  
130 PAGES

# 1992 Transit Fact Book



American Public Transit Association



**BOARD OF SUPERVISORS**  
**COUNTY OF SANTA CLARA**  
COUNTY GOVERNMENT CENTER, EAST WING  
70 WEST HEDDING ST. / SAN JOSE, CA 95110 / (408) 299-2323

**ROD DIRIDON**  
SUPERVISOR FOURTH DISTRICT

May 27, 1993

Honorable Carol Rasco  
Assistant to the President  
for Domestic Policy  
The White House  
Washington, D. C. 20050

Dear Carol:

Your arrival in the White House as the President's Domestic Policy Advisor is a breath of fresh air for the national transit community. We're looking forward to working with you to meet the President's objectives through the aggressive promotion of transit use throughout the United States.

As was stressed by American Public Transit Association (APTA) Chairman Lou Gambaccini, Executive Vice President Jack Gilstrap and me during our discussion, investment in transit creates jobs not only during construction but also to operate the systems (58 jobs are created per million dollars spent, which is more than any other capital program). Just as important, transit investments reduce highway congestion, smog and the excessive use of petroleum fuel which exacerbate our deficit balance of trade. We hope sincerely that your office will advocate for the full appropriation of the amount for transit authorized in the 1991 Intermodal Surface Transportation Efficiency Act. Your letter to the House and Senate Appropriations Committees supporting that objective would be sincerely appreciated and consistent with the President's stated objectives.

APTA offers our strong support for the President's energy tax. We recognize that the resulting revenue would not only help reduce the budget deficit but offset programs like public transportation that are important elements of the President's economic investment strategy. We sincerely hope though, that the nation's public transit programs, along with state and local governments, would be exempt from paying this tax. Imposition of the tax would violate the long-standing and deeply held principle of reciprocal immunity under which state and local governments, and the federal government agree to excuse themselves from paying each others' taxes.

Carol Rasco  
May 27, 1993  
Page 2

Thanks again for your cordiality. We enjoyed meeting Michael Schmidt, your transportation liaison person, and look forward to working with both of you on our mutual objectives. As a life-long Democrat and Northern California Co-chair for the Clinton campaign, I can only wish you the utmost in success as the President attempts to lead our nation out of these troubled times.

Very sincerely,

A handwritten signature in black ink, appearing to read "RD", enclosed within a large, hand-drawn oval.

ROD DIRIDON, Vice Chair  
American Public Transit Assn., and  
Chair, Transportation Joint Conference  
Committee of Santa Clara County

cc: Lou Gambaccini  
Jack Gilstrap  
Mike Schmidt



**American Public Transit Association**  
1201 New York Avenue, N.W.  
Washington, DC 20005  
Phone (202) 898-4000  
FAX (202) 898-4070

Jack R. Gilstrap  
Executive Vice President

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David L. Turney, Associate Member-at-Large

May 21, 1993

Mr. Michael T. Schmidt  
White House  
Domestic Policy Council  
Room 217  
Old Executive Office Building  
Washington, DC 20500

Dear Mr. Schmidt:

Thanks very much for the meeting on Monday in Carol Rasco's office at the White House to discuss issues related to public transit. As promised, I have enclosed a recent study and press release by APTA profiling the typical transit rider. This study shows how important transit is to those who are economically disadvantaged, minority group members and women.

If you ever need information about public transit and how it relates to President Clinton's domestic agenda, please let me know. Thanks again for the meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert W. Batchelder".

Robert W. Batchelder  
Chief Counsel and Deputy Executive  
Vice President for Government Affairs

RWB/cmb  
Enclosures

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**SPECIAL REPORT**

# **Americans In Transit**

A Profile of Public Transit Passengers

**American  
Public Transit**



# Transit NEWS

January 21, 1993

## NEWS RELEASE

### NEW RIDER PROFILE DISCLOSES "TYPICAL" MASS TRANSIT PATRON

-Hold for Release Thursday, January 21, 1993-

A new profile of the typical U.S. transit rider has emerged from a ridership analysis just published by the American Public Transit Association (APTA). She is a minority female with below average income, going to and from work.

APTA Chairman Louis J. Gambaccini said the findings illustrate the importance of public transit to the nation's economic well-being. "More dramatically than ever, it is clear that many people in metropolitan and rural areas depend on transit service for their livelihood. Millions would be cut off from their jobs and fall through the social safety net without affordable, reliable bus and train service. In addition to the essential mobility transit provides for many members of the nation's work force, we also have riders who take public transit for the convenience it provides them, for the time it allows them to read their newspaper, for example, and for its contribution to a cleaner environment."

On an average weekday, the APTA survey found, 7.5 million people board public transit. More than half (54 percent) of all transit "trips" are made to and from work; school trips comprise another 15 percent. The remainder are for shopping, medical visits and recreation.

-more-

Other key findings include:

- o About 28 percent of all riders have annual family incomes of less than \$15,000, twice the national "poverty rate," as measured by the Census.
- o Non-whites make up a majority of riders. Thirty one percent are African-American, 18 percent are Hispanic and six percent are "other."
- o While 52 percent of riders nationally are female, the percentage frequently ranges between 60-75 percent in small cities and rural areas;
- o Children and youth make up one out of every 10 riders, senior citizens seven percent and people with disabilities about one percent.

The report concludes, "Very simply, the economic stability and growth of many of our nation's urban centers depends on mass transit's ability to economically transport people to the work place."

Gambaccini said that demographic projections and the trend of increasing urbanization suggest that the number of people with transit-riding characteristics will continue to increase and the demand for services can also be expected to grow.

APTA says the ridership profile was determined from survey results of 136 transit systems, accounting for 60 percent of total U.S. transit ridership.

APTA is the international association of operating transit authorities, their suppliers and other advocates of improved transit service.

###

**FOR A COPY OF THE APTA REPORT, "AMERICANS IN TRANSIT," AND FOR FURTHER INFORMATION AND INTERVIEWS, PLEASE CONTACT CHIP BISHOP OF APTA AT (202) 898-4114.**

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A Member's Guide to  
APTA Services

42 Pages

*A Member's  
Guide To  
APTA Services*



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1993 Publications  
American Public Transit  
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26 Pages

**PUBLICATIONS**

**1993  
Publications**



**American Public Transit Association  
1201 New York Avenue, N.W.**

**American  
Public Transit**



**Fourteenth Annual Report to Congress  
Metropolitan Transportation Commission ★ March 9, 1993**

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PRESERVATION

# **Fourteenth Annual Report To Congress**

March 9, 1993

Prepared by

Metropolitan Transportation Commission

Published by

Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, California 94607-4700

Telephone: 510/464-7700  
TDD/TTY: 510/464-7769  
FAX: 510/464-7848

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TRANSPORTATION  
COMMISSION

March 9, 1993

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**WILLIAM F. HEIN**

To Our Representatives in Washington, D. C.:

The Metropolitan Transportation Commission and Bay Area Transit Operators are excited about the opportunity for change — change brought about by a new attitude towards infrastructure investment and the overall role transportation must play in revitalizing America's economy.

Our focus over the past year, particularly in terms of implementing the Intermodal Surface Transportation Efficiency Act of 1991, has been on improving the performance and delivery of our transportation system. Specifically, we have focused on programs and projects that not only improve the mobility of goods and people in the region, but also address air quality issues.

In this report, we present our recommendations for advancing infrastructure investment and our capital program in FY 1994, which reflects a consensus reached on behalf of the six million people in the Bay Area. Information also is included on the region's efforts to implement ISTEA. We look forward to discussing these issues with you now and in the months ahead.

Sincerely,



Jane Baker  
Chairwoman

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# **Infrastructure Investment and Capital Program Objectives**

# **Infrastructure Investment and Capital Program Topics**

- **Infrastructure Investment**
- **FY 1994 Budget/Appropriations**
- **MTC's New Rail Starts Program**
- **Section 3 Bus Discretionary Program and  
The Americans With Disabilities Act**
- **Intelligent Vehicle Highway Systems Program**

## **Infrastructure Investment: San Francisco Bay Area Perspective**

The Metropolitan Transportation Commission supports increased investment in the nation's public transportation infrastructure in FY 1994. Transportation infrastructure investment can bring tangible economic benefits, including the creation of domestic jobs.

As in other areas of the United States, the Bay Area's transportation system has a growing backlog of rehabilitation, maintenance and enhancement needs. The massive transportation investments that were undertaken in the region prior to and after World War II are aging and in need of rehabilitation. These investments include:

- large-scale highway and bridge construction that occurred in the 1930s to 1950s;
- construction of nearly 100 miles of rapid transit rail lines.

At the same time, new investment requirements in the Bay Area, such as protecting structures against earthquake damage, ensuring transportation accessibility to our disabled citizens and clean air, have moved to the forefront of our transportation program.

Towards addressing the challenge of meeting our maintenance and rehabilitation needs while at the same time recognizing the transportation needs of a growing population, the Metropolitan Transportation Commission has adopted the following set of principles for transportation infrastructure investment.

# **Five Principles for Transportation Infrastructure Investment**

## **1. An Infrastructure Program Must Begin with Full Funding of ISTEA**

Over the past twelve years, the nation has systematically underinvested in infrastructure repair. Funding the landmark Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) at fully authorized levels will allow regions such as the Bay Area to use existing project-delivery systems to focus funding where it is most needed: to rebuild our transportation infrastructure.

## **2. Utilize Existing Project-Delivery Systems for Rehabilitation-Type Projects**

ISTEA maintained the essential formula funding components of a proven project-delivery system while providing a new element of highway/transit funding flexibility. Because rehabilitation projects do not generally require lengthy environmental analyses, the formula funding program works quickly to get rehabilitation projects on the street.

## **3. Supplement Transit Operating Funding Beyond ISTEA-Authorized Levels**

With a decline in the source of state and local operating funds, Bay Area transit systems have had to cut service and layoff employees. This fact combined with an overall ten-year slide in federal operating assistance has had serious impacts. In 1992 dollars, the appropriated level of federal operating assistance in FY 1992 was 65 percent of FY 1983 appropriated levels. By supplementing federal operating assistance, direct job impacts and service increases will follow.

## **4. Focus on Earmarked and Demonstration Projects That are Ready To Go**

Infrastructure investment projects should have completed alternatives analyses and environmental review documents, if required. Sufficient funding to complete an operable segment or, in the case of a transit project, FTA authorization to enter into a Full Funding Grant Agreement, is advisable as well. Earmarked projects will spend funds more slowly when only a portion of a total project cost is appropriated annually and if earmarks are made prior to time-consuming environmental and alternative analysis review.

## **5. Reduce Government Oversight, Regulation and Review**

Streamlining the federal approval process would significantly enhance project delivery. To get projects moving quickly, we suggest projects meeting California Environmental Quality Act regulations be relieved of parallel National Environmental Policy Act requirements. Further, suspension of rules and regulations required by FTA under the alternatives analysis process would cut program delays. Delegation to MPOs to authorize transit projects programmed in an approved TIP to proceed as if under an approved Letter of No Prejudice also would speed project delivery.

# FY 1994 Budget and Appropriations

## Background on Transit Funding

Federal funding for transit declined precipitously during the 1980s — a total of 52 percent in real dollar terms over the last twelve years. The graph on the following page depicts this alarming trend.

Federal operating assistance for urbanized areas declined by 56 percent in real dollars between 1980 and 1992. In contrast, between 1980 and 1990, fares increased by 32 percent in real dollars, and state/local operating aid increased by 69 percent in real dollars.

## 1994 Recommendations

The Metropolitan Transportation Commission and Bay Area transit operators urge full funding of the Intermodal Surface Transportation Efficiency Act. During the two fiscal years since the enactment of ISTEA, transportation appropriation levels have been well below authorized amounts. While the Administration's economic stimulus package could raise FY 93 funding levels, transit programs currently are funded at \$3.6 billion in FY 1993, the same as in FY 1992 — and 30 percent below the ISTEA-authorized spending level of \$5.2 billion for the current fiscal year. Similarly for highways, FY 1993 funding was authorized at \$20.4 billion, but only \$18 billion was approved by Congress, a 12 percent shortfall.

### MTC and Bay Area transit operators recommend:

- Funding federal transit programs at \$5.2 billion in FY 1994 as authorized under the Intermodal Surface Transportation Efficiency Act. Funding for individual transit programs should be appropriated according to the priorities established in ISTEA.
- Increasing operating assistance beyond the level authorized in the ISTEA. Full funding of transit operating assistance would retain current jobs, support new jobs, and permit service expansion.

# FY 1994 Budget and Appropriations

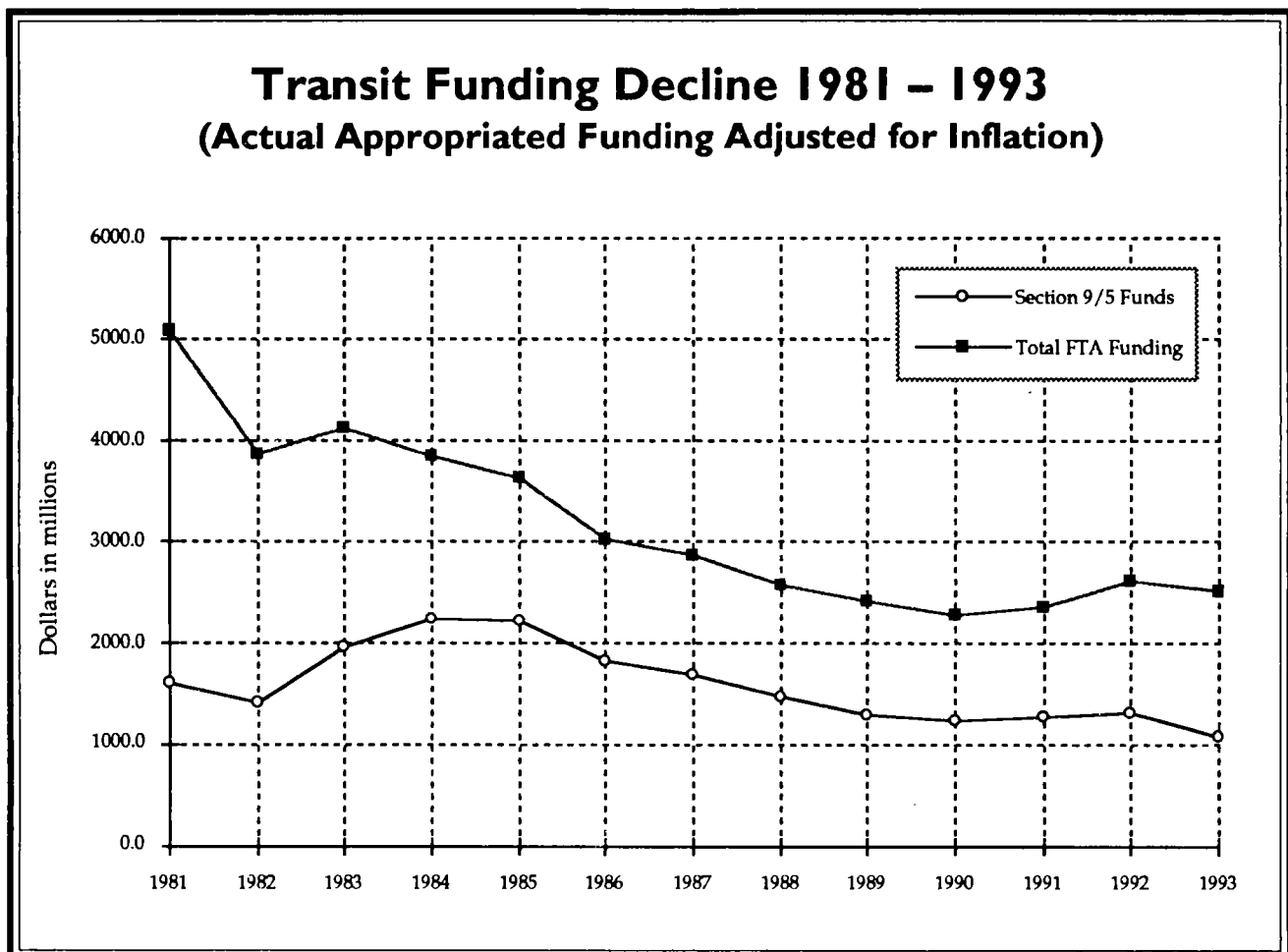
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## Economic Benefit

Full funding of ready-to-go transportation programs also will directly benefit the economy by creating jobs immediately.

In the Bay Area, we have identified more than \$2 billion worth of ready-to-go transit and highway projects. Full funding of ISTEA is a first step towards jump starting the economy with these projects.

Included in this category of projects are Section 3 Discretionary Bus Projects listed on the following pages. All of these projects are dedicated to helping transit operators meet the mandate of the Americans With Disabilities Act.



# MTC's New Rail Starts Program

## Background

The MTC New Rail Starts program is a \$3.5-billion undertaking to extend a total of six rail lines in the San Francisco Bay Area: an extension of four BART lines, extension of Santa Clara County's Guadalupe light rail (LRT) line, and an extension of the CalTrain commuter rail system into downtown San Francisco. Of the six lines, two will be funded with Section 3 New Rail Starts funds — the BART extension south of San Francisco to Colma and the San Francisco International Airport (SFO), and extension of Santa Clara County's Tasman light-rail project.

<i>Utilization of Prior Section 3 Earmarks</i>	
Total Earmarks Through FY 93	<u>\$226.25M</u>
Uses of Earmarks	
Colma Project Construction	\$124.00M
Tasman Engineering	12.75M
Tasman Final Design	48.00M
BART to SF Airport Engineering	<u>22.50M</u>
	\$207.25M
Balance	<u><u>\$19.00M</u></u>

Other milestones of note that have been achieved to move this program forward:

- MTC has adopted a Locally Preferred Alternative for the BART-to-SFO project, and BART has submitted a \$22.5-million Section 3 grant application to begin preliminary engineering.
- The Colma BART project is under construction, and BART is about to enter into a Full Funding Grant Agreement for remaining federal funding.
- Santa Clara County Transit District has completed preliminary engineering on the Tasman project and has submitted a \$48-million Section 3 grant for final design work.

## FY 1994 New Rail Starts Funding Request

In FY 94, we are seeking \$155 million in New Rail Starts funding to maintain the level of funding specified in ISTEA needed to keep our program on track.

The Intermodal Surface Transportation Efficiency Act (ISTEA) authorizes \$568.5 million in

# MTC's New Rail Starts Program

(continued)

New Rail Starts funding for the MTC New Rail Starts and Extensions program. ISTEA also specifies annual Section 3 amounts for MTC's rail extension program, including \$100 million for FY 94. The additional \$55 million reflects the difference between the \$45 million appropriated in FY 93 and the \$100 million authorized by ISTEA.

Federal appropriation bills have earmarked \$226.25 million through FY 93 for the MTC program.

Following are project descriptions and explanations on how Section 3 funds would be utilized.

## Project Descriptions

- *BART Extension to Colma:* A 1.5-mile extension of the BART system from its current Daly City terminus (just south of San Francisco) to a new station in the San Mateo County city of Colma. Construction of the new station with parking and a turnback is underway, with completion scheduled for early 1995.

Total Project Cost: \$170.2 million

Already Funded or Pending: \$3.6-million Section 9

The total amount of Section 3 funds needed for this project (\$124 million) are available from federal funds earmarked through FY 93.

\$42.5 million in state and local San Mateo County funds are programmed for this project.

Section 3 Request: Federal funds necessary to complete this project will be allocated through a Full Funding Grant Agreement.

- *BART Extension from Colma to the San Francisco Airport:* This project is a BART extension from Colma south to a station adjacent to the San Francisco International Airport. Three stations would be constructed, along with parking access improvements and vehicle acquisition. Selection of a preferred alternative was made in June 1992 as part of a federal alternative analysis.

The financing plan calls for 75 percent of the funding for the baseline project to come from federal funds. San Mateo County and the state of California will provide local match funds. Design options, advocated by local communities along the alignment, would be locally funded.

# MTC's New Rail Starts Program

(continued)

- Total Project Cost: Ranges between \$788 million to \$960 million depending upon alignment and design options.
- Already Funded or Pending: \$22.5 million in Section 3 funds, matched with \$7.5 million in local funds, for preliminary engineering is pending before FTA.
- Section 3 Request: The BART-to-SFO project would utilize a portion of the \$155-million New Rail Starts funds being sought in FY 94 for final design, right-of-way and construction activities.
- San Mateo County and the state of California together would provide 25 percent local matching funds.
- *Tasman Corridor LRT Project:* This project is a 12-mile extension of the existing Santa Clara County Guadalupe LRT line, and includes construction, right-of-way and vehicle acquisition.
    - Total Project Cost: \$480 million
    - Already Funded or Pending: \$12.75-million Section 3 grant for preliminary engineering
      - \$48-million Section 3 grant for final design pending before FTA
      - \$20.3 million in local and state funds
    - Section 3 Request: Of the \$155 million in FY 94 Section 3 funds being sought, the Tasman project would utilize funds for right-of-way activities and vehicle acquisition.
    - Santa Clara County and the state of California together would provide 50 percent local matching funds.

## Section 3 Bus Discretionary Program and The Americans With Disabilities Act

The Metropolitan Transportation Commission and Bay Area transit operators request funding for the following Section 3 ADA-related projects to be funded out of the discretionary bus category. The total Section 3 Bus request is \$12,958,221 for FY 1994.

<b>FY 1994 Section 3 Discretionary Bus Program for the MTC Region ADA Implementation Projects (90% Federal/10% Local Match)</b>				
<b>Congressional District</b>	<b>Operator</b>	<b>Project Description</b>	<b>Federal Share</b>	<b>Total Project Cost</b>
<b>MTC Region</b>				
1, 3, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16		Regional ADA eligibility database for entire MTC region	\$335,700	\$373,000
<b>Central Counties</b>				
7, 9, 13	AC Transit	Fixed-route headsigns retrofit/loudspeaker system	\$1,620,000	\$1,800,000
7, 8, 9, 10, 12, 13	Alameda County (AC Transit, BART, LAVTA, Union City)	Ten paratransit vehicles and ADA computers and software	\$867,816	\$964,240
7, 10	CCCTA	Six paratransit vehicles and an ADA computerized scheduling system	\$428,015	\$475,572
10	LAVTA	ADA hardware and software for LAVTA	\$47,250	\$52,500
8, 12	S.F. Muni	Lease of Seattle Metro trolley coaches (18)	\$431,017	\$478,908
<b>Southern Counties</b>				
12, 14	SamTrans	Paratransit vehicles (28), ADA bus stop accessibility and a paratransit computer	\$3,235,799	\$3,595,332
13, 14, 15, 16	SCCTD	ADA bus stop improvements and sign replacements, paratransit vehicles (20)	\$2,025,000	\$2,250,000

## Section 3 Bus Discretionary Program and The Americans With Disabilities Act

(continued)

FY 1994 Section 3 Discretionary Bus Program for the MTC Region ADA Implementation Projects (90% Federal/10% Local Match)				
Congressional District	Operator	Project Description	Federal Share	Total Project Cost
<b>Northern Counties</b>				
1	Fairfield	Two paratransit vehicles/ two minivans, computer and scheduling program wheelchair ramps, bus shelters, bus hailing cards, and TDD/TTY phone system	\$453,463	\$503,848
6	Golden Gate	Nine expansion paratransit vehicles, and bus stop and transit facility improvements	\$989,944	\$1,099,938
1	Napa	Announcement system for sight-impaired passengers (for 16 buses)	\$117,000	\$130,000
6	Santa Rosa	Six paratransit vehicles and bus stop improvements	\$306,000	\$340,000
1, 6	Sonoma County Transit	Paratransit facility and five paratransit vehicles	\$945,000	\$1,050,000
7	Vallejo	Ten paratransit vehicles and paratransit radio/dispatch	\$786,816	\$874,240
1, 3	Vacaville	Three paratransit vehicles, ADA equipment for fixed-route buses	\$225,000	\$250,000
7	WestCAT	Three paratransit vehicles and related equipment	\$144,401	\$160,446
<b>Totals</b>				
			\$12,958,221	\$14,398,024

# **FY 1994 Intelligent Vehicle Highway Systems Program**

Intelligent Vehicle Highway Systems (IVHS) Field Operational Test funds were awarded during FY 1993 for the initial two phases of the Bay Area's TravInfo Project. This project will create a regionwide, multimodal traveler information system to collect, integrate and disseminate up-to-date information on traffic and transit conditions (see page 17 for project information). Bay Area IVHS strategic planning efforts will seek to identify further opportunities for successful implementation of IVHS projects.

The TravInfo proposal included descriptions of the next two phases of the program for which funds would not normally be sought until the initial system is fully operational in 1994-95. However, there are two issues that would accelerate our need for federal funding in FY 1994:

- a decision to fully earmark or over-program remaining IVHS funds, potentially eliminating future funds for the TravInfo project and any future Bay Area IVHS project developed by strategic plan efforts now underway;
- a decision to exclude the Bay Area from those eligible for IVHS Corridor funding. The U.S. Department of Transportation Strategic Plan for IVHS, delivered to Congress, did not identify the Bay Area as a candidate "other corridor."

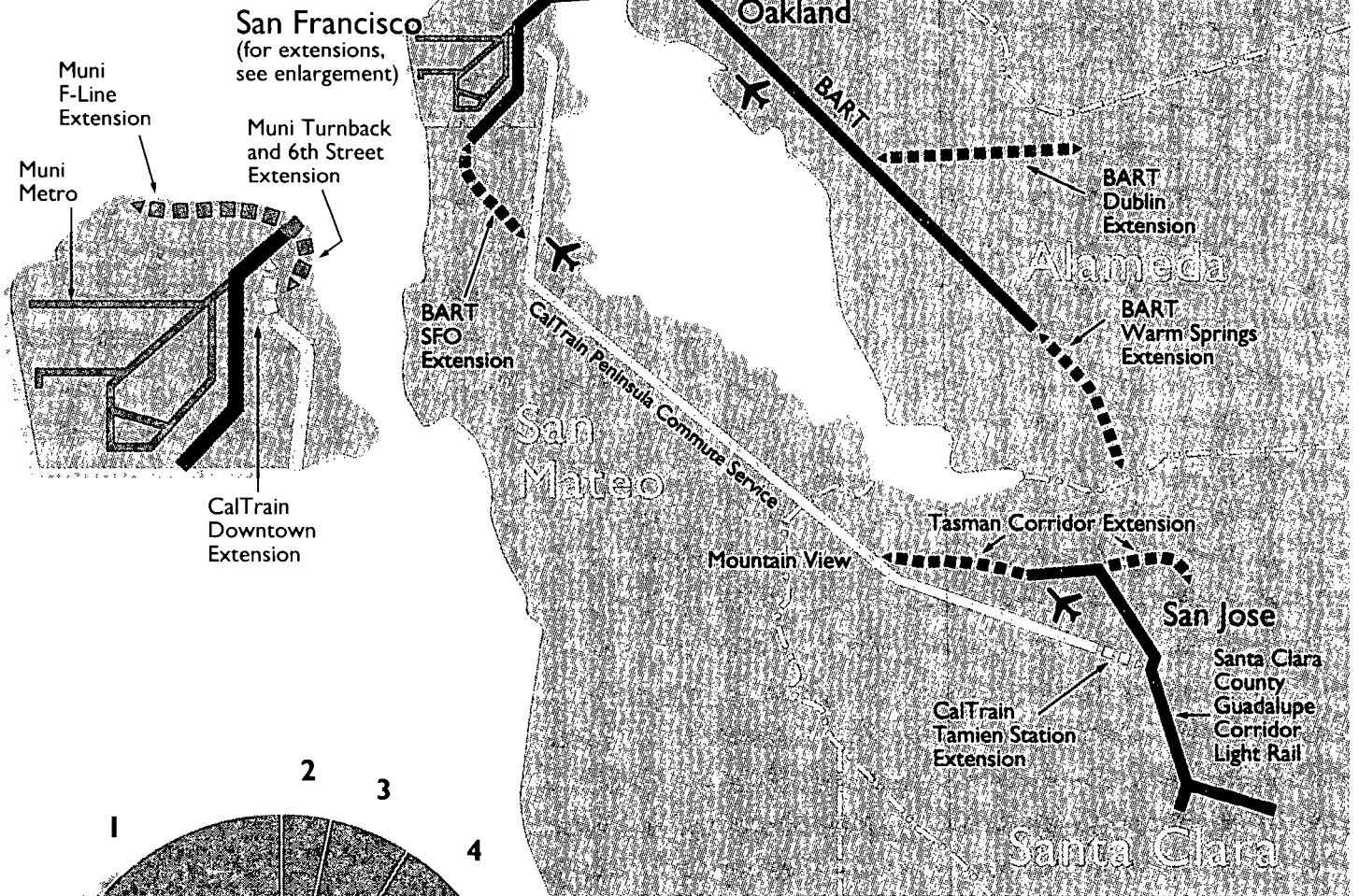
It is critical that the Bay Area not be cut off from the opportunity to compete for future funding. Our success in winning the TravInfo grant proves that the Bay Area can prevail in open competition.

# Metropolitan Transportation Commission Rail Extension Program

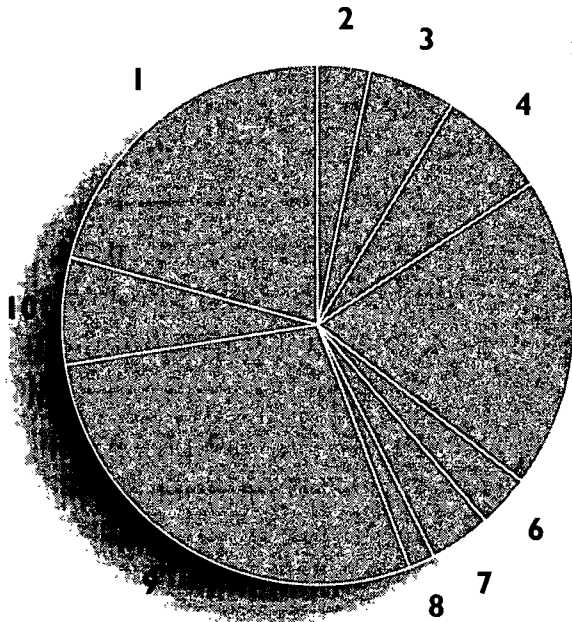
**Resolution No. 1876**

Adopted March 24, 1988

Last revised February 27, 1991



MTC Graphics/pb - 2/92



**Total Cost : \$3,506.5 Billion**

- 1 State Funds \$731.9 million (20.9%)
- 2 BART \$118.6 million (3.4%)
- 3 Alameda County \$194.7 million (5.67%) (Under negotiation)
- 4 Contra Costa County \$243.4 million (6.9%)
- 5 San Mateo County \$688.4 million (19.6%)
- 6 Santa Clara County \$116.0 million (3.3%)
- 7 Bridge Tolls \$134.0 million (3.8%)
- 8 Unidentified \$60.6 million (1.7%)
- 9 Federal \$986.8 million (28.1%)
- 10 JPB Caltrain Funding \$232.2 million (6.6%)



# **ISTEA Implementation**

# **ISTEA Implementation Topics**

- **The Bay Area Partnership**
- **Programming ISTEA Funds:  
Multimodal Project Selection**
- **ISTEA Congestion Pricing Pilot Project**
- **San Francisco Bay Area  
Advance Traveler Information System (TravInfo)**

# The Bay Area Partnership

## Background

- Immediately following the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA), a consortium of 36 local, regional, state and federal transportation and air quality officials joined together to create a partnership for performance in the San Francisco Bay Area. The work program of the Partnership is the Joint Urban Mobility Program (JUMP Start).
- With the goals of advancing near-term projects to improve the movement of people and goods, improving the interagency planning process and pursuing projects that are key to improving air quality and need priority attention, the JUMP Start program includes 20 projects that are on the fast track for implementation. A summary of the status of these projects is reflected in the following chart.

## Current Status

- Three JUMP Start projects have received federal grants — the TravInfo project, the Regional Transit Telephone Information System and the Bay Area Telecommuting Demonstration Program — and are well on their way to implementation. Another project that made significant progress in 1992 is one working to develop a “universal ticket” that would be valid on any of the region’s bus, rail, and ferry systems. The first phase of this project will be in operation by May 1993.
- ISTEA presented local and regional officials with unprecedented latitude in deciding where and how to spend new federal dollars. The Partnership and its JUMP Start program of projects demonstrates that with the right amount of flexibility and funding, the Bay Area can put projects on the street to ease congestion and improve air quality with minimum delay.

# JUMP Start: Status Report

(as of 2/93)

<i>JUMP Start Projects</i>	<i>Status</i>	<i>Highlights/Major Accomplishments/ Issues That Could Cause Delays</i>
<b>Mobility Projects:</b>		
<i>Transportation System Operations</i>		
1. Initiate Electronic Toll Collection	GREEN	After significant delay, project is progressing on new, more realistic schedule.
2. Early Implementation of Traffic Operations System (TOS)	GREEN	On schedule to operate on 80 miles of freeways by end of 1993.
4. Develop Freeway Service (Tow) Patrols	GREEN	Phase I completed in December with 12 trucks patrolling 35 miles of freeway; Phase II begins March 1993.
5. Add New Counties to SAFE Call Box Program	GREEN	All Bay Area counties have joined the SAFE program. Call boxes are being installed in Napa County and will soon be installed in San Francisco.
6. Complete El Camino Signalization Project	GREEN	Project completed.
<i>Alternatives to Driving Alone</i>		
7. TransLink Installation on CCCTA and BART Express	GREEN	BTVs to be installed on 155 buses. One-year demo to begin May '93. Credit/Debit Vendors to be installed by fall 1993.
8. Regional Transit Telephone Information System	GREEN	An RFP is underway for implementation of a regional telephone number. Work is progressing on the trip-planning system.
9. Establish Timed Transfer Centers at Key Locations	GREEN	Slight delay in Phase I construction due to rainy weather. New completion date is estimated at mid-March.
10. Implement Bus Service Across the Richmond/San Rafael Bridge	GREEN	Project was delayed by private sector protest; GGBHTD initiated service on March 7, 1993.
11. Muni Metro Turnback Full Funding Contract	AMBER	FFGA awaiting FTA approval in Washington, D.C.
12. Daly City/BART Airport Shuttle	GREEN	Project funding to purchase vehicles is complete.
13. Implement Federal Government Employee Transit Incentive Program	GREEN	Eleven government agencies are participating; EPA is still considering. Commuter Check hit \$1 M total sales 11/92.
15. Implement Bicycle Improvement Projects	GREEN	Two of three bicycle projects continue to stay on schedule; third project has been dropped due to lack of funding.
16. Implement 1992 Phase I Ferry Plan Improvements	GREEN	Port of Oakland and Port of SF — terminal improvement projects completed in 1992. Projects proposed for 1993 and 1994 are seeking funding approvals.
19. TravInfo	GREEN	Federal grant approved; funds to be available April 1993.
20. Bay Area Telecommuting Development Program	AMBER	Arrangements are being made for possible telecommuting center locations.
<b>Planning Projects:</b>		
3. Analysis of Freeway Operational Strategies	AMBER	Technical work progressing, but local TAC has not been formed yet.
14. National Highway System Definition	GREEN	Development of proposed National Highway System is proceeding.
17. Multimodal Priority Setting Process	GREEN	MTC is updating procedures and criteria with comments from surveys.
18. Planning Integration	GREEN	Federal grant approved, negotiations with FHWA about to begin.

**GREEN** on time; no serious obstacles or issues that jeopardize implementation

**AMBER** potential problems may impact schedule

**RED** serious obstacles/issues need to be addressed or project implementation will be jeopardized

## Programming ISTEA Funds: Multimodal Project Selection

- In an effort to take immediate advantage of new flexible Intermodal Surface Transportation Efficiency Act (ISTEA) funds, MTC and a broad representative committee of congestion management agency, city, county, transit agency, and air district representatives developed a multimodal priority-setting and project-selection process.
- This process focused on the programming of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) funds available under ISTEA. Projects selected through this process have been incorporated into the 1993 Transportation Improvement Program (TIP), which includes previous programming actions of approximately \$10.5 billion from other state and federal funding sources.
- Criteria developed to evaluate and rank recommended projects was based on a project's ability to meet four goals: 1) maintain/sustain the metropolitan transportation system, or MTS; 2) improve the efficiency and effectiveness of the MTS; 3) expand the system to meet demand; and 4) address external factors such as accessibility and air quality.
- Initial recommendations developed through the regional consensus-building process include a three-year, \$214 million program of projects (see chart below).
- In all, 225 projects have been approved for funding, including the purchase of CalTrain locomotives; designated freeway carpool lanes; TransLink universal fare collection equipment; traffic signal and local arterial improvements throughout the region; rehabilitation of the BART transbay tube; and the purchase of clean fuel buses.

Project Type	STP		CMAQ	
Transit	33.0%	\$40.1M	27.0%	\$23.4M
Projects w/ Multimodal Features	20.0%	\$24.1M	13.0%	\$11.6M
Traffic Operations	4.3%	\$5.2M	60.0%	\$50.2M
Streets/Roads/Bridges	38.3%	\$46.3M	0.0%	\$0.0M
Ports	1.9%	\$2.4M	0.0%	\$0.0M
Bike and Pedestrian	2.2%	\$2.7M	0.0%	\$0.0M
<b>Totals</b>	<b>100.0%</b>	<b>\$120.0M</b>	<b>100.0%</b>	<b>\$85.2M</b>
<i>(figures rounded)</i>				

# ISTEA Congestion Pricing Pilot Project

- The Intermodal Surface Transportation Efficiency Act (ISTEA) authorizes up to five congestion pricing demonstration projects nationwide for the purpose of monitoring the application and impact of congestion pricing strategies on transportation facilities. ISTEA provides \$25 million per year for this program, with a maximum of \$15 million per year for any one project.
- The Metropolitan Transportation Commission, in cooperation with the California Department of Transportation, has submitted a congestion pricing proposal to the Federal Highway Administration for a demonstration project on the San Francisco-Oakland Bay Bridge.

This proposal would:

- Study appropriate congestion pricing structures and implementation issues;
- Develop regional consensus and support of the state legislature for congestion-based toll increases;
- Increase peak-period tolls with possible reductions in off-peak toll rates;
- Use funds generated from the toll increases to improve and augment parallel transit services that operate in the Bay Bridge corridor.

The extreme level of peak-period traffic congestion and the rich array of transit alternatives in the Bay Bridge corridor make it one of the best locations in the United States to successfully test and implement a congestion pricing project.

- This proposal was developed in cooperation with a coalition of business, environmental and public interest groups, who support a serious examination of congestion pricing as a tool to address urban traffic congestion.

## **San Francisco Bay Area Advance Traveler Information System (TravInfo)**

- Pursuant to the Intelligent Vehicle Highway Systems program included in ISTEA, the Metropolitan Transportation Commission is developing an Advanced Traveler Information System (ATIS) project, called TravInfo. The U.S. Department of Transportation has identified the TravInfo project as one of 16 proposals out of 102 nationwide that will receive federal funds to advance IVHS concepts. TravInfo has been granted \$2.5 million for the initial phase of the project. These funds will be matched by \$1.7 million in non-federal funds. This project will provide travelers with easy access to current, accurate information on all travel modes. The TravInfo project will be implemented through a partnership of public agencies and private firms.
- When fully operational, in the mid-1990s, TravInfo will enable travelers to access the regional information center, indicate where they are and where they want to go, and identify multiple travel options. This distribution of up-to-the-minute information on both mass transit and road conditions is expected to result in decreased auto use and traffic congestion as travelers adjust their mode and travel time to avoid delay.
- The initial stage of the project will integrate data from: the California Highway Patrol's regional incident log; Caltrans' Traffic Operations System surveillance of approximately 125 miles of freeway; MTC's Service Authority for Freeways and Expressways roving tow truck patrols; and a data base of public transit routes, schedules and fares that is currently being developed by MTC and local transit operators.
- The effects of TravInfo on a broad array of issues, including entrepreneurial response to improved travel information, changes in individual travel behavior and the impact on the performance of the transportation system as a whole, will be evaluated by California Partners for Advanced Transit and Highways (PATH), a consortium of California universities formed to enhance IVHS research.

## **Operator Profiles**



## Metropolitan Transportation Commission

101 Eighth Street, Oakland, CA 94607 Telephone: (510) 464-7700 ★ TDD/TTY: (510) 464-7769

- Establishment**
- Created by the California Legislature in 1970 for the nine-county San Francisco Bay Area.
- Duties**
- Develop and annually update the Regional Transportation Plan. Develop annual Regional Transit Productivity and Transit Coordination plans. Analyze transit operator budgets and oversee performance audits. Determine annual regional highway and transit capital priorities. Review state and federal transportation grant applications. Directly allocate nearly \$500 million annually to transit.
- Board**
- Nineteen commissioners: Jane Baker, chairwoman. Sixteen voting members, appointed by boards of supervisors and county mayors' conferences; one each appointed by the Association of Bay Area Governments and the Bay Conservation and Development Commission. Three non-voting members, one each from the U.S. Department of Transportation, the U.S. Department of Housing and Urban Development, and the state of California Business, Transportation and Housing Agency.
- Staff**
- 96 employees; Lawrence D. Dahms, executive director.



## Regional Transit Coordinating Council

- Establishment**
- Created by state legislation in 1977.
- Duties**
- Coordination of routes, schedules, fares and transfers. Joint ventures in marketing, maintenance and purchases. Review of proposed MTC funding criteria, transit-related policies, regional transit priorities, fund estimates and distribution of funds.
- Board**
- Twelve members; MTC Executive Director Lawrence D. Dahms, chair. General managers of AC Transit, BART, CalTrain, Central Contra Costa Transit, Golden Gate Transit, Livermore-Amador Valley Transit Authority, San Francisco Muni, SamTrans, Santa Clara County Transit, Santa Rosa Transit and Vallejo Transit.
- Service Data**  
1992
- 3,032 buses and trolley coaches, 17 club buses, 5 ferries  
840 rail vehicles, 37 cable cars  
234.7 rail route miles (exclusive rights of way)  
141.4 million annual revenue vehicle miles  
477.1 million annual total passengers  
11,016.5 total operator employees

# Operator Profiles



## AC Transit

1600 Franklin Street, Oakland, CA 94612 (510) 891-4777

### Establishment

- Voter approval in Alameda and Contra Costa counties after enabling legislation was passed in 1955.

### Board

- Seven members, directly elected; Michael Winter, president.

### Service Data

1992

- Fixed-route bus service in Alameda and Contra Costa counties between Richmond and Fremont, East Bay cities transbay to San Francisco, and contractual service for Western Contra Costa Transit Authority.

824 buses

24.2 million annual revenue vehicle miles

65.6 million annual total passengers

### Staff

- 1,868 employees; Sharon Banks, general manager.



## Bay Area Rapid Transit District

800 Madison St., Oakland, CA 94604-2688 (510) 464-6000

### Establishment

- Created by state legislature in 1957. Voter approval of a general obligation bond issue in 1962 to construct and operate a rail system in Alameda, Contra Costa, and San Francisco counties.

### Board

- Nine members, directly elected; Nello Bianco, president.

### Service Data

1992

- Rapid rail mass transit system in Alameda, Contra Costa and San Francisco counties with express bus service to East Bay suburban areas.

589 rail vehicles

45 express buses (contract service)

71 rail route miles (exclusive right of way)

40.8 million annual revenue rail vehicle miles

2.5 million annual revenue express bus miles

77.3 million annual total rail passengers

2.1 million annual express bus passengers

### Staff

- 2,133 employees; Frank J. Wilson, general manager.



## CalTrain

1250 San Carlos Avenue, San Carlos, CA 94070 (415) 508-6200

### Establishment

- Joint Powers Board assumed authority in 1992. The JPB is the successor agency to Caltrans, which operated CalTrain from 1980 – 1992.

### Board

- Joint Powers Board contract with Amtrak for operation and maintenance. Board includes three members each from San Francisco's Municipal Railway, San Mateo County Transit District's SamTrans, and Santa Clara County Transit District's Transportation Agency.

### Service Data

#### 1992

- Commuter rail service between San Francisco and Gilroy, California.

73 rail vehicles

81 rail route miles (exclusive right of way)

2.5 million annual revenue vehicle miles

7.4 million annual total passengers

### Staff

- 298 Amtrak employees, 12 JBP employees; Gerald T. Haugh, executive director.

## Cooperating Area Transit Systems (C.A.T.S.)

### Bus systems serving Contra Costa County and a portion of Alameda County

The Cooperating Area Transit Systems is a group composed of the board chairman and general managers of four bus systems serving Contra Costa County and a portion of Alameda County. The group formed in order to work on various projects affecting patrons, such as scheduling, marketing and fares. To date, the group has produced a system map that indicates the transit service of the four bus systems, BART rail and bus, and paratransit. C.A.T.S. also has developed and implemented a uniform fare structure for all four systems and coordinates equipment and parts purchasing in order to receive better prices.

The members of C.A.T.S. are Central Contra Costa Transit Authority (The County Connection), Eastern Contra Costa Transit Authority (Tri Delta), Livermore-Amador Valley Transit Authority (LAVTA Wheels) and Western Contra Costa County Transit Authority (WestCAT). The County Connection provides feeder bus service to five BART rail stations in Contra Costa County. LAVTA Wheels provides feeder bus service to two BART regional bus routes. WestCAT provides feeder bus service to two BART express bus routes and Tri Delta provides feeder bus service to three BART express bus routes.

Lift-equipped service is provided by each of the members. The County Connection operates 96 peak-hour, lift-equipped buses on 28 bus routes, four of which are express commute routes. Tri Delta operates 21 lift-equipped, peak-hour buses in fixed-route service. Wheels operates 29 lift-equipped, peak-hour buses in fixed-route service. WestCAT operates 10 lift-equipped, peak-hour buses in fixed-route service.

Operator statistics follow for the C.A.T.S. members.



## County Connection

Central Contra Costa Transit Authority, 2477 Arnold Industrial Way, Concord, CA 94520-5327 (510) 676-1976

### Establishment

- Joint Powers Agreement of 1980. Service began in 1982.

### Board

- Eleven members; Robert Schroder, chair. One representative each from ten cities and the county.

### Service Data

#### 1992

- Fixed-route bus service in the cities of Clayton, Concord, Danville, Lafayette, Martinez, Pleasant Hill, Walnut Creek, Moraga, San Ramon, Orinda and Central Contra Costa County.

112 buses

3.6 million annual revenue vehicle miles

4.3 million annual total passengers

- Paratransit dial-a-ride services in same service area.

17 vans

560,202 annual revenue vehicle miles

82,126 annual total passengers

### Staff

- 234 employees; Robert C. Patrick, general manager.
- Paratransit operated by private contractor.



## LAVTA Wheels

Livermore/Amador Valley Transit Authority, 1362 Rutan Ct., Suite 100, Livermore, CA 94550 (510) 455-7555

### Establishment

- July 1986

### Board

- Seven-member board of directors; Peter Snyder, chair.

### Service Data

#### 1992

- Fixed-route bus service to the cities of Pleasanton, Dublin and Livermore in Alameda County.

34 buses

1.3 million annual revenue vehicle miles

824,000 annual total passengers

- Paratransit dial-a-ride services in same service area.

5 vans

100 passengers per day

### Staff

- 93 employees; Virendra Sood, general manager.



## Tri Delta

Eastern Contra Costa Transit Authority, 801 Wilbur Avenue, Antioch, CA 94509 (510) 754-4040

### Establishment

- 1979

### Board

- Nine-member board of directors; Joel Keller, chair.

### Service Data

#### 1992

- Fixed-route bus service in the cities of Pittsburg, Antioch, Brentwood and parts of Eastern Contra Costa County.

7 peak-hour buses  
622,400 annual revenue vehicle miles  
732,600 annual total passengers

- Paratransit dial-a-ride services in same service area.

10 vans  
250 passengers per day

### Staff

- 41 employees; Anne Muzzini, transit manager.



Western Contra Costa County Transit Authority, 601 Walter Avenue, Pinole, CA 94564 (510) 724-3331

### Establishment

- January 1980

### Board

- Seven-member board of directors; Donna Wirth, chair.

### Service Data

#### 1992

- Fixed-route bus service to the cities of Pinole and Hercules and unincorporated areas of Western Contra Costa County.

12 buses, 9 vans  
275,000 annual revenue vehicle miles  
271,400 annual total passengers

- Paratransit dial-a-ride services in same service area.

9 vans  
1,628 annual total passengers

### Staff

- 28 employees; Ron Serviss, transit manager.



## Golden Gate Bridge, Highway & Transportation District

PO Box 9000, Presidio Station, San Francisco, CA 94129 (415) 921-5858

- Establishment**
- Created by state legislation in 1928 to build the Golden Gate Bridge. Authority to provide transit granted in 1970.
- Board**
- Nineteen members; James L. Harberson, president. Members appointed by boards of supervisors in San Francisco, Marin, Sonoma, Mendocino, Del Norte and Napa counties, and the mayor of San Francisco.
- Service Data**  
1992
- Fixed-route bus service in San Francisco, Marin and Sonoma counties. Transbay ferry service between San Francisco and Marin counties. Vanpooling and subscription buses in Sonoma, Marin and Napa counties.
- 274 buses, 4 ferries, 17 subscription club buses  
7.9 million annual revenue bus and ferry vehicle miles  
10.6 million annual bus and ferry passengers  
384,307 annual revenue club bus vehicle miles  
260,843 annual club bus total passengers
- Staff**
- 614 transit employees; Carney J. Campion, general manager.



## San Francisco Municipal Railway (Muni)

949 Presidio Ave., San Francisco, CA 94129 (415) 558-3214

- Establishment**
- Authorized by the city charter in 1900. Service began in 1912 after voter approval of a bond issue in 1909.
- Board**
- San Francisco Public Utilities Commission. Five members, appointed by the mayor; Kay Yu, president.
- Service Data**  
1992
- Fixed-route bus, trolley coach, light-rail and cable-car service in the city and county of San Francisco.
- 844 buses and trolley buses, 128 light-rail vehicles  
37 cable cars  
72.6 light-rail vehicle and 10.1 cable car round-trip route miles  
25.8 million annual revenue vehicle miles  
238.7 annual total passengers
- Staff**
- 3,420 employees; Johnny Stein, general manager.

# **samTrans** San Mateo County Transit District

1250 San Carlos Ave., San Carlos, CA 94070 (415) 508-6200

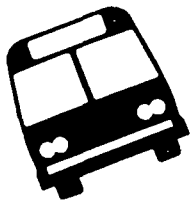
- Establishment**
- Voter approval after enabling legislation was passed in 1974. Service began in 1975.
- Board**
- Nine members; Arthur Lloyd, chair. Five members are elected city and county officials, one is appointed by the board of supervisors, and three are appointed by the six members.
- Service Data**  
1992
- Fixed-route bus service in San Mateo County. Six trunk lines to San Francisco operated by Grosvenor Bus Lines, Inc. personnel under contract. Demand-responsive bus service (Redi-Wheels) for mobility-impaired patrons.
- 302 buses and 28 paratransit vehicles  
7.6 million annual revenue vehicle miles  
18.7 million annual total passengers
- Staff**
- 595 employees; Gerald T. Haugh, general manager.



## **Transportation Agency (formerly SCCTD)**

3331 N. First Street, San Jose, CA 95134-1906 (408) 321-5555

- Establishment**
- Voter approval after enabling legislation was passed in 1972; service began in 1973. Light-rail service began December 1987.
- Board**
- Five members of the Santa Clara County Board of Supervisors; Zoe Lofgren, transit district chair.
- Service Data**  
1992
- Fixed-route bus and light-rail service in Santa Clara County.
- 512 buses  
50 light-rail vehicles  
21.3 million annual revenue vehicle miles  
46.1 million annual total passengers
- Staff**
- 1,531.5 employees; Lawrence Reuter, general manager.



## Santa Rosa CityBus

PO Box 1678, Santa Rosa, CA 95402 (707) 524-5121

### Establishment

- City of Santa Rosa began operating service in 1975 after managing a contract bus service since 1958.

### Board

- Five members of the Santa Rosa City Council; Maureen Casey, mayor.

### Service Data

1992

- Fixed-route bus service in Santa Rosa.

21 buses

850,000 annual revenue vehicle miles

1.6 million annual total passengers

### Staff

- 57 employees; Robert Dunlavey, director of transit and parking.



## Vallejo Transit

City Hall, 555 Santa Clara, Vallejo, CA 94590 (707) 648-4306

### Establishment

- City of Vallejo began managing a contract bus service in the early 1970s and a ferry service in 1986.

### Board

- Seven members of the Vallejo City Council; Anthony J. Intintoli, Jr., mayor.

### Service Data

1992

- Fixed-route bus service in Vallejo and between Fairfield, Vallejo and the El Cerrito Del Norte BART station in Contra Costa County, and ferry service between Vallejo and San Francisco.

45 buses

1.7 million annual revenue vehicle miles

2.3 million annual total passengers

1 ferry boat

68,500 annual revenue vehicle miles

270,000 annual total passengers

### Staff

- 92 employees; Pamela Belchamber, transportation manager.

## Major Transit Services in the Bay Area 1991-92<sup>(a)</sup>

Recipients	Operating Data		Sources of Operating Funds <sup>(b)</sup> (\$000)								Total Operating Expenses (\$000)
	Active Transit Fleet	Average Weekday Boardings	Local/Regional					State	Federal	Other <sup>(e)</sup>	
			User (Fare)	Local Taxes	TDA <sup>(c)</sup>	AB1107 <sup>(c,d)</sup>	Bridge Tolls	STA <sup>(c)</sup>	FTA <sup>(c,g,i)</sup>		
AC Transit	824	223,650	\$ 41,193	\$ 38,895	\$ 31,273	\$ 20,519	\$ 157	\$ 2,414	\$ 6,723	\$ 2,145	\$ 143,319
BART	589	259,950	99,530	116,638	487	403	0	1,681	41	(5,045)	213,736
Caltrain	93	23,900	12,483	9,806	0	0	0	0	1,132	9,233	32,654
CCCTA	112	15,839	2,206	958	10,546	0	0	274	1,318	(395)	14,907 *
ECCTA	34	2,200	372 *	0	2,610	0	0	0	0	(91)	2,891
Fairfield/Suisun	21	1,210	241	0	452	0	0	0	346	(34)	1,005
GGBHTD	278 <sup>(f)</sup>	36,550	16,062	21,972	9,606	0	0	0	1,499	1,052	50,191
LAVTA	34	2,890	459 *	0	3,633	0	0	0	84	422	4,597 *
Napa City	11	2,550	207	0	852	0	0	0	415	(283)	1,191
SF Muni	1,022	767,770	82,445 *	148,210 *	23,662	19,859	0	6,226	7,574	3,539	291,514 *
SamTrans	302	65,580	10,533 *	16,751 *	14,865	0	0	0	1,551	58	43,758
SCCTD (TA)	552	169,350	18,702	99,316	41,856	0	0	0	6,061	(4,642)	161,293
Santa Rosa	21	5,550	773	22	2,078	0	0	0	713	9	3,594
Sonoma County	39	3,850	840	0	3,291	0	0	132	21	(389)	3,896
Union City	11	1,850	177	0	1,109 <sup>(h)</sup>	0	0	0	0	(119)	1,167
Vallejo	45	8,350	2,974	0	2,396	0	830	0	211	117	6,529
WestCAT	21	1,050	164 *	54 *	1,344 <sup>(h)</sup>	0	0	0	0	(28)	1,534 *
<b>TOTAL</b>	<b>4,009</b>	<b>1,592,089</b>	<b>\$ 289,362</b>	<b>\$ 452,621</b>	<b>\$ 150,060</b>	<b>\$ 40,781</b>	<b>\$ 987</b>	<b>\$ 10,726</b>	<b>\$ 27,690</b>	<b>\$ 5,548</b>	<b>\$ 977,775</b>

(a) Unless otherwise noted by \*, figures are unaudited data reported by transit operating agencies or extracted from MTC resolutions.

(b) TDA, STA, AB 1107 and FTA funds correspond to MTC allocations. Actual amount used for the fiscal year might have varied somewhat. Any adjustments are made under "Other."

(c) Represents direct allocations by MTC.

(d) 25 percent of 1/2 cent transactions and sales tax revenues collected in Alameda, Contra Costa and San Francisco counties.

(e) Negative numbers indicate funding not actually spent for operations in FY 1991-92.

(f) In addition, service is provided by 17 club buses.

(g) Sections 9 and 18.

(h) Includes allocations to AC Transit for contract services to WestCAT and Union City.

(i) UMTA name changed to Federal Transit Administration (FTA) as of December 1991.

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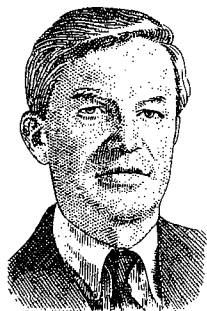
# Transactions

Transportation News for the Nine-County San Francisco Bay Area

February 1993

1992 Annual Report

Letter From the Executive Director



*L. Dahms*  
Lawrence D. Dahms

MTC is a markedly different organization today from what it was a year ago, and the changes are due in no small part to the Intermodal Surface Transportation Efficiency Act (ISTEA) — better known as “Ice Tea.” ▶ The playful moniker fits: Enacted by Congress and the president in the final days of 1991, the landmark legislation was designed to quench local policymakers’ thirst for greater autonomy and flexibility in spending federal transportation funds now that the Interstate highway system is largely complete. That new freedom — and the considerable responsibility that comes with it — colored every MTC action over the last year, and will be the major force guiding our work in the coming months. ▶ MTC delivered a powerful one-

Inside:

- 1992 highlights (pages 2–7)
- Year-end financial tables (pages 4–5)
- Rent a rabbit at The Lindsay Museum. See “Getting There” (page 8)

continued on next page



Commission Roster

- Jane Baker, Chairwoman  
Cities of San Mateo County
- James T. Beall, Jr.  
Cities of Santa Clara County
- Edward R. Campbell  
Alameda County
- Rod Diridon  
Santa Clara County

- William P. Duplissea  
U.S. Department of Transportation
- Peter C. Foppiano  
Sonoma County
- Rubin Glickman  
San Francisco Mayor's Appointee
- Mary Griffin  
San Mateo County

- Tom Hsieh  
City and County of San Francisco
- David S. Karp  
Cities of Alameda County
- Preston W. Kelley  
State Business, Transportation and Housing Agency
- Karen Kintze  
Marin County

- Gordon H. McKay  
U.S. Department of Housing and Urban Development
- Dianne McKenna, Vice Chair  
Association of Bay Area Governments
- Fred Negri  
Napa County
- Robert L. Schroeder  
Contra Costa County

- Angelo J. Siracusa  
San Francisco Bay Conservation and Development Commission
- James Spering  
Solano County
- Steve Weir  
Cities of Contra Costa County



# Transit NEWS

March 31, 1993

## NEWS RELEASE

### APTA SAYS TRANSIT SHOULD BENEFIT FROM GAS TAX EXTENSION

- For Immediate Use -

WASHINGTON - The president of the Chicago Transit Authority urged congressional tax writers today to continue a soon-to-expire portion of the federal gasoline tax and use the funds to improve mass transit service and other ground transportation programs. "With your help, the transit industry can again be an economic engine," said CTA President Robert Belcaster in prepared remarks, referring to the 6,000 jobs underwritten by each \$100 million of public investment in transit.

He testified before the House Ways and Means Committee on behalf of the American Public Transit Association, the national alliance of operating transit authorities, their suppliers and other advocates of improved transit service. The Committee is looking into President Clinton's economic stimulus plans.

Belcaster said that without action by Congress, 2.5 cents of the current 14 cents per gallon gas tax will end in Fiscal Year 1995. About \$3 billion a year generated by the tax now is used to offset general federal spending. "A critical step is to extend the 2.5 cents...and deposit it in the Highway Trust Fund," he said. "At a time of growing concern about air pollution, dependence on imported oil and traffic gridlock, we cannot afford to retreat on these problems or forget that transit is a key to solving them."

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Transportation Secretary Federico Peña recently pledged the Administration's support for the tax plan, to help generate funds for future mass transit and highway improvements. Belcaster said that maintaining the historic 20 percent minimum share for transit is "an important sign of the Administration's commitment to the benefits that transit provides to the entire nation."

The APTA spokesman expressed concern with the Administration's proposed tax on the B.T.U. content of energy, estimating that it would add about \$100 million a year to the cost of transit operations. "If we are forced to pass on the costs to the states and our customers - whether as higher fares or service cutbacks - it will be impossible for us to increase ridership, save energy and reduce air pollution," he said.

Belcaster voiced APTA's support of legislation to exempt commuter railroads from a 2.5 cents per gallon diesel tax that was enacted in 1990. "The commuter railroads should be exempt, like other transit systems," he said.

Noting the Committee's leadership in enacting a \$60 per month tax-free ceiling on company-provided transit commuter fares, Belcaster said that the transit industry is doing everything it can to be sure that the provision lives up to its promise.

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**FOR FURTHER INFORMATION AND INTERVIEWS, PLEASE CONTACT  
CHIP BISHOP OF APTA AT (202) 898-4114.**



# Transit NEWS

February 5, 1993

## NEWS RELEASE

### **GAMBACCINI SAYS "FIVE BOLD STEPS" WILL SPUR ECONOMIC RECOVERY AND TRANSIT RENEWAL**

-Hold for Release Friday, Feb. 5, 1993 at 12 noon EST-

CLEVELAND - The chairman of the American Public Transit Association today called on the Clinton Administration, Congress and the transit industry to take "five bold steps" to promote economic recovery and a revival of bus and rail service in the U.S.

Speaking here to The City Club, Louis J. Gambaccini said "an aggressive program of federal investment in the nation's transportation infrastructure" will create jobs, boost local tax coffers, and curb transit fare increases and service cuts that discourage transit ridership. The Administration is expected to unveil its plan to stimulate the economy - including new transportation spending - later this month.

Gambaccini, also the general manager of Philadelphia's SEPTA transit system, outlined his "five bold steps":

- o Full funding, this year and in the future, of ISTEA, the 1991 federal surface transportation law that authorizes grants to states and local transit systems;
- o The design and construction of a national public transportation network, similar to the Interstate Highway System;
- o Closer cooperation among transit, highway and other transportation interests around a common goal of improving "intermodal" service to U.S. travelers;

-more-

- o The need for creative transit services for "the new American commuter" who lives and works in the suburbs; and,
- o A increase in the federal excise tax on gasoline, dedicated to transportation improvements.

Citing President Clinton's Inaugural summons, "to renew American we must be bold," the APTA chairman said, "Those who believe that good transportation is good for our future must act now. Those who see mobility as the key to economic growth must be aggressive and bold." Gambaccini said 93,000 jobs would result if a \$1.6 billion shortfall in ISTEA transit funds this year were to be made up. "Full funding would finance construction projects at the lowest prices in years, because of the competitive market place," he said.

In calling for a national public transportation network, Gambaccini said a new national highway system, as required by law, "is an inadequate and incomplete picture of where we must head." Rather, he said, "we must get on with the development and implementation of inter-connected, high-capacity public transportation services, within and between the nation's urban and rural areas." He said APTA is working on such a project.

The APTA official repeated the association's support for a gas tax increase for transportation needs. He said a significant increase would promote conservation in cleaner air, and discourage drive-alone commuting. "The real price of gas is now 40 cents a gallon less than it was than in 1950," he said.

APTA is the international association of operating transit authorities, their suppliers and other advocates of improved transit service.

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**FOR A COPY OF MR. GAMBACCINI'S REMARKS OR FOR FURTHER INFORMATION AND INTERVIEWS, PLEASE CONTACT CHIP BISHOP OF APTA AT (202) 898-4114.**



# Transit NEWS

March 29, 1993

## NEWS RELEASE

### FULL FUNDING OF TRANSIT PROGRAM GOOD FOR THE ECONOMY, CONGRESS TOLD

-For Immediate Release-

WASHINGTON - Calling this "a time for new beginnings," a leading public transit operator and the nation's largest transit bus builder went before Congress today to argue for full funding of the federal transit aid program.

Richard F. Davis of Kansas City, vice president-government affairs for the American Public Transit Association, said the House of Representatives's recent approval of economic stimulus funds for transit is only a first step toward overcoming past budget cuts.

"The time has come for the federal government to promote an alternative to driving alone," Davis said. "If you put our efforts into building more highways, we fail to deal with air pollution. We need transit in our congested cities and for those who cannot afford to drive or are unable to."

Davis's remarks came before the House's transportation appropriations subcommittee which is considering funding for the Federal Transit Administration beginning October 1. The Clinton Administration says its forthcoming budget will include \$4.6 billion for transit grants and other programs, a 21 percent increase over this year's level but still a half billion dollars short of what was pledged in ISTEA, the 1991 surface transportation act.

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Davis, who runs a fleet of 273 transit buses, specifically urged the subcommittee to approve full funding for operations and maintenance programs. "It makes little sense for transit systems to buy buses if they cannot afford to operate them," he said.

An official of the Flxible (cq) Corp., the nation's largest builder of transit buses, said full funding will quickly mean more jobs for the economy. "With a commitment to more consistent funding in the future, Flxible and its suppliers can begin putting people on assembly lines in a matter of weeks," said company vice chairman Mark J. Obert.

"Volume at our plant (in Delaware, Ohio) is less than half of what it was several years ago," he said. "This past December, I had to close my plant for several weeks because orders for bus purchases were so low. Full funding of ISTEA in 1994 and beyond is needed to restore stability to the supply side of the transit industry."

Obert said the nation's bus building industry is operating at only a quarter of capacity at the same time 22 percent of the nation's transit bus fleet is obsolete by federal standards. "Transit is a good long-term investment. It will strengthen our economy over the long run," he said.

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# *PUBLIC TRANSIT —*

## *WORKS FOR AMERICA*

Good public transit is essential to our economy. Whether the concern is jobs, global competitiveness, increased productivity or more business revenue, extensive public transit provides the critical connection. Economist David Aschauer observed, "A stronger commitment to America's infrastructure by the public sector is necessary . . . directly and indirectly, it contributes to an improved standard of living."

Enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 could not have come at a more opportune time. America's trading partners in Europe and Asia have a long history of progressive investments in multi-modal, integrated transportation systems, including transit. Now, with ISTEA, the U.S. is primed to improve its surface transportation system. ISTEA signals a shift toward better balance, more options, expansion of public transit, and an emphasis on system performance.

### Transportation and Today's Economy

Following an eight-year economic expansion in the 1980s, the early 1990s found the U.S. in its longest recession since the end of World War II. But despite the lengthy expansion of the 1980s, evidence of economic decline appeared.

- U.S. productivity dropped from an annual growth rate of 1.8 percent in the 1960s to .8 percent in the 1970s to .7 percent in the 1980s.
- Transportation delays in 1988 caused 1.4 billion gallons of wasted fuel and more than \$9 billion in lost time.
- The estimated 2 billion hours of delay on urban freeways represented an economic loss of about \$42 billion in the nation's top 25 cities in 1987 alone.
- Truck delays may add as much as \$8 billion a year on to the cost of goods we buy.

Dr. Aschauer, the National Council on Public Works Improvement, and others have found

that since the 1960s, public investment in infrastructure has declined. The analyses show infrastructure investment is directly tied to the strength of the economy and to levels of private investment. This connection is particularly evident in the transportation sector.



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# PUBLIC TRANSIT—

## SOUND INVESTMENT FOR THE 21st CENTURY

Ease of movement is vital for every American and for the businesses and industries that create the nation's wealth. In many ways, our ability to travel is a measure of our quality of life and the competitiveness of our economy.

Today, our ease of movement is severely threatened. Major cities are regularly gridlocked, resulting in waste of energy and serious air quality damage. Suburbs are clogged throughout the day with traffic. The increasing isolation of rural residents is all too commonplace.

*Inadequate public investment in transportation lies at the heart of the problem.* In particular, we have failed to plan and invest adequately in the most fundamental mode of transportation: public transit.

- Between 1992 and 1997, transit will require \$90.8 billion in capital investment.
- Transit systems will need 63,800 new vehicles and another 29,930 rehabilitated buses and rail cars.

If transit capital funding from the federal government continues at the current level, only 16% of transit's capital needs will be met.

- \$17.1 billion will be necessary to modernize bus and rail facilities.
- Forty-eight metropolitan areas in 29 states are planning new fixed-guideway rail and busway systems or extensions.
- Between now and 1997, transit operations and maintenance will require \$100 billion.

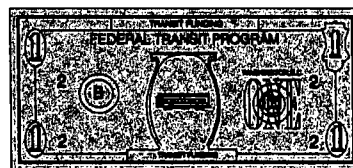
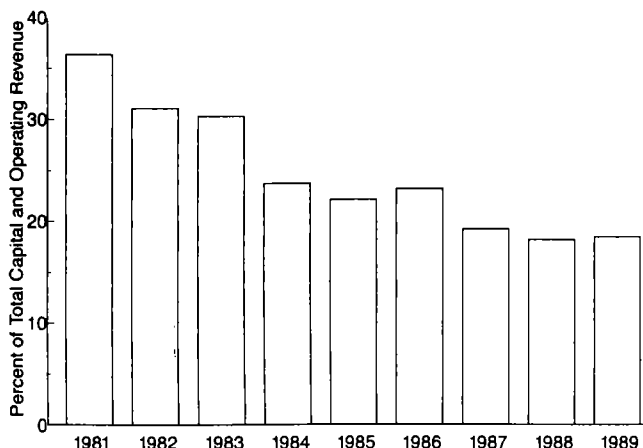
Today, more than at any other time in recent history, America's public transit systems and services should be upgraded and expanded.

### The Problem: Lack of Investment in Transit

Budgetary decisions made by the federal government have led to inadequate investments in America's public services and facilities, its *infrastructure*.

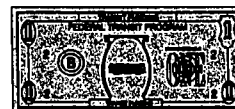
#### The Value of Federal Funding for Transit Has Decreased 53 Percent in the Past Decade

Percent of Total Transit Funding From Federal Assistance, 1981-1989



1981 Funding:  
\$4.66 Billion

1991 Funding:  
\$2.18 Billion  
in 1981 Dollars



- Overall investment in the U.S.'s public infrastructure, including transit, is in a 20-year decline.
- In the ten years since 1981, as transit ridership increased, federal transit funding declined 53%, adjusted for inflation.

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# PUBLIC TRANSIT—

## THE VEHICLE FOR CONSERVING ENERGY

### STRIVING FOR ENERGY INDEPENDENCE WITH TRANSIT AND RIDE-SHARING

Events in the Middle East once again have focused national attention on the consumption, availability, price of energy, and our persistent dependence on foreign sources of oil. Both our *national security* and our *economic future* are tied to patterns of energy use and sources of supply.

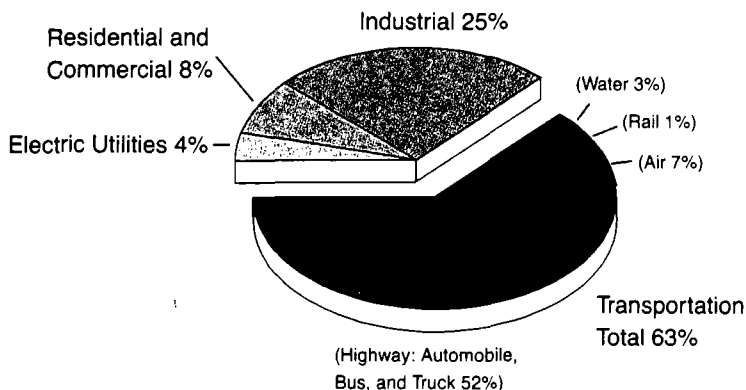
The trend in transportation energy consumption shows a continuing increase, a situation that cannot be sustained over the long term. The amount of energy used in *transportation* dominates our consumption pattern. This is because of our reliance on private, single-occupant vehicles for commuting and other everyday travel needs.

Consider these points . . .

- Transportation consumes 63 percent of all oil used in the U.S.
- In 1989, imported oil accounted for \$45 billion of our \$101 billion annual trade deficit, more than 40 percent of the total.

The average U.S. household . . .  
... owns two vehicles (cars and light trucks)  
... consumes 1,014 gallons of gasoline per year  
... travels 18,595 miles per year in vehicles  
... spends almost 19% of its income on transportation, a percentage second only to housing costs.

U.S. Oil Consumption by Use



In order to promote *energy conservation* and move toward *energy independence*, changes in travel behavior and our transportation investment priorities are needed. Our national energy policy should encourage increased reliance on transit use and other forms of high-occupancy, shared-ride service. New federal transportation programs should be written to carry out such a policy.

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# *PUBLIC TRANSIT—*

## THE CLEAN AIR ALTERNATIVE

Once strictly a big city problem, dirty air now is invading suburbs and smaller communities across America, threatening people's health and the economic well-being of many places. In too much of America, bad air quality has become a visible, daily fact of life.

The magnitude of our air quality problems is of concern to everyone and it has prompted action at the state, local, and national levels of government.

An expanded role for public transit must be a major part of the strategy to clean up our nation's air in the years just ahead. Here is why.

### TODAY'S PROBLEM . . .

The health and economic threats of dirty air are a growing national crisis. There is a direct link between poor air quality and motor vehicle use, especially our reliance on single-occupant vehicles. Consider the following:

- up to 110 million Americans breathe air that is unhealthy, according to the U.S. Environmental Protection Agency (EPA). The American Lung Association estimates the national health care bill for air pollution-related illness is \$40 billion a year;
- standards for ozone—the main ingredient in urban smog—were violated in 98 U.S. areas during the year 1990, reflecting a significant increase over previous years. During this time, 44 metropolitan areas in the United States reached unacceptable levels of

carbon monoxide pollution:

- transportation sources cause 40% to 60% of pollution that produces ozone, and 70% to 80% of carbon monoxide emissions;
- nearly one-third of carbon dioxide—the most significant “greenhouse gas”—comes from transportation sources. The fastest growing source of carbon dioxide emissions is the transportation sector;
- the accumulation of ozone at ground level threatens the long-term economic health of some industries. For example, crop losses due to ozone and other pollutants equal \$1.30 billion each year; and
- former EPA Administrator Lee Thomas has said, “solving the urban ozone and carbon monoxide problem will require us to change our driving habits.”

### TOMORROW'S PROBLEM . . .

For air quality to improve, vehicle tailpipe emissions must be reduced further. Even the promise of tighter emission standards in the future will not be enough, however. The anticipated reductions will be more than offset by growth in total travel demand.

EPA estimates that by 1994, total vehicle emissions will begin to **increase** for the first time since

1970. The cause? Growth in travel, averaging 2.50% a year nationwide, and as much as 6% in fast-growing areas of the United States.

Travel growth need not be accompanied by unrestrained growth in the number of vehicles or vehicle miles traveled. Public transportation presents an opportunity to meet travel demand without increasing the number of vehicle miles on the road.



# Transit NEWS

February 23, 1993

## NEWS RELEASE

### TRANSIT INDUSTRY RALLIES FOR CLINTON FUNDING PLAN IN CONGRESSIONAL APPEARANCE

-For Immediate Use-

WASHINGTON - Calling the needs of mass transit "tailor-made for an immediate stimulus," the chairman of the American Public Transit Association (APTA) offered strong support today for President Clinton's plan to supplement federal transit aid by more than \$750 million this year.

"We welcome this program as an excellent first step toward full funding of the federal transit program," said Louis J. Gambaccini in prepared testimony. "It will help grow the economy, improve productivity, and contribute to progress toward clean air, energy conservation and congestion relief."

The APTA chairman, who also serves Philadelphia's SEPTA transit system as general manager, testified before the House Appropriations Subcommittee on Transportation and Related Agencies.

Gambaccini expressed support for the President's plan to distribute about two thirds of the money via existing formula to the nation's transit providers. "These funds will reach all parts of the country where they can be spent on 'ready-to-go' projects," he said. "Can the transit industry put these funds to good use? The answer is a resounding 'yes'."

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Gambaccini provided an update to an APTA membership survey which identified 649 pending projects from 98 transit agencies in 31 states. The projects, worth \$5.2 billion, would support some 310,000 jobs. He said that in addition to bus purchases, the projects range from creation of new park-and-ride lots and high-occupancy vehicle lanes to the upgrading of equipment and facilities needed to comply with federal mandates. "This investment in transit's capital assets will help to serve tens of millions of people today, tomorrow and for generations to come," he said.

Noting the Administration's call to extend the 2.5 cent portion of the federal gasoline tax that is due to expire in 1995, Gambaccini said the revenue should be dedicated to transit and other surface transportation needs. The funds currently go to deficit reduction. "There needs to be a reliable, predictable source of funding for the nation's transportation programs," he said.

He also called for dedication of future gasoline tax increases, such as those included in the Administration's proposed B.T.U. energy tax, to be reserved for surface transportation. "These taxes have served the country well, and in keeping with the President's bold vision for the future, they should be applied to future transportation needs," he said.

APTA is the international association of operating transit authorities, their suppliers and other advocates of improved transit service.

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