

## Questionnaire

The following questionnaire was sent to transit operators in the nine metropolitan areas examined in Energy, the Economy and Mass Transit's companion study, "Assessment of Community Planning for Mass Transit." Nearly complete responses plus supplemental material were received from Atlanta, Minneapolis/St. Paul and Seattle. Partial responses and/or supplemental material were received from Chicago, Denver, San Francisco, and Washington, D.C. Boston and Los Angeles did not reply.

A complete discussion of the results of the survey is contained in Chapter X.

### QUESTIONS REGARDING THE CAPABILITY OF METROPOLITAN AREAS TO RESPOND TO CHANGING NATIONAL ENERGY AND ECONOMIC CONDITIONS

Part of a Study Being Conducted for  
the Office of Technology Assessment  
U.S. Congress

I. Please provide estimates of total revenue passengers by month from January 1973 through February 1975.

(a) To the extent that information is available, does the recent trend hold for all types of operations? How do each of the following compare with overall trends?

Express bus \_\_\_\_\_

Local bus \_\_\_\_\_

Rapid transit \_\_\_\_\_

Peak periods \_\_\_\_\_

Off peak \_\_\_\_\_

Other notable differences, if any (special services, etc.)  
\_\_\_\_\_

(b) Please indicate the extent to which any of the recent changes in ridership are due to each of the following, insofar as is known:

Major improvements in service: \_\_\_\_\_ date(s) \_\_\_\_\_

Major reductions in service: \_\_\_\_\_ date(s) \_\_\_\_\_

Changes in fares: \_\_\_\_\_ date(s) \_\_\_\_\_

Oil embargo: \_\_\_\_\_

Recession and unemployment: \_\_\_\_\_

(Please attempt to estimate what proportion of recent ridership losses, if any, is due to the recession and what proportion is due to an end to the gasoline shortage. Our analysis indicates a national ridership loss of about 1 percent for every 2 percent increase in the unemployment rate.)

2. Please provide your most recent forecasts of total revenue passengers:

Date forecast made \_\_\_\_\_

1974 actual \_\_\_\_\_

Are all forecasts for calendar year?

1975 \_\_\_\_\_

\_\_\_\_\_

1976 \_\_\_\_\_

Fiscal years?

1977 \_\_\_\_\_

(dates) \_\_\_\_\_

1978 \_\_\_\_\_

1979 \_\_\_\_\_

1980 \_\_\_\_\_

3. How would transit operations be affected if there were substantial reductions in gasoline consumption over the next 2 to 5 years of the following amounts (due either to shortages or major price increases or tax increases):

(i) Decrease by January 1976 equal to experience of 1973-74 winter (1 million barrels per day reduction in rate of oil consumption nationally)

(ii) Decrease by January 1977 of three times as much (3 million barrels per day)

(iii) Decrease by January 1980 of six times as much (6 million barrels per day)

(Our analysis indicates that these three levels of gasoline shortages would result in national transit ridership increases of about (i) 5 percent in 1975 and 3 percent more by 1976, **(ii) 7 percent per year** from 1975 through 1977, and (iii) 7 percent per year through 1980.)

(a) How would these increases affect peak-to-base ratios?

(i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_

(b) How would these increases affect the financial picture of transit operations over the years?

(i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_

(c) About how much and what type of additional transit equipment and manpower (over and above present expansion plans) would be required to adequately accommodate these three possible conditions and would you expect difficulties in achieving the necessary rates of increase ?

● buses (i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_

● drivers (i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_

● mechanics (i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_

● rail cars (i) \_\_\_\_\_ (ii) \_\_\_\_\_ \_\_\_\_\_

- low capital improvements to existing facilities (reserved lanes on existing streets, etc.)

(i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_

(d) Do you anticipate that any of these increases in capital facilities and operating levels would require substantial increases in existing Federal program commitments? \_\_\_\_\_

Could additional local matching funds be raised? \_\_\_\_\_

(e) Are emergency plans available which would respond to short term energy reductions of the levels  
m d \_\_\_\_\_

If so, how long would it take to build the staff and equipment levels that would be needed?

(i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_

4. If there were a substantial increase in UMTA capital grant funds available in your metropolitan area during the next 5 fiscal years as part of a program to stimulate employment, how much of an increase in actual obligations could realistically be made, above that level already programmed for capital improvements, recognizing the time needed for additional studies and approvals?

\$ \_\_\_\_\_ of Federal funds, matched by \$ \_\_\_\_\_ of local funds.

How would that increase (over and above presently programmed improvements) likely be broken down among the following categories and in what years could the money be spent?

	%	Years obligated
(a) planning and design of capital improvements	_____	_____
(b) right-of-way acquisition	_____	_____
(c) new buses	_____	_____
(d) new rail rolling stock (light or heavy?)	_____	_____
(e) construction of maintenance or storage facilities	_____	_____
(f) construction of new rail routes or extensions	_____	_____
(g) modernization of old transit facilities	_____	_____
(h) construction of new technology systems	_____	_____
(i) construction of new busways	_____	_____

5. To what extent would the ability to accelerate the capital program during the next 3 fiscal years be constrained by each of the following factors:

(a) lack of State or local matching funds \_\_\_\_\_

- (b) need to get voter approval for additional funds \_\_\_\_\_
- (c) need to get official approval of plans \_\_\_\_\_
- (d) Lack of detailed plans \_\_\_\_\_
- (e) environmental impact statement approvals \_\_\_\_\_
- (f) inability to pay for additional operating subsidy that would likely be required \_\_\_\_\_
- (g) lack of staffing/resources to plan and implement new programs \_\_\_\_\_
6. (a) Is there any additional Federal level action that would be of substantial assistance (beyond provision of more funds) in accelerating capital improvements? \_\_\_\_\_
- \_\_\_\_\_
- (b) Is there any additional Federal level action that would be of substantial assistance (beyond provision of more funds) in accelerating the provision of improved transit services to respond to potential future deteriorating energy and economic conditions? \_\_\_\_\_
- \_\_\_\_\_
- (c) Are there any substantial legal problems at the State and local level which would delay an accelerated Federal transit program, e.g., contractual commitments to localities and State agencies; required planning and review time periods; legislative limitations on annual public expenditures in one sector; legally binding master plans including growth schedules or moratoriums? \_\_\_\_\_
- \_\_\_\_\_
7. What percentage of the money from the 1974 Act which can go to either operating or capital costs will be used for operating subsidies?
- |                   |                   |
|-------------------|-------------------|
| <b>1975</b> _____ | <b>1978</b> _____ |
| <b>1976</b> _____ | <b>1979</b> _____ |
| <b>1977</b> _____ | <b>1980</b> _____ |