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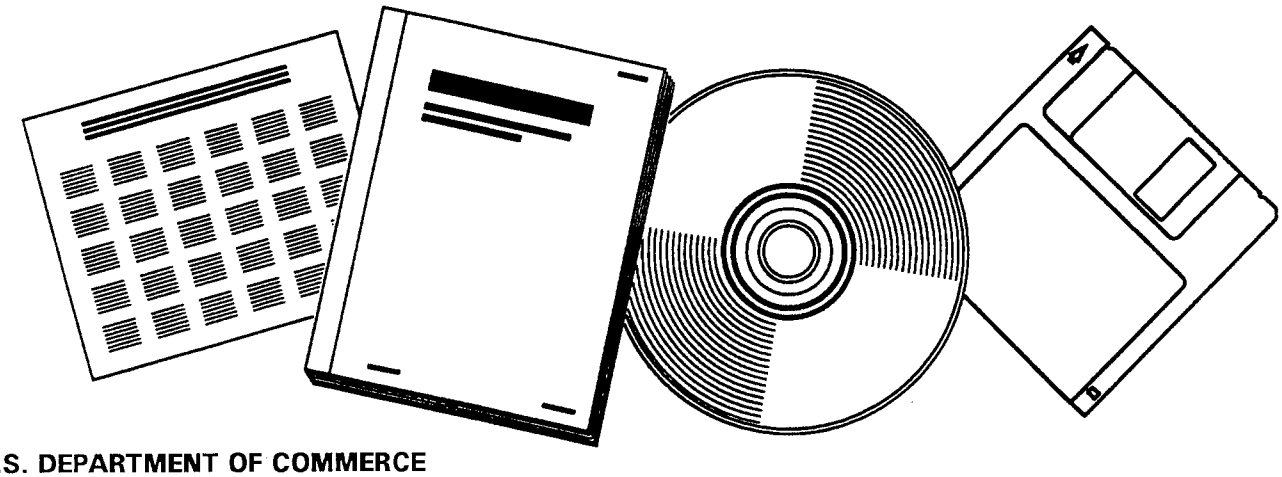
# BEYOND THE HORIZON
# PROCEEDINGS OF SYMPOSIUM III ON AFRICAN-AMERICAN MOBILITY ISSUES

FEB 97



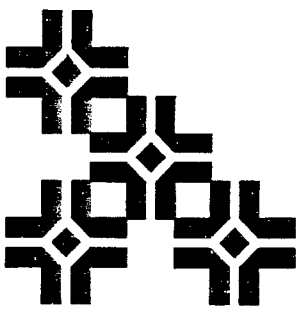
U.S. DEPARTMENT OF COMMERCE
National Technical Information Service




# *Beyond the Horizon*

Proceedings of Symposium III on

# AFRICAN-AMERICAN MOBILITY ISSUES



**National Urban Transit Institute**
at the University of South Florida's Center for Urban Transportation Research

A consortium with • Florida State University • Florida A & M University • Florida International University

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16. Abstract

These proceedings provide a summary of the activities undertaken by the Center for Urban Transportation Research et alia to convene the third symposium on African-American mobility issues and serve as the final report.

African-Americans comprise a significant portion of transit ridership; however, a comparable representation does not exist at the decisionmaking and planning levels. (Emphasis is placed on the transit industry as African-Americans, particularly African-American women, are the primary users of transit. Low-income and minority communities also may be uniquely affected by other modes of transportation.) Although significant improvements have occurred in recent years, the need to examine the issues and concerns of protected classes continues to exist. The Center for Urban Transportation Research developed the African-American Mobility Symposium to provide a forum to allow the exchange of ideas, information, and for the discussion of transportation planning, programming, and policy issues as they relate to the African-American population.

The Center for Urban Transportation Research (CUTR), with the Florida Department of Transportation, convened its first national symposium on African-American mobility issues in March 1994. In 1995, with the support of the Conference of Minority Transportation Officials and Federal Highway Administration, CUTR convened the second symposium. Building on the discussions and experiences from previous events, the third symposium continued the objective of inclusion of transportation issues as related to the African-American community. The symposium held particular significance in light of events in the transportation industry: the scheduled reauthorization of the federal transportation bill and the 1995 case of *Adarand Construction, Inc. v. Peña*. These events were thought to have significant impacts on minority users of transportation systems, minority workers in the industry, and transportation business enterprises.

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*Beyond the Horizon*

Proceedings of Symposium III on

# AFRICAN-AMERICAN MOBILITY ISSUES

April 14 - 16, 1996
Hyatt Regency Tampa

February 1997

*Sponsored by:*

Center for Urban Transportation Research (CUTR)
Conference of Minority Transportation Officials (COMTO)
Federal Highway and Transit Administrations
Florida Transit Association
Project ACTION
Women's Transportation Seminar

CUTR

PROCEEDINGS OF SYMPOSIUM III ON

# AFRICAN-AMERICAN MOBILITY ISSUES

## Contents

# Acknowledgements

The Center for Urban Transportation Research (CUTR), the University of South Florida (USF), and the Federal Highway and Transit Administrations, the Conference on Minority Transportation Officials (COMTO), the Florida Transit Association, and the Women's Transportation Seminar sponsored the 1996 symposium.

The symposium team members were:

*Demetrus "Mike" Crittenden, Research Associate, CUTR*
*Eric T. Hill, Research Associate, CUTR*
*Beverly G. Ward, Deputy Director for ETS, CUTR*

and

*Fredalyn M. Frasier, Assistant Director, Bureau of Planning, City of Atlanta*

The following Steering Committee Members provided guidance and had an active role in making the symposium a success:

*The Honorable Arthur Kennedy, Co-Chairperson, Florida Transportation Commission*
*Wade Lawson, Co-Chairperson, South Jersey Transportation Authority*
*The Honorable James Hargrett, Past Co-Chairperson, Florida Senate*
*Cecil W. Bond, Southeastern Pennsylvania Transportation Authority (SEPTA)*
*Robert Bullard, Ph. D., Environmental Justice Resource Center*
*Lee Davis, National Transportation Consortium of Minority Colleges*
*Frank Enty, Ph. D., Omni Services, Inc.*
*Marion Hart, Florida Department of Transportation*
*Gayle Holliday, Kansas City Area Transportation Authority*
*The Honorable Gloria Jeff, Federal Highway Administration*
*Joyce Johnson, North Carolina A & T State University*
*Sylvan C. Jolibois, Jr., Ph. D., Florida International University*
*Bill McCloud, ATC/VANCOM*
*Deborah Price, Conference of Minority Transportation Officials (COMTO)*
*Sharon Ransome-Smith, Project ACTION*
*Stephanie Nellons Robinson, Transportation Research Board*
*Rosalyn Simon, Ph. D., Project ACTION*
*Gwendolynmary Simpson, American Public Transit Association (APTA)*
*Charles A. Wright, Ph. D., P.E., Florida Agricultural and Mechanical University*

Developing the symposium required significant technical assistance from CUTR staff members and local private and public service providers, both during and afterwards. These individuals were:

*Gary Brosch, Director, CUTR*
*Steve Polzin, Deputy Director for Institutes, CUTR*
*Joel Volinski, Deputy Director for Transit, CUTR*

*Efrain Areizaga, Student Research Assistant, CUTR*
*W. Joseph Balderson, Senior Clerk, CUTR*
*Patricia Baptiste, Senior Secretary, CUTR*

*Maria Berlin, Berlin Designs*
*Sharon Dent and the Staff of the Hillsborough Area Regional Transit Authority (HARTline)*
*Muzi Dlamini, Student Research Assistant, CUTR*
*Yvette Fuller, Student Research Assistant, CUTR*
*Nevine Georggi, Librarian, CUTR*
*Julée Green, Program Assistant, CUTR*
*Patricia Henderson, Communications Manager, CUTR*
*Tonya Hepburn, Student Research Assistant, CUTR*
*Gwen Hollis, Senior Secretary, CUTR*
*Pamela LaPaugh, Clerk, CUTR*
*Rosemary Mathias, Paratransit Program Manager, CUTR*
*Pamela Mattox and the Staff of the Hyatt Regency Tampa*
*Vicki Zambito, Training Coordinator, CUTR*

# Summary

In March 1994, the Center for Urban Transportation Research (CUTR) at the Unversity of South Florida convened a symposium on African-American mobility issues. African-American faculty members at CUTR acted as the principal investigators. More than 60 participants attended and the symposium received a good rating. Participants strongly recommended that the symposium be repeated in 1995 and expanded to a two-day format.

In April 1995, CUTR convened a second symposium for two days. The 1995 symposium was significant in that it featured the keynote addresses by Mr. Gordon Linton, Administrator of the Federal Transit Administration and Mr. Rodney Slater, then Administrator of the Federal Highway Administration, and a presentation by Florida State Senator James Hargrett. Panelists and attendees at the 1995 symposium gave the event a good rating again and pledged their support of future meetings.

The 1996 symposium built on the experiences and issues provided from the symposia convened in 1994 and 1995 and continued the discourse on the special transportation needs of the African-American community. It provided a forum for continuing the exchange of ideas, information, and for discussion of transportation planning, programming, and policy issues as they relate to the African-American population. Participants from inside and outside the industry identified and discussed critical issues related to transportation and African Americans. Additionally, participants had the opportunity to voice opinions on the pertinent transportation issues, share thoughts and concerns, provide direction, and hear scholarly papers and editorial commentary.

Similar to previous years, the project was a collaborative effort. Sponsors included the Center for Urban Transportation Research (CUTR), the University of South Florida (USF), and the Federal Highway and Transit Administrations, the Conference on Minority Transportation Officials (COMTO), the Florida Transit Association, and the Women's Transportation Seminar. A steering committee, representing transportation and public officials, was established to assist the project team in developing topics, symposium format, and potential speakers. Other organizations invited to participate included the Minority Affairs Committee (MAC) of the American Public Transit Association (APTA), TransEd, Inc., and the Hillsborough Area Regional Transit Agency (HARTline), National Forum for Black Public Administrators (NFBPA), the Congressional Black Caucus, and the National Transportation Consortium of Minority Colleges.

# SYMPOSIUM III ON
# AFRICAN-AMERICAN MOBILITY SYMPOSIUM

## April 14 - 16, 1996
## Hyatt Regency Tampa, Florida

# Agenda

*Please note there is a student poster competition on display in Galleria B, adjacent to the registration tables. The viewing time is shown below.*

### Sunday, April 14, 1996

2:00 p.m. - Ongoing ..... Registration

3:00 p.m. ..... Welcome

*Eric T. Hill, Research Associate, CUTR*
*Gary L. Brosch, Director, CUTR*
*Dr. Michael G. Kovac, Dean, College of Engineering, USF*
*Dr. Jean R. Linder, Associate Provost, University of South Florida*
*The Honorable James T. Hargrett, Senator (FL)*
*Wade Lawson, Director of Planning, South Jersey Transportation Authority*

4:00 p.m. ..... ❐ Team Building Exercise

*Facilitator: Valerie Taylor, Claris Works, Inc.*

5:00 p.m. ..... Reception

### Monday, April 15, 1996

7:30 a.m. ..... Continental Breakfast

8:00 a.m. ..... Greeting

*Beverly G. Ward, Deputy Director, CUTR*
*Curtis Lane, Assistant to Mayor Dick A. Greco, City of Tampa*

***Opening Session:*** Overview of symposium objectives and concurrent sessions.

*Sharon Banks, Alameda-Contra Costa Transit District*

❐ Presentation appears in this volume.

# Agenda (Continued)

9:00 a.m. ..... **Concurrent Sessions**

**ADA, Paratransit Services, and the Overrepresentation of African Americans Among Persons with Disabilities**

*Facilitator: Sharon Ransome-Smith, Project ACTION/National Easter Seal Society*

❐ "Paratransit Transportation Needs of Disabled African American Elderly," *Sherry Burton, Morgan State University, Baltimore, Maryland*

*Richard Edward "Eddie" Espinosa, ReeLife Solutions, Arlington, Virginia*

**Funding of Transportation, Social Service Programs, and Community Development**

*Facilitator: William McCloud, ATC/VANCOM*

*Frank Billue, Federal Transit Administration, Region IV, Atlanta, Georgia*

*Janice B. Ward, Citizens for Transit Coalition, Birmingham, Alabama*

10:45 a.m. ..... Break

11:00 a.m. ..... **Reports from Workshops**

*Deborah Price, Department of Public Works, Office of Mass Transit, Washington, District of Columbia*

❐ ADA, Paratransit Services, and the Overrepresentation of African-Americans Among Persons with Disabilities Session Report

11:30 a.m. ..... Luncheon

Introduction of Keynote Speaker: *Gary L. Brosch, Director, CUTR*

❐ Keynote Address: *The Honorable Alcee L. Hastings, United States House of Representatives, 23rd District*

2:00 p.m. ..... **Concurrent Sessions**

**Research and Technology: Access to and the Impacts of Advances**

*Facilitator: Dr. Frank Enty, Conference of Minority Transportation Officials*

❐ Presentation appears in this volume.

# Agenda (Continued)

❐ "Research and Technology: Impacts on African Americans," *Lee Davis, National Transportation Consortium of Minority Colleges*

❐ "The Environmental Justice of Recent Transportation Initiatives," *Dr. Z. A. Farkas, Morgan State University*

❐ "The Role of Technology and Trends on the Horizon," *Lora Mayo, Washington Metropolitan Area Transit Authority*

❐ "Transportation Fellowship Programs," *Dr. Ilene D. Payne, Dwight W. Eisenhower Fellowship Program*

**Strategic Planning and Coalition Building Across Communities**

*Facilitator: Beverly Harper, Portfolio Associates, Philadelphia, Pennsylvania*

*Sharon Banks, Alameda-Contra Costa Transit District, Oakland, California*

*Wilbur Peer, Associate Administrator, Rural Business Cooperative Service*

*Franklin E. White, Consultant, Los Angeles, California*

*Dr. Rudolph Wilson, Norfolk State University, Virginia*

3:45 p.m. ..... Break

***Viewing of Student Poster Competition***

4:00 p.m. ..... **Report from Workshops**

*Lee Davis, National Transportation Consortium of Minority Colleges*

5:00 p.m. ..... Reception

6:00 p.m. ..... **Announcement of Student Poster Competition Winners**

## Tuesday, April 16, 1996

7:30 a.m. ..... Continental Breakfast

❐ Presentation appears in this volume.

# Agenda (Continued)

8:00 a.m. ..... Opening Session: Review previous days' sessions and set goals for post symposium activities.

*Gayle Holliday, Kansas City (Missouri) Transit Authority*

*Lee Johnson, ATE/Ryder*

8:45 a.m. ..... Concurrent Sessions

**Environmental Justice: Identifying Adverse Health or Environmental Effects and Means of Relief**

*Facilitator: Michelle DePass, Esq., New York City Environmental Justice Alliance*

*Marilyn Ababio, Sunshine Environmental Services*

*Chris Niles, Environmental Action*

*Charlann Jackson-Saunders, Esq., State of Florida, Department of Legal Affairs*

**Intermodalism: The Imposed Modal Bias and Developing an Equitable Modal Split**

*Facilitator: Gere Timberlake-Anderson, TransEd, Inc.*

❒ "If You Build It, Will They Come?: Extending Rail Service to Lower Income Communities," *Emmett Crockett, Washington Metropolitan Area Transit Authority*

❒ "Intermodalism: Developing an Equitable Modal Split Through Strategic Planning and Coalition Building Across Communities. Tri-Met's Rivergate Shuttle Case Study," *Francis Wambalaba, Tri-County Metropolitan Transportation District of Oregon*

10:15 a.m. ..... Break

10:30 a.m. ..... Report from Workshops

*Dr. Sylvan Jolibois, Florida International University*

*Dr. Charles Wright, Florida Agricultural and Mechanical University*

❒ Environmental Justice: Identifying Adverse Health or Environmental Effects and Means of Relief Session Report

11:00 a.m. ..... ❒ Evaluation Exercise

Introduction of Facilitator: *Fredalyn Frasier, Bureau of Planning, Atlanta*
*Facilitator: Gere Timberlake-Anderson, TransEd, Inc.*

12:00 p.m. ..... Adjourn.

❒ Presentation appears in this volume.

# SYMPOSIUM III ON
# AFRICAN-AMERICAN MOBILITY SYMPOSIUM

## April 14 - 16, 1996
## Hyatt Regency Tampa, Florida

## Speakers

*Marilyn Ababio* is an entrepreneur and Chief Operations Officer of Paragon Uniforms and Sunshine Environmental Services in Willingboro, New Jersey.

*Sharon Banks, J.D.,* is General Manager of the Alameda-Contra Costa Transit District in Oakland, California.

*Frank Billue,* is a Civil Rights Officer, with the Federal Transit Administration, Region IV in Atlanta, Georgia

*Gary Brosch* is Director of the Center for Urban Transportation Research at the University (CUTR) of South Florida in Tampa.

*Sherry Burton* is a Master's student majoring in City and Regional Planning with a concentration in Transportation at Morgan State University in Baltimore, Maryland.

*Emmett J. Crockett, Jr.,* is Associate Director of the Office of Business Planning and Development at the Washington Metropolitan Area Transit Authority in Wash ington, D. C.

*Lee Davis* is Executive Director of the National Transportation Consortium of Minority Colleges in Washington, D. C.

*Michelle DePass, Esq.,* is the Executive Director of the New York City Environmental Justice Alliance in New York, New York.

*Richard Edward "Eddie" Espinosa* is founder of ReeLife Solutions in Arlington, Virginia.

*Frank Enty, Ph.D.,* is founder of Omni Services, Inc., in Washington, D. C.

*Z. A. Farkas, Ph.D.,* is with Center for Transportation Studies, Morgan State University in Baltimore, Maryland.

*Fredalyn Frasier* is Assistant Director of the Bureau of Planning in Atlanta, Georgia.

*The Honorable James T. Hargrett* is a member of the Florida State Senate representing District 21 of Tampa.

*Beverly Harper* is President of the Portfolio Associates in Philadelphia, Pennsylvania.

*The Honorable Alcee L. Hastings* is a member of the United States House of Representatives representing District 23 of Florida.

*Eric T. Hill* is a Research Associate at the Center for Urban Transportation Research (CUTR) at the University of South Florida in Tampa.

*Gayle Holliday* is Deputy General Manager, Kansas City Transit Authority in Missouri.

*Charlann Jackson-Saunders, Esq.,* is an attorney with the State of Florida, Department of Legal Affairs in Tallahassee.

*Lee Johnson,* is Senior Regional Manager of ATE Management and Service Company, Inc., in Cincinnati, Ohio.

*Sylvan Jolibois, Ph. D.,* is an Assistant Professor of Transportation Engineering and Associate Director of the Lehman Center for Transportation Research at Florida International University in Miami.

*Michael G. Kovac, Ph.D.,* is Dean of the College of Engineering at the University of South Florida in Tampa.

*Curtis Lane* is Assistant to Mayor Dick A. Greco, City of Tampa.

*Wade Lawson* is Director of Planning, South Jersey Transportation Authority in Atlantic City, New Jersey.

*Lora Mayo,* Software Applications Developer, Washington Metropolitan Area Transit Authority and Commissioner, Baltimore City Public Schools.

*Jean R. Linder* is Associate Provost at the University of South Florida in Tampa.

*William McCloud* is Senior Vice President of ATC/VANCOM in Oakbrook Terrace, Illinois.

*Ilene D. Payne, Ph.D.,* is Director of the Dwight W. Eisenhower Fellowship Program, Federal Highway Administration in Washington, D. C.

*Chris Niles* was the Transportation Organizer for Environmental Action, based in Takoma Park, Maryland and is now with the Surface Transportation Policy Project in Washington, D.C.

*Wilbur Peer* is an Associate Administrator with the Rural Business Cooperative Service in Washington, D. C.

*Deborah Price* is Administrator, Department of Public Works, Office of Mass Transit in Washington, D.C.

*Sharon Ransome-Smith* is Project Manager, NIAT, Project ACTION/National Easter Seal Society in Washington, D. C.

*Valerie Taylor* is President, Claris Works, Inc., in Fort Lauderdale.

*Gere Timberlake-Anderson* is President and Chief Executive Officer of TransEd, Inc., in Pensacola.

*Francis Wambalaba, Ph.D.,* is Senior Planner, Tri-County Metropolitan Transportation District of Oregon and Adjunct Assistant Professor, Black Studies Department, Portland State University in Portland, Oregon.

*Beverly G. Ward* is Deputy Director for Ethnography and Transportation Systems at the Center for Urban Transportation (CUTR) at the University of South Florida in Tampa.

*Janice B. Ward* is President of Citizens for Transit Coalition in Birmingham, Alabama.

*Franklin E. White* is an Independent Consultant in Los Angeles, California.

*Rudolph Wilson* is a Professor in the Department of Political Science and Economics, Norfolk State University in Virginia.

*Charles A. Wright, Ph.D., P.E.,* is Director and Professor of Engineering Technology at Florida Agricultural and Mechanical University in Tallahassee.

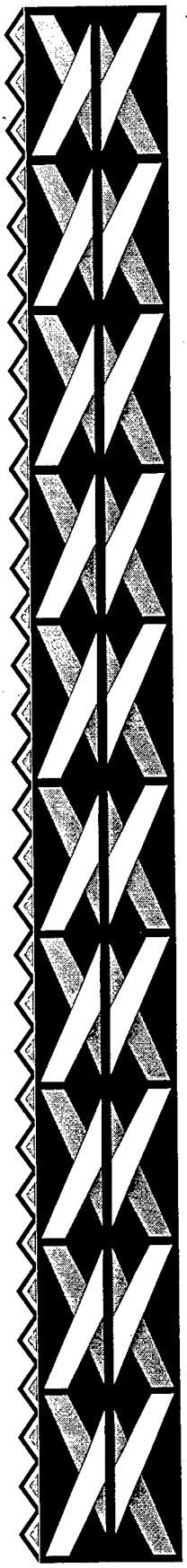
# Team Building Exercise

Valerie Taylor
*Claris Works, Incorporated*

The sessions of the 1996 African-American Mobility Symposium were designed to provide more opportunities for interaction between presenters, panelists, and attendees. In preparation for the sessions, attendees participated in two exercises, "Mobility Bingo!!" and "Getting to Know You Better." Valerie Taylor, Claris Works, facilitated the exercises. The research for Mobility Bingo was conducted by the Center for Urban Transportation Research.

The objectives of Mobility Bingo was to be the first person to have all the squares on the "card," shown on page 14 completed with a signature. A signature could not be entered into a square unless the signer had completed the action or knew the information.

In Getting to Know You Better, participants were clustered in groups of three and four to discuss the bullets listed on page 15. These exercises helped participants to focus on the objectives of the symposium.



| | | | | |
|---|---|---|---|---|
| My major form of transit to Symposium - automobile | *ATG was one of the first Black transit worker unions* | My major form of transit to Symposium - my own person power | *Baton Rouge, LA - First successful boycott of transit by Blacks* | I am a transit operator |
| *1953 - first funding for Interstate Highway System* | Everybody ought to own an automobile | I am a public official | I've been for a ride in a stretch limousine | My major form of transit to Symposium - bus |
| *31% of transit riders are African Americans* | My major form of transit to Symposium - bicycle | *1955 - Rosa Parks arrested in Montgomery, Alabama* | I am an engineer | I'm just glad to be here |
| I live in an urban area | I am a student | *1740 - First use of ox carts to transport passenger* | Everybody ought to ride mass transit | I work for the Center for Urban Transportation Research |
| *1964 - capital assistance created for urban public transit (UMTA)* | *1935 - First Black railroad conductor appointed in New York City* | I live in a suburb | *1887 - Granville T. Woods created the synchronous Multiplex Railway Telegraph* | *1983 - 1990 Travel behavior by Blacks in the US increased significantly* |

# Getting to Know You Better

- Your Name, your general background
- Describe your first *set of wheels*
- What type of transportation do you use most frequently these days?
- What innovations have you noticed in the areas of human mobility and/or the transportation industry?
- Set backs or concerns, if any?
- What brings you to this Symposium?
- What do you hope to see happen differently as a result of this Symposium?

Remember to:
Practice Active Listening Skills
Accept other's viewpoints
Own your own biases, thoughts, feelings
Keep Paying Attention
Contract to give and receive feedback

# Paratransit Transportation Needs of Disabled African American Elderly

Sherry A. Burton
*Morgan State University*

## *Introduction*

The Americans with Disabilities Act (ADA) of 1990, extends the basic legislation of Titles II and VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. As related to transportation, ADA provides disabled persons full accessibility with protection from discrimination in both private and public services.

ADA has the potential to have tremendous influence on the paratransit industry. The U.S. Department of Transportation (USDOT) established three categories of ADA passenger eligibility:

❐ Passengers who have limited physical mobility due to a disability and find it difficult to board, ride, or alight fixed-route vehicles without assistance;

❐ Passengers who because of lack of transportation at a particular time or place of travel cannot independently use a fixed route service; and

❐ Passengers who because of physical mobility and environmental barriers, cannot get to a bus or rail stop.

This paper focuses on the transportation needs of the disabled elderly of a small predominately African-American suburban community in Baltimore County, Maryland. Its purpose is to show that in a particular community, the use of available ADA paratransit service means that the population must be willing and interested in obtaining and using the service. This case study is part of a larger work entitled, "Transportation and the African-American Elderly in Baltimore County, Maryland," that will focus on African-American elderly travel patterns in four other historical African-American settlements.

The preliminary results of this case study suggest that the disabled, transit-dependent, African-American elderly are aware of ADA public paratransit services; however, the research shows that available public paratransit services are not being fully used by eligible elderly persons in this community. It appears, however, a younger population group of disabled African Americans are using paratransit services more fully. The preference of the older population group is to use informal transportation networks instead of local public paratransit services provided according to ADA.

## *Community Profile*

Turner's Station is a waterfront community in the southeastern portion of Baltimore County. The neighborhood is listed in the Baltimore Regional Planning District 329 at Census Tract 4213. Turner's Station is bounded on the west by Main Street, on the north by Dundalk Avenue, and on the east and south by Bear Creek. (See Figure 1.) The community is one of 40 historic black settlements in Baltimore County.

The name "Turner's Station" predates the residential community. A 1910 Baltimore County topographic map by the Maryland Geological Survey shows a railroad or trolley stop called "Turner." The same map also shows that the Baltimore and Sparrows Point Railroad and the trolley car line to the "Point" were in parallel. Once called "Steelton," Turner's Station was created

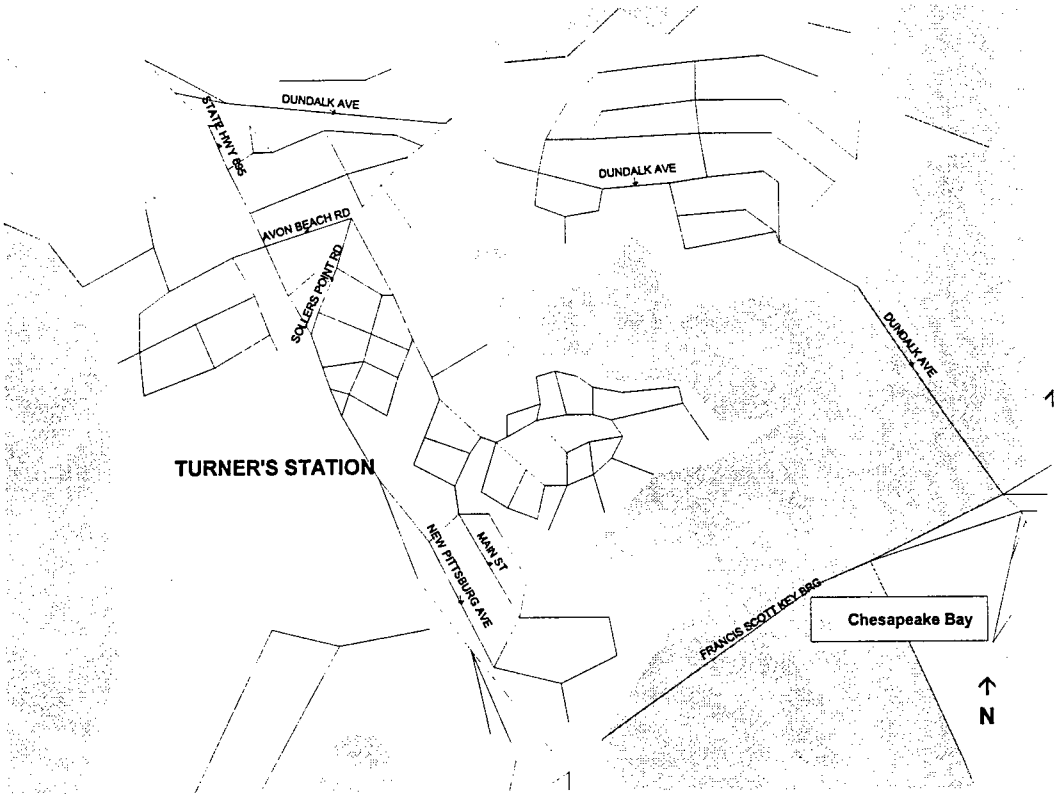



**Figure 1** Turner's Station and Major Roads

The community is close. Neighbors and friends were born and raised together.

early in the century as a segregated suburb of Baltimore City to accommodate African-American workers at the Bethlehem Steel plant on Sparrows Point, then operated by the Maryland Steel Company. The community expanded quickly as more AfricanAmericans were hired at the steel plant during World War II.

Turner's Station is a low-to-moderate income community suffering from economic decline as a result of decreases in manufacturing jobs once provided by Bethlehem Steel. Most of the [male] residents aged 65 and over are retired from Bethlehem Steel. The neighborhood does not have a restaurant, movie theater, or a drug store. A few "mom and pop" stores exist to serve the community. Many residents are homeowners.

The community is close. Neighbors and friends were born and raised together. The Black church also plays a pivotal role. Eleven churches are representing Baptist, African Methodist Episcopal, Catholic, Pentecostal and Methodist sects in the community.

## *Demographics*

To date, Baltimore County, has the largest number of senior citizens in Maryland. Total minority population aged 60 and above in the county is 7,309. According to the 1990 Census data, 3,684 people or 50 percent of the county's minority seniors reside in Turner's Station. The population is primarily African American. Twenty-two percent of the total population is more than 60 years of age; 86 percent are African American. The largest percentage of elderly African Americans in Baltimore County resides in Turner's Station. The 1990 Census revealed that 294 African-American males and 401 African-American females over age 60 reside in the community.

The median income of the community is $10,904; 57 percent of the county's median, $18,917. Of the senior population in Turner's Station, 18.6 percent are below the poverty level. The median income of seniors more than 65 years of age in Turners Station is be-

tween $10,000 - $14,999 per year. This is significant for a community of this size.

A large portion of Turner's Station residents own automobiles. According to the 1990 Census, 70 percent of residents in Turner's Station own one or more automobiles.

## *Health Issues*

The health problems of the elderly in this community are typical of the minority aged. According to a 1994 Mini-White House Conference on Aging Survey done in the Turners Station area, the number one health or medical condition was high blood pressure. Second, heart disease. Most of those surveyed said that they do not participate in any form of exercise. Overall, 56.2 percent of residents over the age of 65 have a mobility or self-care limitation. Many in the group were African-American females. Interestingly, within the Turner's Station community, there are no pharmaceutical stores, therefore, residents must travel to the adjacent predominantly white Dundalk community in order to obtain medicine and other health goods.

## *Paratransit Services Available to Turners Station*

The Maryland Department of Transportation (MDOT) provides services and programs that address the transportation needs of Maryland's senior citizens. The majority of MDOT's programs meet ADA requirements.

Under MDOT, the Mass Transit Administration (MTA) is responsible for operating, funding and administering MDOT programs and services for the elderly. MTA provides and operates buses, metro, and light rail in the Baltimore Metropolitan area. Elderly passengers are charged one-third of the regular fare for these services.

MTA's Senior Mobility Program provides paratransit and taxi services upon request for individuals who are unable to use other MTA services due to a disabling condition. This program is available to communities in the Baltimore County area closest to Baltimore City. The program is available to persons with disabilities, including seniors, in Turner's Station.

MTA oversees the Statewide Special Transportation Assistance Program (SSTAP) which provides $2.25 million to Baltimore City and each county for general purpose travel for elderly persons and persons with disabilities. Sixty percent of the funds are allocated equally and the remaining 40 percent are based on each jurisdiction's share of the elderly and disabled population.

Baltimore County operates a demand responsive transportation system to serve the needs of individuals residing in the county. The county-operated paratransit system provides transportation from rural and suburban areas of the county to urbanized areas of the county, not including Baltimore City. Special attention will be given to this paratransit service rather than MTA's because it primarily serves the residents of Baltimore County in which Turner's Station is found.

MTA's Senior Mobility Program provides paratransit and taxi services upon request for individuals who are unable to use other MTA services due to a disabling condition.

The Countyride program was formerly known as Senior Rides. In 1976, Baltimore County received a federal grant of $53,000 under Title III of the Older Americans' Act to establish a supplemental transportation service for the elderly residents of the County. The purpose of the service in 1976 was to provide "gap-filling" transportation where other private or public means were unavailable, particularly to senior centers and medical or dental appointments. Less urgent trips such as visits, shopping, banking, and so on depended on available seating. By 1980, the federal grant had ended and Baltimore County assumed financial responsibility for the service called "Senioride."

The service began in 1976 with two station wagons drawn from the county's motorpool. By November of 1986, the number of vehicles had grown to 17 vans including four equipped with hydraulic wheelchair lifts. In 1985, the Maryland General Assembly passed legislation enabling the Statewide Special Transportation Assistance Program (SSTAP). This program targets elderly and disabled persons for transportation service and provides funds for each subdivision

within the state. At that time, a major change occurred when the service was renamed "Countyride" to reflect new responsibilities to the community and new additional funding sources provided by the State of Maryland SSTAP for general transportation of seniors and residents over age 21 with disabilities. Thanks to the infusion of state and federal monies, Senioride was able to expand services to transport county residents with disabilities over age of 21. The Baltimore County Department of Aging was designated as the operating agency for the funds in the county. Donald P. Hutchinson, then Baltimore County Executive, awarded the agency the SSTAP funds while repeating his concern for both the elderly and the disabled. Mr. Hutchinson charged the department, and Senioride in particular, with planning and administering a quality transportation program that would serve the needs of both senior citizens and the disabled. Because of these changes, Senioride was changed to the name Countyride and more vehicles were added to satisfy a larger transit ridership. The majority of the paratransit ridership is from urban fringe areas. This service is available to the residents of Turner's Station.

...disabled African-American seniors look out for each other. Most use transportation services provided by friends and relatives.

## *Transportation Issues*

The internal street system in Turner's Station serves primarily neighborhood traffic. There are two points of access and egress to the community: Sollers Point Road at Dundalk Avenue and Main Street at Dundalk Avenue (See Figure 1). The only traffic that travels through the community is vehicles that use Sollers Point Road and Avon Beach Road to or from the Key Bridge Access Road. Thus, the limited access to Turners Station isolates it from the adjacent Dundalk community. Main Street or New Pittsburgh Avenue, Avondale Drive, and Avondale Road are the major north and south streets. The major east-west neighborhood streets are Avon Beach Road and Sollers Point Road.

Because Baltimore County has no formal transportation department, the program is operated under the County Department of Aging. According to Rosalie Coffman, Director of Countyride, most of the users of the system travel to medical centers in Baltimore City. They also travel to community or senior centers operated by the Baltimore County Department of Aging. These facilities are scattered throughout the County. Elderly blacks in Baltimore County use Countyride less than non-blacks. Yet mobility impaired African Americans under the age of 59 use the paratransit service more often than the elderly of the same race. Despite various attempts to reach the elderly population, ridership remains low among elderly blacks. This may be because only five percent of African Americans in Baltimore County are over the age of 60.

One of the county's senior centers, The Fleming Center, is in Turner's Station. The Fleming Senior Center, a 501(c)(3) organization, is the only majority African-American senior center in the county. Funding for services provided for seniors who use the center primarily comes from the Senior Center Council. The Council is made up of members of the center who reside in Turner's Station. In 1994, in response to senior paratransit needs in Turner Station and as an outreach strategy to attract more African-American seniors to Countyride, the Baltimore County Department of Aging gave the Fleming Senior Council one of their vans. The Council, in turn, was responsible for repairs and operations of the van including recruiting and scheduling drivers. The charge for the transportation service was $1.00 one way for senior residents using the service. Monies received from the transit fare helped subsidize insurance and repair costs of the van.

After a year, the Council found that a vast majority of elderly residents were not using the service. Most of the elderly residents felt that the $1.00 charge was too expensive. The Senior Council decided to return the van to the county.

According to Joyce Steadman, Director of the Fleming Senior Center, disabled African-American seniors look out for each other. Most use transportation services provided by friends and relatives. Others use transportation services provided by area hospitals and clinics.

## *Methodology*

A "toy" survey was given to five elderly persons:

- ❐ three were disabled;
- ❐ ages ranged from 68 to 80;
- ❐ four females and one male were interviewed.

The small number and the gender split were used to test the survey instrument for the larger thesis study. All participants were residents of Turner's Station.

## *Results*

Four of the five participants stated that they did not think about using paratransit services of the MTA or Countyrides. The major reasons were:

- ❐ Almost 70 percent, including some disabled, own automobiles;
- ❐ All prefer or find it more convenient to ask friends or relatives to transport them to the doctor, shopping, etc;
- ❐ Three out of five stated that residents in the community, volunteer to drive disabled seniors to various services, in many cases without a formal request.
- ❐ Four out of five stated that area hospitals provide adequate paratransit service for disabled elderly.
- ❐ Two of the five were unaware that ADA required accessible public paratransit.
- ❐ All respondents stated that the distance between their home and their informal transportation network was one block or less.

Most often, there is no charge for informal transportation; however, three of the respondents stated they would "give a little something" for gasoline expenses. This is interesting since the majority of seniors in Turners Station refused to pay $1.00 for paratransit service provided by the county through the Fleming Senior Center. Also, senior members of the Fleming Senior Center can use Countyride without any charge.

One elderly disabled woman stated that she preferred not to use the public paratransit service because of the physical barriers on the bus (high steps, etc.). She was unaware that the paratransit buses are designed to transport disabled persons using hydraulic lifts and other equipment. All of the seniors surveyed were well aware of the public paratransit services offered in the community but preferred to use other modes.

## *Conclusion*

Sometimes, paratransit services that meet the Americans with Disabilities Act are provided in African-American communities with large elderly populations. However, because of income, car ownership, lack of interest or informal transportation networks, some African-American elderly populations prefer not to use them. Furthermore, paratransit services that meet the Americans with Disabilities Act generally are race neutral. Any person despite age, race, or ethnicity is free to use services if they fall within the ADA eligibility guidelines. Also noted is the fact that more African-American disabled people between the ages of 21 and 59 are using paratransit services than are African-American disabled people aged 60 and above. Does this mean that African Americans in this group do not favor informal transportation? Or do African Americans in this age group value public paratransit services? Are they better informed of the benefits of service? This population's use of the paratransit service has a significant impact in the county. This preliminary observation may suggest a significant age split in mode choice and perhaps a need for further study. This small study does not however reveal larger issues that may affect ADA paratransit and African-Americans. It does, however, describe instances where in some African-American suburban communities, ADA paratransit services are provided and are not utilized by the elderly with disabilities.

All of the seniors surveyed were well aware of the public paratransit services offered in the community but preferred to use other modes.

### RELATED LITERATURE

Brown, William. "Transportation and The Rural Black Population: An Analysis of Bertie County, North Carolina," (Ph. D. thesis, University of North Carolina at Chapel Hill, 1983).

Simon, Rosalyn. "Americans With Disabilities Act of 1990: Mandate for Full Accessibility", TR News 168, September- October 1993, pp. 17 -22.

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# ADA, Paratransit Services, and the Overrepresentaton of African-Americans Among Persons with Disabilities

## *Session Report*

Following the presentations by the panelists, attendees shared ADA implemenation experiences. There was consensus that collective action is needed to respond to ADA mandates. One participant related that California has a state statute that allows anyone who believes that they have been denied services, including transit, to sue for $750.00 per incident. Therefore, if a stop is passed, a failure to announce stops, the transit agency's liability could rise exponentially. On the one hand, transportation providers are willing to meet the requirements, but are unable to do so because of fiscal constraints. It does not appear that Congress will change the mandate or provide funding. The regulations seem to suggest that some organizations may be eligible for time extensions, however, the eligibility criteria are not clear. Some providers were concerned that requests for time extensions would alienate the disabled community. There was concern that time extensions would not solve funding problems.

The participants described the need to comply with the ADA mandates as a crisis. Several issues were identified including:

- ❐ The need to improve service delivery to disabled persons;
- ❐ The disconnect between those who promulgate the regulations (e.g., the U. S. Department of Justice) and those who monitor and enforce the regulations (e. g., USDOT, transportation providers, etc.);
- ❐ The need for a national forum, specifically a "think-tank."

Participants were urged to work locally with transportation providers, persons who are and work with the disabled, to write to Secretary Peña to ask how to resolve the issues in an equitable manner, save transportation for everyone, and still provide dignity and transportation for folks with disabilities. It was noted that this type of effort had taken place in the airline industry and that success was attributable to organization. The course of action decided by participants was to relay a synthesis of the information from the session individually. The participants also developed a letter that a participant volunteered to have hand delivered to then Secretary Peña. A facsimile of the letter follows.

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**SHARON D. BANKS**
General Manager

April 15, 1996

Secretary Federico F. Pena
Department of Transportation
Nassif Building
400 7th Street, S.W.
Washington, D.C. 20590

Re: ADA Implementation Funding Crisis

Dear Secretary Pena:

As a follow-up to the suggestion I made at the Maritime Luncheon you attended in Oakland, California in March, 1996, I suggested to the attendees of the African-American Mobility Symposium held in Tampa, Florida, that we request a National ADA Crisis Forum. You will remember that you triggered this idea when you reminded the attendees at the Maritime Luncheon that you had put together the best minds in the airline industry to save that industry.

The African-American Mobility Symposium attendees respectfully request that a "think-tank" forum be held no later than August 1996 to solve the ADA implementation crisis transit is facing. We envision that the best minds in the transit industry, disability community, DOT, and DOJ will come together to save ADA and public transit.

Thank you for your leadership in this area.

Very truly yours,

Sharon D. Banks
General Manager
AC Transit

GENERAL MGR, J.A.T.R.A.N

Charles Wright
Florida A & M University

Rosemary Mathias
Center for Urban Transp Research (CUTR)

Wade

Board Member, Birmingham Jefferson County Transit Authority
Birmingham, Ala

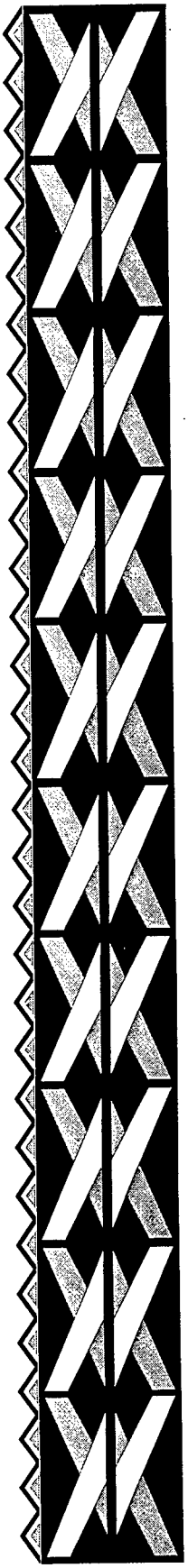
Florida D.O.T.
Ft. Myers, FL

Ft Lauderdale

Tom C. Whitney

Sharon Hurst

R. Isabel Espinosa - REELife Solutions



*Excerpts from the*
# Keynote Address

The Honorable Alcee L. Hastings
*23rd Congressional District, Florida*

*Thesis: In the era of downsizing, rightsizing, outsourcing, reengineering and reinventing, what we want to know here is how minorities, in order to avoid retrogression to the point of oblivion and ignominious defeat must seek better formulae in a mathematical nonlinear regression-based allocation model to deal with intermodal bias and neglect. In other words, in order to keep from getting screwed, we need more money.*

❐ "The Center for Urban Transportation Research is critical for the future, not only of African Americans, but for all of us. Last year's report needs to be widely publicized. Many national and state policymakers are not as mindful as you may think."

❐ "The research and funding attitudes of the Republican majority are totally out of reason."

❐ "You should always be looking for efficiencies and that's why CUTR is particularly important because they are good at coming up with creative and innovative ways that you may do the things in the communities to provide for the transportation dependent."

❐ "At least one-half of the transportation dependent are minorities." Transportation services should focus on customer service. The bus ride can be fun and educational. Transit services can offer music -- rap music for school kids; classical music for those who live in the "classical" suburbs, and "some jazz or blues" wherever you find me. The bus ride could also include games -- "We're scratching off everything else in Florida, why not let someone scratch a free ride for a week or a month?"

❐ "There is nothing wrong with raising taxes as long as you raise taxes in a proper manner to pay for transportation."

❐ "You would argue that poor people don't need these amenities. Bull----! Poor people need the same things that rich people need. Black people need the same things that white people need. Hispanic people need the same things that white people need!"

❐ "We need to provide for those whom we have left trapped in the cities."

❐ A survey of the working poor revealed "... 67% stated that there were places they wanted to go, but could not. Those who need the most help can't get it because of the mobility issue."

❐ Regarding affirmative action: "America is an increasingly diverse society. In the last 30 years we have done a good job, but we have not arrived. We may not ever, but we should always have it as a goal."

❐ Regarding angry white males: In 1994, of the contracts let in Broward and Palm Beach Counties (Florida), 97 and 95 percents, respectively, went to white males. White women contractors comprised 75 percent of the remainder. "If white males are angry, black males should be raving lunatics!"

❒ On the theme "Beyond the Horizon": "We know that there is a future. We know that there is an unknown. We know that organizations like CUTR are trying to peep into that future and prepare and plan for it."

❒ "Transportation has to do with our interconnectedness. We need to get back to our spiritual interconnectedness."

# Research and Technology: Impacts on African Americans

Lee L. Davis
*National Transportation Consortium of Minority Colleges and Universities*

When you think of research and technology in the context of the transit industry, we must first look at its origin, evolution and continuing impact. Then, before we get bored, we must discuss how this research and technology impact African-Americans and their mobility.

The Federal Transit Administration (FTA) and its predecessor, the Urban Mass Transportation Administration (UMTA), have been the federal agencies primarily responsible for research and technology activities throughout the industry. Although some transit agencies, equipment suppliers, and vehicle manufactures continue to develop significant technological innovative solutions to transit operating problems, it is by far the FTA's program and funding since the 1960's that has guided the nation's transit research activity. Essentially, it was under Section 6 of the Urban Mass Transportation Act of 1964, that provided the initial authorization to conduct research, development, and demonstration projects in all phases of urban mass transportation.

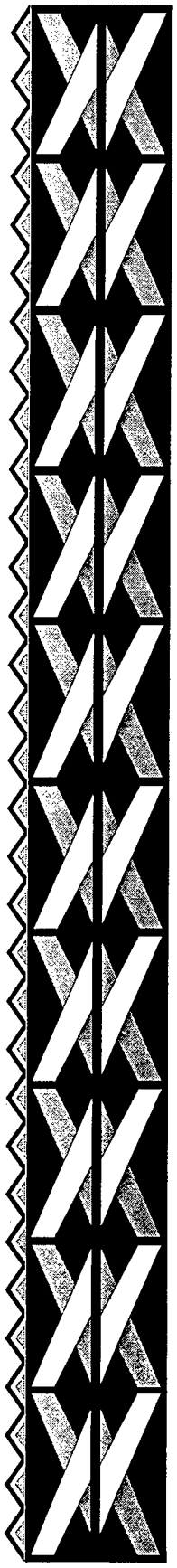
Demonstration projects directed at fare reductions and service improvements consumed the bulk of UMTA research funds in the 1960s. This trend, however, began to shift in 1969 and into the 1970s. Technology began to assert a more central position in the UMTA research program, with the advent of increased equipment research and the development of large scale technology-oriented projects, such as the Morgantown Personal Rapid Transit, the Advanced Concept Train and Transbus at a cost of $134 million, $27 million, and $29 million, respectively.

Research activity during the 1970s focused on large scale technological projects, which was due in part to the general perception that technological solutions could obviate urban problems and because congressional support for the transit program was largely due to transit's ability to offset unemployment in the aerospace and defense industries. These underlying considerations dominated the research agenda throughout the decade, demonstrating no discernible shift in priorities away from new technology.

The decade of the 1980s represented change in the direction of research from its emphasis on technology and hardware, to an overall reduction in appropriation levels to finance research. By this time, it had become quite apparent that transit research activities in the U.S. were heavily skewed toward questionable long term hardware and technology solutions. These conclusions, along with a conscious policy effort by the Reagan Administration to limit the scope of federal programs, were the catalysts for change.

Although the 1980s can be characterized as a decade of change and funding reductions for transit research activities in the U. S., it also reflected the early beginnings of the recognition that transit research focuses on transit's daily operating concerns. By the end of the decade, support was growing within the transit community for a more problem-solving research agenda to meet the needs of the transit operators.

The Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law on December 18, 1991. It undoubtedly is the most significant federal transportation legislation since the Interstate Highway Act of 1956. ISTEA's impact on transit research was evident with the consolidation of FTA's research training and planning activities into a new Section 26 entitled "Planning and Research Program," which is funded at 3 per-



cent of the total Federal transit budget. It also changed the direction of transit research, particularly through the establishment of the Transit Cooperative Research Program (TCRP). Initial funding for TCRP began July 1992, with an appropriation of $8.92 million. This marked the beginning of a programmatic and perhaps centralized effort to use transit research to address overall transit operational problems, transfer new technologies from other industries, and introduce innovations to the industry. Modeled after the highly successful National Cooperative Highway Research Program (NCHRP), TCRP, although still in its early stages of program operation, has substantially contributed to the research needs of the industry and has yielded positive benefits, such as:

- ❐ Low-floor light rail vehicles
- ❐ Alternative fuel safety
- ❐ Public transportation facilities and equipment management systems (ptms)
- ❐ Standardized light rail signing for improved safety
- ❐ Reduced visual impact of overhead wire
- ❐ Application of artificial intelligence to railcar maintenance
- ❐ Livable Communities
- ❐ Benefits of international technology sharing
- ❐ Transit Management Information Systems
- ❐ TQM in transit
- ❐ Improved cooperation between federal agencies
- ❐ Transit ridership initiatives

In a recent survey conducted by the National Transportation Consortium, transit industry representatives were asked to identify specific examples where the impact of transit research products have yielded positive economic, operational and social benefits, either to their operations or transit users. Responses from transit representatives focused on identifying a certain technology or innovation such as:

- ❐ Improved customer service and public information systems
- ❐ Fuel Cell/Battery Bus Program
- ❐ Implemented barrier separated HOV lanes
- ❐ GIS and vehicle location technology
- ❐ Enhanced computerized scheduling techniques
- ❐ Improved electronic farebox technology
- ❐ New technology bus initiatives
- ❐ Improved mobility of paratransit operations
- ❐ Implemented alternative fuels technology

Research has enabled transit agencies to make more efficient and effective decisions about capital investments. For example, the FTA-sponsored new technology bus should incorporate lower weight space age materials, producing a savings in road wear and tear, thus reducing federal and state expenditure on road maintenance. Research on alternative fuels has led to lower emissions of pollutants from transit vehicles. Overall, research leading to new technologies has allowed transit agencies to do their job smarter and economically, thereby improving the overall riding environment and customer satisfaction.

Now, how does all of this relate to African-American mobility issues? Understandably, African Americans, because they are transportation and transit users, benefit from the technological advances which flow from research activity. How much and to what extent they benefit is not well defined. Although becoming aware of the research and technology of the industry is vital, it is just as important to involve African Americans in conducting the research activities, setting the research priorities, and economically benefitting from the research dollars spent annually. Recent information obtained about TCRP indicates that of the approximate 50 research organizations currently under contract with the program, not one is an African-American firm. Our estimates show since 1992, approximately 33 million dollars has been allocated to the program. Roughly speaking, about 20 million of that 33 million has

Recent information obtained about TCRP indicates that of the approximate 50 research organizations currently under contract with the program, not one is an African-American firm.

been directed at transit research contracting; however, not much more than $100,000 has gone to African-American principal investigators. *This represents one-half of one (½ of 1) percent of the research dollars from the program flowing to African Americans.* Without quoting any more depressing and argumentative statistics, asserting that African-American involvement in research and technology in the transit industry is very limited is safe.

The challenge of the National Transportation Consortium is to expand the involvement of African-American professionals in transportation and transit research activity. Why? Because having our views expressed is important and considered realistically, not undermined, in the research is important. Our resource of member institutions (universities and colleges) and transportation professionals in the industry will be drawn upon to help us compete for a greater share of the research and training dollars. With your support we can do more than just "talk" about research and technology . . . we can do it!!!

I am reminded of a statement made by an outstanding African American when he said, "Do not ever let others define you, or limit you, or tell you what you believe," Ronald H. Brown.

Thank you for allowing me to share my views.

With your support we can do more than just "talk" about research and technology . . . we can do it!!!

# The Environmental Justice of Recent Transportation Initiatives

Z. Andrew Farkas, Ph. D.
*Center for Transportation Studies*
*Morgan State University*

In the United States, rising incomes and access to the automobile have encouraged suburbanization of residence and workplace. It is well established in the literature and confirmed by recent evidence from Hughes that metropolitan areas in the U. S. have undergone decentralization of population and employment. Most of the population and employment growth has occurred outside urban centers.

This decentralization has caused tremendous growth in suburb-to-suburb and city-to-suburb (reverse) commuting by single occupant automobiles. Decentralization also has left large concentrations of the inner-city poor and minorities in locations that are less accessible to employment opportunities, resulting in a "spatial mismatch" between housing and jobs. This spatial mismatch has on the one hand caused the tremendous growth in reverse commuting and on the other hand resulted in a lack of access to employment for households without automobiles.

Precious research by this writer has shown that many jobs in the suburbs are beyond the reach of the low-income urban labor force. Such labor cannot often afford the high cost of automobiles and the dispersed nature of job growth makes mass transit from inner city neighborhoods inconvenient. Approximately 70 percent of a sample of unemployed city residents did not own an automobile and many of them were unwilling to commute to suburban jobs or perceived the automobile as necessary for the reverse commute.

The dominance of automobiles in metropolitan commuting has led to concerns over automobile congestion and poor air quality. For example, the Clean Air Act Amendments of 1990 (CAAA) encourage employers and local governments to implement programs and monetary charges that would reduce employee commuting. These proposals could create a financial burden for low-income employees who may have only recently begun commuting by automobile to suburban jobs.

The potential impact of various federal and state road congestion and environmental management initiatives may be adverse to low-income urban residents, which are disproportionately African American. ISTEA and CAAA have prompted more public debate on transportation issues, such as financing of roads versus transit; road congestion pricing; the use of intelligent transportation systems to price roads and manage congestion; vehicle emissions testing; and Employer Commute Options/Employee Trip Reduction (ECO/ETR) programs, which are employer-based transportation demand management efforts. It is doubtful whether sufficient communication between low-income urban residents and transportation planners has taken place, such that the potential impacts are familiar to all concerned.

It has been said by some urban activists that the building of new roads and the implementation of intelligent transportation systems benefit primarily upper income suburbanites in their commuting to work and that for purposes of environmental justice, more emphasis must be placed on mass transit for the mobility needs of low-income black persons. Recent research by Eric Hill at the Center for Urban Transportation Research

(CUTR) has shown that while blacks use transit for a higher proportion of work trips than other ethnic groups, data also show that the majority of blacks use the private vehicle for commuting to work. Their travel characteristics are increasing like those of whites and other non-black groups.

While it appears that automobile use is almost equally distributed among ethnic groups, the financing of roads is another matter. Per capita income of the black population is only about 60 percent of that of the white population. Our current system of fuel taxes and registration fees is clearly regressive, taking a smaller percentage of income as income increases. If fuel taxes continue to increase, then the financial burden will be greater for low-income black commuters.

Per capita income of the black population is only about 60 percent of that of the white population. . .If fuel taxes continue to increase, then the financial burden will be greater for low-income black commuters.

State and federal policymakers have been most interested in congestion pricing as a new source of funding and for congestion management. Congestion pricing refers to tolls that vary by time of day. With the development of intelligent transportation systems and the use of smart card, scanning devices, and other systems to count vehicles, levying tolls on automobile users is possible based on the level of congestion. Congestion pricing would increase revenues and ration road space, but it would also place a financial burden on low-income commuters. Such commuters would be either forced to pay a toll, travel at other times, or use other modes. To avoid some of the economic impacts of congestion pricing, part of the revenue could be rebated to low-income commuters or could be used to lower the more regressive fuel taxes and registration fees.

According to Hill, black workers tend to use older and often less reliable vehicles, which make their commutes more inefficient and longer. Vehicle emissions programs, while subjecting everyone to the burden of testing, tend to catch older, polluting automobiles, resulting in substantial levies and repair expenses for the low-income commuter.

Other attempts at air quality improvement, such as ECO/ETR programs, also place disproportionate burdens on the working poor. From a recent survey of employees in the Philadelphia and Baltimore ozone nonattainment areas, even among low-income employees, the majority drive alone and very few clearly use transit or share rides. Of even greater significance is the finding that low-income employees are often less likely to be influenced by rather modest employer actions (such as carpool and vanpool matching and preferential parking) to share rides or ride transit than upper-income employees.

More onerous actions, such as employee parking charges, would effect significant trip reductions, but would not be equitable. They would increase the regressive costs of automobile mobility and shift income from employees to employers. Employer financial incentives would have to redress the regressiveness and income shift. On the other hand financial and other incentives without the disincentives would not be cost-effective, because they would alter employee commuting behavior very little, even among low-income employees.

It appears that low-income employees are reluctant to part with the perhaps newly attained opportunity to commute by automobile. This conclusion is consistent with recent research by Hamburg, et al., which found that lower-income people and females are more likely to consider mobility "a right." The authors suggest that restrictions on mobility for environmental purposes should be applied equitably. Clearly, more public input and communication among all transportation stakeholders are needed. Planners and urban residents must first become more aware of the distribution of benefits and costs of transportation policies and projects throughout society.

# The Role of Technology and Trends on the Horizon

Lora G. Mayo
*Washington Metropolitan Area Transit Authority*

## *Interesting Technology Trends*

Cited from the Department of Education's Secretary's Conference, 1995:

❐ Every 30 minutes another network is connected to the Internet.

❐ Nearly 8 million Americans telecommute.

❐ By the year 2001, the number of Internet accounts will equal the total world population. However, many people will have several accounts, while multitudes will have none.

❐ For the first time, in 1994, Americans spent more on computers than on televisions.

❐ Nine out of ten Iowan families say their children use computers at school.

According to the National Center for Education Statistics, 35 percent of all schools in the United States have some form of Internet access, but only 3 percent provide this access in classrooms and other instructional areas. Schools are getting newer technologies at a faster rate, but only a small percentage are well equipped. Jeanne Hayes, Quality Education Data, found during the 1994-95 academic year, 13 percent of schools had CD-ROM units. Of this 13 percent, 37 percent had only one CD-ROM unit for the entire school.

## *School Use of Technology*

Again, Jeanne Hayes found that 46 percent of the computers in school inventories are Apple IIe models, an early 1980s technology. Disparities are found between high-income and low-income areas. In areas where there is a high concentration of poverty, the average student-to-computer ratio is 13.9 to one. Similarly, schools with a nonwhite enrollment of more than 50 percent the average is 14.1 students per computer.

Use of Household Information Technologies by Major Demographic Groups

| Respondent | African-American | White |
|---|---|---|
| Computer User | 20% | 33% |
| Has CD-ROM | 8% | 16% |
| Online Info Service | 3% | 7% |
| E-Mail User | 5% | 7% |
| Used WWW | 1% | 3% |

*Source: 1994 National Survey, Times Mirror Center for the People and the Press*

## *Academic Performance of African-American Children*

In the 1992-93 school year, 31.3 percent of African-American students scored above the 50th percentile on a norm-referenced reading achievement test in grades kindergarten through six. Among white students, 60.7 percent scored above the 50th percentile. During this, 37.7 percent of African-American students scored above the 50th percentile on a norm-referenced math achievement test in grades kindergarten through six. Among white students, 67.3 percent scored above the 50th percentile.

### *What Do Urban School Districts Say They Need to Prepare Tomorrow's Work Force?*

Approximately 177 urban school leaders from 46 "great" city schools responded to a survey identifying their needs to meet the challenges of education. In response to the question "What Group is Most Helpful to the Urban School Child?" rated on a scale of 1 to 5 with 1 being "Very Helpful" and 5, "Very Unhelpful," most helpful to the urban school were businesses and local public education funds, tied at 3.8. Least helpful to the urban school child was U. S. Congress (2.3) and the Governor (2.5). This same group identified 10 of the 35 "Most Important Needs of the Urban School District."

| Most Important Needs of the Urban School District | |
|---|---|
| Rank | Need |
| 1 | Improve Academic Achievement |
| 2 | Obtain Adequate Financial Resources |
| 3 | Enhance Parental Involvement |
| 4 | Build Public Confidence in Schools |
| 5 | Set Higher Academic Standards for Student Achievement |
| 6 | Improve Professional Development for Teachers and Staff |
| 7 | CLOSE ACHIEVEMENT GAPS BETWEEN RACES |
| 8 | Decrease Dropout Rates |
| 9 | Improve Assessment and Testing |
| 10 | INSTRUCTIONAL TECHNOLOGY |

*Source: Critical Trends in Urban Education: A Poll of America's Great City Schools, by Michael Casserly, Executive Director and Mark Root, Technology and Systems Specialist, February 1996, Council of Great City Schools.*

### *What Are the Current Usages of Technology in the Transportation Industry for Managers and Decisionmakers?*

The use of technology by transit agencies lags behind the private sector. Nonetheless, transit agencies achieved a level of integration in four critical areas: administration, planning and operations, materials management, and advanced technology systems.

The survey was a compilation of results from projects conducted at:

BART - Financial Management System

MTA NYC Transit - Integrated Maintenance Management System

Seattle Metro - Distribution Database, GIS, and Operation Support System

Toronto Transit Commission - Automated Transit Operators System

MARTA - Maintenance Planning and Control

Metro-Dade Transit Agency - Transit Operations System

Metropolitan Rail - Information Systems for Revenue Ticket Distribution and Sales Status

A survey of 20 transit agencies of various sizes and six site visits to small urban bus and paratransit operations also were conducted.

### *Smaller Transit Agencies - Middle Size Transit Agencies - Large Transit Agencies*

Generally the smaller the transit agency, the less integration of technology. Larger systems also had more professional staffs, better tools, and better planning methods. Current skill sets gleaned in technology at

transit agencies seemed to be based on current practices.

### *What Are the Emerging Usages of Technology in the Transportation Industry for Managers and Decision Makers?*

The transit industry's embrace of technology is connected to the effectiveness of their operations. Transit agency objectives addressed by technology through technology include:

- ❐ increase ridership;
- ❐ improve vehicle reliability and safety;
- ❐ improve passenger safety.

A sample of advanced transit information system (ATIS) projects was reviewed in North America and Europe to obtain a global perspective on emerging trends in the transit industry.

### *What Does the 21st Century Student Need to Learn? : How to Access, Analyze, and Communicate Information*

According to the Center for Educational Technology and Leadership, Boston, Massachusetts the 21st century's demand and growth will be found in computer and mathematical related industries.

### *Proposed Agenda*

- ❐ Find out what technology is being offered at schools.
- ❐ Participate in Federal Relations Network in February 1997, a national effort by

| Partial List of Transit Trends | |
|---|---|
| North America | European |
| Anaheim IVHS Operational Test | SCOPE - Provides traveler information |
| Detroit Transportation Center - Real-Time Traffic Information | Passenger Information Systems |
| Baltimore MTA Smart Bus - AVL | Pre-trip Information Terminals |
| Bellevue Smart Traveler - Enhance Carpooling | Changeable Direction and Information Signs |
| Houston Smart Commuter - Efficient Use of Travel Corridors | Driver Information Systems |
| Denver RTD - AVL - Uses GPS | PROMPT - Traffic Management Systems and Dynamic Traffic Data to Give Priority to Bus and Trains |
| Southern Oregon Head Start - Transport children to home and classroom | |
| Yosemite Area Travel Information | PHOEBUS - Evaluates Vehicle Scheduling Control Systems |
| Audiotext Interface for Los Angeles Smart Traveler | |

*Source: "Information Technologies: State-of-the-Art Applications for Transit Properties," TCRP Project G-1, Transportation Research Board, National Research Council.*

school board members to lobby Congress on behalf of education. Write your Congressperson and attend the conference.

❐ Find out if there is a transportation program at a high school in your city. Ask what technology supports the program. Establish a business partnership.

❐ Develop a list of challenges and opportunities presented by the advancement of technology for transportation providers. (Eight million Americans already telecommute.) How can African Americans participate in the boom? What are the implications?

❐ Get a grasp on local expenditure of funds in your schools. It is massive. How much is devoted to technology?

❐ Undertake research, identify, or familiarize ourselves with the projected careers needed in the transportation industry for the 21st century.

If we look at technology and understand the information age, we must understand that in terms of transportation, our focus is more than moving people through such modes as the plane or the subway.

## *Conclusion*

A desired outcome of this symposium is to identify events and issues for developing an agenda as it relates to impacts on minorities that use, work, or enterprise within the transportation industry. An integral component of the education of the future workforce in the transportation industry is the question "Are our children being readied?" While we look at the reauthorization of the federal transportation bill, we also must look at reauthorization of the education bill that supports technology as an important component of the school curriculum. Vice President Al Gore's challenge to the telecommunications industry was to provide links to the nation's classrooms by the year 2000.

Through an $18 million grant awarded by the U. S. Government, the City of Baltimore will have all schools wired by September 1996. The high schools will have fiber optic cable.

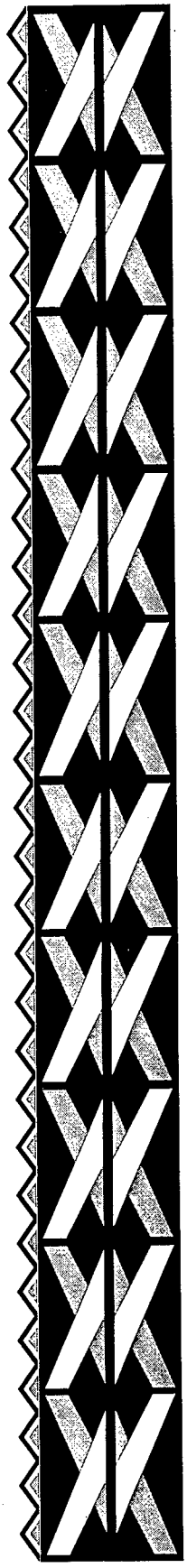
For transit providers, who are using subways, we are currently providing distance learning for children at four of the city's schools. We are moving toward providing access to the World Wide Web for our children. We are busy preparing them for the jobs of tomorrow, but I do not believe we are doing enough to prepare the transportation planners.

## *What Jobs Are Projected for Tomorrow?*

I have not only discussed the importance of preparing children to take over the helm, I also have discussed transportation information systems. There are some implications for our agenda. Public education is a focal point for targeting efforts at ensuring equal access to technology that in turn empowers people who give others opportunities. If we look at technology and understand the information age, we must understand that in terms of transportation, our focus is more than moving people through such modes as the plane or the subway. We must understand the significance of the information superhighway as a form of transportation. As we build subway systems, we should lay cable.

# Transportation Fellowship Programs

Ilene D. Payne, Ph.D.
*Dwight David Eisenhower Fellowship Program*
*National Highway Institute*



## *The Federal Highway Administration*

The Federal Highway Administration (FHWA), one of the major organizational units of the U. S. Department of Transportation (DOT), administers the Federal-aid Highway Program. In FY 1996, approximately $19 billion was authorized for Federal-aid highways and highway safety construction programs (P.L. 104-50 1995). These funds are used mainly to construct and improve Primary, Secondary, Urban, and Interstate highway systems. The principle revenue source for the Highway Trust Fund is the motor-fuel tax.

The FHWA works with state highway agencies, transportation associations, state motor vehicle administrations, state departments of public safety, and private consultants throughout the United States. The FHWA is involved in all phases of highway planning, design, construction, traffic operations, and safety.

The FHWA, which currently employs approximately 3,500 people has headquarters offices in Washington, D.C., nine regions, three Federal Lands Highway Divisions, and a division office in each of the 50 States.

## *The Turner-Fairbank Highway Research Center*

The Turner-Fairbank Highway Research Center (TFHRC) in McLean, Virginia (near Washington, D.C.) houses the FHWA's Offices of Research and Development, Washington Headquarters Office. TFHRC provides laboratory facilities for staff research. The thirty labs and outdoor test facilities comprise the FHWA's in-house research program. Finally, the Offices of Research and Development include the National Highway Institute (NHI) which serves as the education and training arm of FHWA and is responsible for the administration of the Grants for Research Fellowship (GRF) Program.

## *History of the Grants for Research Fellowships (GRF) Program*

In October 1983, the Grants for Research Fellowships program was announced to acquaint the academic community with the capabilities of the TFHRC facilities. The program focused on engineering students and was limited to the research programs at TFHRC since the shortage of students in transportation engineering was a critical issue for the engineering community (*ITE* Journal 1990).

The program, which included undergraduate and graduate students, was designed to accomplish the following objectives (FHWA 1990):

- ❐ Create a pool of talented students to assist in upgrading the professional practices associated with the highway program through exposure of the individual to research, development, and technology transfer activities.
- ❐ Merge academic study and practical application for students majoring in transportation and related disciplines.
- ❐ Extend and strengthened ties between the FHWA and the universities offering transportation-related academic programs with research potential.

❒ Encourage graduate students to pursue research and teaching careers in highway transportation.

### *Disciplines*

The GRF projects are announced each year in October based on research priorities at TFHRC in various disciplines. These disciplines include, but are not limited to, civil engineering (including structures), hydraulics, pavements, microcomputers, human factors, chemistry, and traffic. The fellowships are awarded each year to students to perform full-time research, development, and technology transfer projects (40 hours per week) ranging in duration from three months, during the summer, to 12 months.

A total of $4,045,122 was awarded in fellowships during the 10-year period.

Students are notified of selections in March and begin their projects between May and December depending on the duration of the project. Each student has a faculty advisor from the sponsoring university and an FHWA technical advisor who provides on-site technical guidance and direction. Occasional on-site reviews by faculty advisors to evaluate student achievement are funded by the fellowship as well as travel and any other fees necessary to complete the project.

Students receive academic credit from the sponsoring university for the study projects. Papers developed from the projects may serve as a thesis or dissertation with approval of the academic advisor.

### *Stipend*

Students receive a monthly stipend based on their educational level. The fellowships also include tuition and fees that directly relate to academic credits for completion of the study project as well as travel expenses to and from TFHRC. Funding is also provided for students to attend the annual Transportation Research Board (TRB) meeting in Washington, D.C., in January.

### *Application Procedures*

Applications are mailed to 550 colleges and universities each year. All students applying for awards are required to submit applications through their faculty advisors and are nominated for awards by their respective universities.

### *Summary of GRF Activities*

From 1983 to 1993, 408 applications were received from which 212 students were selected. Two hundred eighty-nine research projects were advertised. One hundred forty-seven universities were represented among the selected students. Of the selected students, 21 attended Historically Black Colleges and Universities (HBCUs). A total of $4,045,122 was awarded in fellowships during the 10-year period (FHWA 1994).

## *The Dwight David Eisenhower (DDE) Transportation Fellowship Program*

The GRF program was the predecessor to the Dwight David Eisenhower (DDE) Transportation Fellowship Program. The Intermodal Surface Transportation Efficiency Act (ISTEA) signed December 1991, established the DDE Transportation Fellowship Program. The DDE Program began operating in 1992. The diverse DOT-wide program is administered and managed by NHI. The DDE program includes the predecessor Grants for Research Fellowships (GRF) which since 1992 has been called the Eisenhower Grants for Research Fellowships. The program appropriations are $2 million annually and approximately 125 fellowships are awarded each year. The DDE Program, unlike the original GRF Program, is intermodal as well as interdisciplinary. The emphasis is on transportation-related research rather than disciplines limited only to engineering.

The objective of the DDE Program is to attract the Nation's brightest minds to the field of transportation, to enhance the careers of transportation professionals, and retain top talent in the transportation community of the United States. The DDE Transportation Fellowship Program also supports the five themes set forth by Secretary Federico

Peña, in support of President Clinton's agenda (FHWA 1994). The themes are:

- ❐ Strengthen transportation's role in supporting the economy.
- ❐ Promote the safety of our transportation systems.
- ❐ Strengthen the linkage between transportation policy and environmental policy.
- ❐ Advance United States transportation technology and expertise.
- ❐ Foster intermodalism.

Themes four and five enhance objectives of the DDE Program. The DDE program awards six fellowships:

- ❐ Graduate Fellowships enable students to pursue Master's Degrees or Doctorates in transportation-related fields at universities of their choice.
- ❐ Grants for Research Fellowships (GRF) acquaint students with transportation research, development, and technology transfer activities at the U. S. Department of Transportation facilities from 3 to 12 months.
- ❐ Historically Black Colleges and Universities (HBCU) Fellowships provide students with additional opportunities to enter careers in transportation and serve as a feeder program to other Eisenhower fellowships.
- ❐ Hispanic Serving Institutions (HSI) Fellowships provide students with additional opportunities to enter careers in transportation and to serve as a feeder program to other Eisenhower fellowships.
- ❐ Faculty Fellowships provide faculty in transportation fields with opportunities to enhance and update their transportation knowledge through attendance at conferences, seminars, and workshops.
- ❐ Tribal Colleges Initiatives is a pilot program that identifies transportation initiatives at tribal colleges.

## *Summary*

Approximately one hundred twenty-five recipients receive awards annually than $6 million in fellowships in the last three years. The U.S. DOT has created new partnerships with academia. Undergraduate and graduate students in transportation-related disciplines continue in careers with the U. S. Department of Transportation, state, and local governments, transportation agencies and academia. Former recipients also become mentors and encourage bright, innovative students to apply for DDE Transportation Fellowships as the Department continues to prepare for the 21st century.

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## WMATA Historical Highlights

**1952** July 10: Congress passes the National Capital Planning Act mandating preparation of plans for movement of people and goods in the region.

**1960** July 14: President Eisenhower signs the National Capital Transportation Act creating National Capital Transportation Agency (NCTA) to develop a rapid rail system.

**1962** November 3: NCTA submits the Transit Development Program to President Kennedy proposing an 83-mile, 65-station rapid rail system.

**1965** September 8: President Johnson signs legislation he had requested authorizing basic 25-mile, $431 million rapid transit system capable of future expansion.

**1966** November 6: President Johnson signs the bill creating the Washington Metropolitan Area Transit Authority. Governors of Maryland and Virginia sign November 17 and commissioners of District of Columbia sign November 22.

**1967** February 20: WMATA is officially born, coexisting with NCTA for seven months. NCTA expires September 30.

**1968** March 1: WMATA Board unanimously approves 97.2-mile Adopted Regional System (ARS). System includes 38.4 miles in District of Columbia, 29.7 in Maryland and 29.1 in Virginia.

**1969** February 7: WMATA adopts revised Rapid Rail Plan and Program including relocation of three stations. System size grows to nearly 98 miles. By September 29, 1969, all jurisdictions have approved.

**1973** November 26: President Ford signs amendment to 1974 Urban Mass Transportation Act providing first operating subsidies for transit from Highway Trust Fund.

**1976** March 27: Metrorail opening day includes free rides for more than 51,000 persons more than 4.2 miles of line (4.6 miles including tail track) of Phase 1 Metro. Five stations open on Red Line from Rhode Island Ave. to Farragut North. Gallery Pl-Chinatown is kept closed by court order because of the lack of elevator access for persons with disabilities.

July 1: Blue Line opens from National Airport to Stadium-Armory including 18 stations and 12 miles of line. Fare collection method switches from exact change fareboxes to Automatic Fare Collection System (AFCS).

**1978** February 6: On a snowy day, Red Line begins service to Silver Spring, adding four stations and 5.7 miles of line.

**1983** April 30: Yellow Line begins operating from Gallery Pl-Chinatown to National Airport, crossing the Potomac on Metro's Charles R. Fenwick Bridge. The segment includes one new station, Archives-Navy Memorial, and opens a second platform level at both Gallery Pl-Chinatown and L'Enfant Plaza transfer stations.

**1991** May 11: First Green Line stations open -- U Street-Cardozo, Shaw-Howard University and Mt Vernon Sq-UDC -- in a 1.66 mile segment north of Gallery Pl-Chinatown.

December 19: WMATA Board approves Interim Capital Contributions Agreement that sets schedule and funding for Fast Track program for finishing 103-mile Metrorail system by 2001. Fast Track allows Metro to build remaining 13.5 miles better, faster and within $2.07 billion approved by Congress and local governments.

December 28: Metrorail opens Waterfront, Navy Yard and Anacostia stations, a 2.88-mile segment of Green Line.

**1993** December 11: Metrorail begins service to Greenbelt. The 7.96-mile Green Line segment includes West Hyattsville, Prince George's Plaza, College Park-University of Maryland and Greenbelt stations. It connects with Red Line at Fort Totten.

# If You Build It, Will They Come? : Extending Rail Service to Lower Income Communities

Emmett J. Crockett, Jr.
*Washington Metropolitan Area Transit Authority (WMATA)*

*This presentation recapped one of WMATA's experiences in extending rail service to various communities. Some questions grappled with by Metro included, What sort of services and choices do we design? What is the reaction to those choices? What service will we ultimately implement? What kind of response do we get to the service we implement? What can we learn from the choices made with respect to the service we ultimately implement? Several lessons were learned regarding choices passengers make between bus and rail services.*

## *WMATA Background and Description*

Metro was created 1967 by an act of Congress. (The system originally was conceived as a plan to build metro rail.) It was to be operated by the private sector. It was never expected that WMATA would run buses. The bus option developed by default. Like many other systems around the country, local operators entered a spiral of fare increases and diminishing service. Eventually, WMATA took over the equipment and inherited the staff. Metrobus eventually became known as "America's transit system" with its red, white, and blue color scheme. Fares were equalized and universal transfer, reciprocal arrangements were developed throughout the region. These arrangements continue to this day.

## *History of Metro*

The Authority began building its rail system in 1969, acquired the four-area bus systems in 1973, and began operating the first phase of Metrorail in 1976. Metro celebrated its 20th birthday as an operating bus-rail system on March 29, 1996. Metrorail, with 74 stations and 89 miles of line, offers service 5:30 a.m. to midnight weekdays and 8:00 a.m. to midnight weekends with a fleet of 764 rail cars. Metrobus serves the nation's capital around the clock, seven days a week with a fleet of 1,322 buses. More than four decades of planning and building went into creating the transit system that now serves the metropolitan Washington region.

## METRO SERVICE DESCRIPTION

The following information puts the bus and rail services into perspective and relates to the issues and challenges we encountered in extending rail service to a low-income community.

Area served: 1,500 square miles
Population: 3.2 million

WMATA Fiscal Year 1996

- Operating Budget: $646.5 million
- Budgeted Staff: 8,410

The following jurisdictions comprise the transit zone:

- District of Columbia
- Maryland: Montgomery and Prince George's Counties
- Virginia: Arlington and Fairfax Counties and the Cities of Alexandria, Fairfax and Falls Church.

The recovery ratio for Metrobus is 35 percent, well above the national average.

| Washington Metropolitan Area Transit Authority<br>Metrobus | |
|---|---|
| Annual Passengers | 116 million |
| Annual Passenger Revenues | $95 million |
| Annual Trips | 4 million |
| Annual Miles | 42 million |
| Bus Routes | 420 |
| Bus Garages | 10 |
| Bus Fleet | 1366 |
| Peak Buses Scheduled | 1179 |

| Washington Metropolitan Area Transit Authority<br>Metrorail | |
|---|---|
| Annual Passengers | 155 million |
| Annual Passenger Revenues | $235 million |
| Annual Car Miles | 44 million |
| Rail System Miles | 89 |
| Rail Stations | 74 |
| Rail Lines | 5 |
| Trains/Cars Scheduled | 112/574 |
| Rail Fleet | 764 |

As early as 1909, there was talk of a subway system for the nation's capital. Between 1909 and roughly 1960, several plans surfaced to offer a schematic of how a rail system in the nation's capital would look. Congress became involved in the 1960s. A Commission established under Eisenhower provided the President with a plan for building, organizing, and funding a subway system. The Commission completed its work and forwarded a report to President Kennedy. President Kennedy submitted the report to Congress and the framework was set into motion for building the rail system in the nation's capital. The plan was for a 103-mile system. The basic plan was approved by Congress.

The rail system has a recovery ratio of 75 percent. There are five lines, the Red, Blue, Orange, Green, and Yellow. During peakhours, 112 trains operate four to six cars. During off-peak, two-car trains are used. The system is designed to run eight-car trains, but as yet, has not. The design includes headways as close as every 90 seconds. The best headways on any one line are six minutes. Where lines run together, headways of a combined three minutes can be met. The fleet operates 764 rail cars, and 574 are used during peak.

## *Service Planning/Public Hearing Process*

In Figure 1, solid lines represent completed segments and dotted lines represent the remaining segments of Metro's Green line. The system, as originally designed, was to be constructed for $2.5 billion and completed in 1981 after breaking ground in 1969. Obviously, we did not complete it in 1981. The actual cost of construction will be about $10 billion. The anticipated completion date for the Green Line, the last segment, is the year 2001.

The Metro system is widely accepted, widely used throughout the metropolitan area. It has a rather diverse ridership and serves many key sites that both residents and tourists want to visit in the metropolitan area.

## *Extending Service to Lower Income Communities*

East of the Anacostia River is the Anacostia community where some of the poorest neighbors in the metropolitan area are found. A very strong case could be made that this area should have been among the first to receive rail service, but because of sev-

eral complications over the years, it has been among the last. There were alignment problems. Deciding exactly where to tunnel under the Anacostia River was another set of problems; some wanted it more upriver, others more downriver. There were lawsuits. Over time, other areas of the system resolved their problems and moved forward. Finally in 1991, WMATA had the opportunity to extend service to the eastside of the river.

The big issue became what do we do when extending service to the eastside of the river? As noted, this community is among the poorest in the region. As can be imagined, this extensive network of bus routes in the area was among the best utilized in the region. Metro has a philosophy that competing bus and rail services are not operated. To the extent possible, bus routes are turned back, truncated to encourage people to use the rail system. That was not an easy task in the Anacostia area. People were comfortable with the bus service. Bus fares then were $1.00. Buses could be boarded east of the river, travel across the Frederick Douglass Bridge, the Woodrow Wilson Bridge, and the John Philip Sousa Bridge into downtown Washington. Given a choice, people would prefer to retain that one bus trip into downtown Washington.

Staff initially designed a plan that was a mixture. Most routes turned back at the new Anacostia Station, but there would continue to be through service into downtown Washington. The Authority then underwent a leadership change, a new general manager, who took to heart the non-compete philosophy and felt that we should offer a plan to the community that turned back all the bus service at the station, taking away through service into downtown Washington.

## *Public Hearing Presentation and reaction*

We were a little nervous about going to the community with that plan, but as Oliver North said, "We saluted smartly and we charged up the hill"...into a massacre, as can be imagined. The community came out over a period of three nights. The hearings went well after midnight. They told us in no uncertain terms that they preferred to have through service continue into downtown Washington.

We were not surprised. That was our only consolation. I think I still have scars from those public hearings. The community let us know that all those bus routes were not to turn back. Complicating the fact of the turnbacks was the way our fare structure works. If you board a bus and ride to a station, there is no way to transfer between bus and rail and receive a discount. You can the other way. If you ride rail first, you can receive a rail transfer and get a discount on the bus. Going from bus to rail, you pay a double fare. Those people who had been riding for $1.00 from Anacostia to downtown would be forced to ride into the station, get off the bus, and pay another $1.00 to take the train. Immediately their transportation costs were doubled. There was no way to disguise that, it was just a fact of the outcome.

## *Service Implemented and Response*

Ultimately, the plan that evolved was one that looked remarkably like the initial plan that staff presented to the senior officials of the organization, including the continuation of some through-service. We created several feeder routes into the station. Some routes did come into the station and turn back, but those were created as feeder routes with a discount fare. The fare was reduced to $0.35 on feeder routes. The plan then showed passengers riding a bus into the station for $0.35, then boarding the train for $1.00. The fare was then $1.35 instead of $2.00. For the return trip, the fare was $1.00 for rail, with a $0.60 discount rail transfer. That plan was far more palatable to the community than the complete turnback plan. At present, the bus routes are operating to the Anacostia Station. Most end there, but some still come into the station and proceed to downtown Washington.

## *What Have We Learned?*

One thing we found with turnbacks in other communities around the region is that people who we call "low income" have the same needs and responses as others. They

One thing we found with turnbacks in other communities around the region is that people who we call "low income" have the same needs and responses as others.

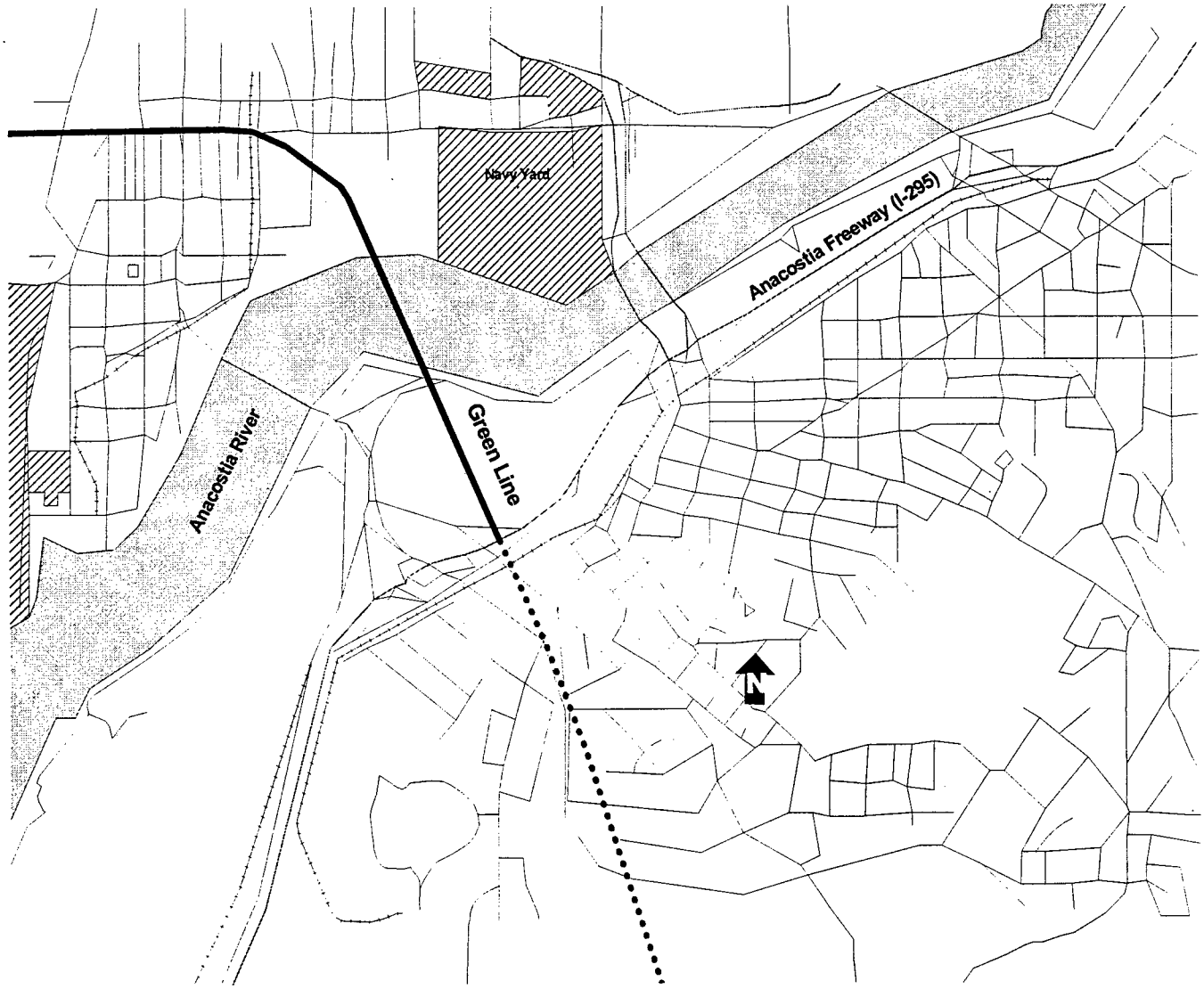


Figure 1 Washington, D. C., the Anacostia Community, and the Green Line

also beat us quite extensively. We heard them loud and clear. Some people, senior citizens particularly, walked up to me during the public hearings and said, "Young man what's your name?"

"Emmet Crockett."

"Son (chuckle), I only intend to go underground once."

They were very serious and they were well aware that we had to tunnel under the Anacostia River to get to the west bank of D. C. We know that there are some senior citizens who will never ride rail, no matter what happens. Just as there are other riders who will never use the bus. But some seniors were very adamant about not wanting to go underground more than once.

What is interesting is that we have cut back on some through-bus service because people have decided that they prefer the faster rail ride into downtown than to continue the longer bus ride. That is not unlike what has happened in other communities in our region. We found that in middle and upper income areas where we have extended rail. We still provided through-bus service,

but we found over time passengers diverted from bus to rail because of the faster ride. The economics were not as good, but people chose the faster ride. The same thing happened in this community.

This may be the punch line. People in lower income communities make the same kinds of choices and have the same desires as people in other communities within the metropolitan area. Again, we have cut back on through-bus service because people have diverted to rail -- even some senior citizens, interestingly enough.

That is what we have learned. These lessons will serve us well as we look beyond the 103-mile system to other communities. Finally, when we opened the system, we did attract new riders. We found that there has been more of a diversion of bus riders going to rail because of the faster service. We have reduced the bus service for the number of through trips because the load factors have been declining as more people divert to rail. The key reason that people divert is because bus fares are increasing. The $0.35 fares that were instituted on feeder routes in 1991 are now $0.60. By July 1996, they could rise to $0.75. Another fare increase is being considered. As those fares move closer to the base fares of rail, even more people are expected to opt for the faster rail trip.

The parking lot that we built at the Anacostia Stations also was the source of a lot of criticism during the public hearings. People were concerned about safety and empty spaces. Well, if you do not arrive at the lot by 7:15 a.m., you cannot get a spot. It is at capacity. So a lot of the doom and gloom preached about what was going to happen, including what would happen at the parking lot, has not come to pass. We are now looking at how we expand the parking capacity at that facility. Finally, the experiences and the expectations in the lower income communities were remarkably similar to the expectations, outcomes, and choices that people made in other communities throughout the region.

The Franconia-Springfield Station will open in June 1997 and we are now developing the bus service plan to complement the extension of this rail line. The community is upper-middle class. The bus service currently operating is express service to the Pentagon where passengers transfer to rail. It is a very fast ride. With the new station, passengers face the prospect of coming from the west and traveling south. I have a strong suspicion that given the choice, passengers will want to retain the bus service directly into the Pentagon, the same as passengers in Anacostia wanted to retain direct bus service into downtown. Two vastly different communities, but as to preferences, remarkably similar. That is the challenge that we face now designing bus service for the community to complement this extension. I suspect that the service may very well be a mix similar to what we implemented in Anacostia with some service continuing through to the Pentagon. Some service will turn back at the new station which will be the terminal at the completion of the Blue Line.

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# Intermodalism: Developing an Equitable Modal Split Through Strategic Planning and Coalition Building Across Communities: Tri-Met's Rivergate Shuttle Case Study

Francis W. Wambalaba
*Tri-County Metropolitan Transportation District of Oregon*

*The plight of inner city communities that face job losses to the sub urbs should signal the need for a new approach to community development. Residents should have the opportunity to "vote with their feet" without having to dismantle the existence of their community. For most minorities and low income groups, transit plays a major role in their mobility and may require creative thinking through coalition building as this case study of the Rivergate shuttle project in Portland, Oregon shows. The North and Northeast section of Portland in Oregon, has the highest concentration of African -American population in the Portland Metro area. It also is one of the most diverse ethnically and one of the low income areas in the city. The area also lost several jobs in recent years. The City of Portland has therefore created an enterprise zone around this area and offered tax benefits to companies that move into the impact area with the goal of hiring most employees from the enterprise zone. One of these impact areas is the Rivergate Industrial District. Because most previous employment was high wage union jobs, transit was not widely used. With the coming of these new low wage jobs, limited public transit was envisioned as a threat to this strategy. Therefore, some coalition among stakeholders, including Tri-Met, the local transit agency was evidently critical*[1].

## *Introduction*

In an editorial, Hank Dittmar, Executive Director of the Surface Transportation Policy Project (STPP), asked: "Isn't it time we talked about equity?" This June/July 1994 Issue of STPP *Progress* focused on the role of transportation in creating equitable communities. Beginning with reference to Ms. Rose Parks's refusal to sit at the back of the bus, Dittmar expresses his concerns as follows[2]:

> In the decades since Ms. Parks took her rightful seat, we have achieved nominal integration of our society, yet our economic policies have divided us in profound ways. People with money have fled the cities to settle in mostly white suburban enclaves. From a society with transportation options for everyone, we have become a society in which the ability to afford a car determines most of our opportunities.

Dittmar further pointed out that futurist and author Peter Schwartz recently cited the Federal Home Administration Mortgage Program and the Federal Highway Administration Interstate Act as the two most defining forces for social changes after World War II. In this respect, these forces appear to influence land use, accessibility, and growth issues. As the forces of growth are unleashed, many large employers have moved into suburbs creating urban sprawl and decreasing transit use. On the issue of corporate moves to suburbs, James Jarzab, Division Manager of Strategic Planning, Pace Suburban Bus Division of Regional Transit Authority (RTA), Arlington Heights, used the example of Sears Roebuck. Before Sears moved its headquarters from downtown Chicago to Hoffman Estates, "a cornfield" not served by public transit, 90 percent of the company's employees commuted via transit. After the move, 37

percent used transit to get to the new suburban headquarters[3].

Sprawl has contributed to urban blight with pockets of poverty in the inner cities where most minorities reside. Often, such pockets of poverty are never noticed in official unemployment statistics of the city. In a panel presentation at an American Public Transit Association (APTA) workshop, Toya Nelson, Director, Bureau of Transit and Local Transportation Aid, Wisconsin DOT, addressed the issue of how to provide transit service to meet transportation needs of low income job seekers, especially those receiving AFDC and general assistance[4]. Evident in that presentation were examples of spatial mismatches:

Sprawl has contributed to urban blight with pockets of poverty in the inner cities where most minorities reside. Often, such pockets of poverty are never noticed in official unemployment statistics of the city.

- ❐ Unemployment rates in the inner-city were quadruple the officially-published, widely-quoted monthly unemployment figures. In Milwaukee's "healthy" economic environment, the then unemployment rate was 4.3 percent. However, Milwaukee's inner-city unemployment rate hovers around 20 to 25 percent.
- ❐ A University of Wisconsin at Milwaukee study stated that 79 percent of Milwaukee's poor African-American men, ages 20 to 24, were either unemployed (41 percent) or underemployed (38 percent).
- ❐ Auto ownership rates in Milwaukee's inner-city households were about one-half of the auto ownership rates in the rest of Milwaukee County. Reliable automobile transportation was simply not available to a large percent of low income, central city residents.
- ❐ Racial discrimination limited housing choices for African Americans in Milwaukee's center city.
- ❐ Job growth in suburban Milwaukee locations has far exceeded the modest growth rate in Milwaukee County[5].

The issue is how to bridge this gap as efficiently as possible without disrupting the affected communities. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) ushered in a new era of decentralized decisionmaking, and state and local flexibility in funding, project selection, and design. By involving the affected communities and other stakeholders, ownership and accountability can be ensured. The Rivergate Shuttle attempted to do just that.

## *The Rivergate Shuttle Project*

The project began as a partnership with the primary purpose of providing transit service between the Rivergate Industrial area and the North-Northeast Portland Enterprise Zone. Before the project began, however, an egg and chicken puzzle had to be resolved. Tri-Met had ceased its service in the Rivergate area on the basis that there was very low ridership. However, as new low-wage paying jobs began to appear, Rivergate employers in turn argued that employment would be difficult unless there was ample service. This created a real fiscal and practical public service dilemma. Given the required fixed capital for increases in service, the union contract that limited flexibility in switching to other service providers, and users who may not be willing to give up an existing service, eliminating a low ridership service would be tougher once reinstated. The communities were locked in the old joke of the farmer's response to a lost traveler; "I know where you want to go, but you can't get there from here."

Various partnerships forged by community leaders, the employers, and Tri-Met eventually evolved to provide accessibility in the Portland Metro area, specifically, linking the inner Northeast Enterprise Zone with the Rivergate Industrial Area. The approach taken on the community was a partnership between employers, the City of Portland, local public agencies, and leaders in the community. It also was in the interest of the transit agency, community leaders, and the business communities to find solutions to the challenges of mismatches in labor resources and location of job opportunities. For the business community, residents were labor resources; for community leaders, they were potential community trustees; and for the transit agency, the low income groups were captive markets. Transit could provide a vital link between inner city communities and their potential suburban employers.

## *Project Objectives*

The purpose of the Rivergate Transit Service Demonstration Program was to increase accessibility to entry level jobs in Rivergate by providing direct transit service between the inner-Northeast Portland Enterprise Zone and the Rivergate industrial area. The service was initiated in response to requests from Portland Development Commission and the Port of Portland to replace the existing demand-responsive service provided to the Mutterperl Company in Rivergate that was less efficient and limited in scope. The service was fully subsidized by Tri-Met, passengers rode free, and served only Mutterperl Company. The service carried 2.6 boarding rides per vehicle hour, six to seven boarding rides per day and five vehicle hours of service each weekday. The new service required regular Tri-Met fares and served any destination in Rivergate. It provided one morning trip and two afternoon trips. The ridership was targeted at 28 boarding rides per day with four vehicle hours of service each weekday or 7.0 BR/VH. The new service would not affect the existing morning trip made by Line 75: 39th-Lombard to Rivergate.

The proposed year-long demonstration program was to support Tri-Met's then Strategic Plan Draft Mission and Goals, particularly the service diversity goal. The proposal offered Tri-Met an opportunity to test and evaluate ridership and cost-effectiveness of providing direct, demand-based service to a large, low-density industrial employment district in the urban area. It also helped establish and strengthen Tri-Met's partnership with the Portland Development Commission, the Port of Portland, Rivergate Employers, and the north and northeast Portland communities. Participant partnerships included:

- ❐ The City of Portland: Two representatives from the city's planning bureau that is also involved in the Albina Community plan of the North-Northeast Portland area[6].
- ❐ The Northeast Workforce Center represented by its director and part of the Northeast Coalition of Neighborhoods with the responsibility of working with employers by helping in the recruiting, training and placement of people from this area.
- ❐ The Port of Portland that leases land in the Rivergate area was represented by planners and real estate agents.
- ❐ The Portland Development Commission, the City of Portland's office responsible for revitalization and development of various projects within the city, one representative.
- ❐ Tri-Met with representatives from the Planning and Marketing departments.
- ❐ Rivergate Employers: All 50+ employers in the area were regularly involved in some planning sessions including visits with each to recruit and establish the Employee Transportation Coordinators program.

## *Background*

Before 1986, Tri-Met's Line 75: 39th-Lombard, served the Rivergate industrial area on a fixed and frequent schedule, at times operating every 15 minutes throughout peak hours and providing trips to serve the swing shifts. However, effectiveness was poor (3.5 BR/VH). In September 1986, service to Rivergate area was canceled due to a shortage in operating funds. On request from Purdy Brush Company, a Line 75 extension providing one morning trip and one afternoon trip to Rivergate were added in 1987 without a significant increase in operating costs. The trips predominantly served shift times and carried 16 rides per day. However, increasing traditional, fixed-route transit service to Rivergate was not feasible due to financial limitations, low patronage potential, and other service deficiencies.

As there were public programs in place to encourage the employment of low income persons residing in North-Northeast Portland Enterprise Zone, many of whom were transit-dependent, one employment center targeted was the Rivergate Industrial District. Primarily, the Portland Development Commission requested that Tri-Met increase service to Rivergate. Given the low patronage potential and lack of operating funds and the agency's goal of increas-

The proposal offered Tri-Met an opportunity to test and evaluate ridership and cost-effectiveness of providing direct, demand-based service to a large, low-density industrial employment district in the urban area.

| Rivergate Shuttle Fact Sheet | |
|---|---|
| Sponsors | Tri-Met, Port of Portland, Portland Development Commission, City of Portland and Northeast Workforce Center. |
| Purpose | Provide Direct Service Between Enterprise Zone and Rivergate Industrial Area. |
| Areas Served | A Growing Rivergate Industrial Park With Entry Level Jobs. A High Density Low Income Transit Dependent North/Northeast Enterprise Zone |
| Service | Shuttle Service From Fixed Points. One Morning Trip and Two Afternoon Trips. Guaranteed Ride Home (GRH) Back-Up Taxi Cab Service for Overtime and Emergencies. |
| Cost | Regular Tri-Met Fares. |
| Vehicle | 17-Passenger Mini-Bus With Possible Larger Bus Depending on Capacity. |
| Duration | Minimum of One Year With Evaluations at 2nd, 6th & 12th Months. |
| Target Rides | Total 28 BR Per Day for All Three Trips |

ing mobility, staff focused on starting alternative service to the Rivergate area.

In 1990, a working group, including representatives from the Port of Portland, Portland Development Commission, and Tri-Met, was formed to evaluate service options. A vanpool from inner Northeast Portland to the Mutterperl Company in Rivergate was recommended. A dial-a-ride service was to be provided preparatorily to vanpool service. The goal was that one or more shuttle riders would be approved and trained to drive a van, when the dial-a-ride service would be converted into a vanpool operation. This operation was to function as a model to be implemented at other Rivergate area employers when the Mutterperl operation was refined. However, the service did not operate as planned. After establishing the demand-responsive interim service, it was discovered that all potential vanpool drivers had poor driving records, making them ineligible to become vanpool drivers. The "interim" demand-responsive service remained in place at a cost of $20.70 per ride.

The project similarly was plagued by other problems:

❐ Initially, it was thought that overtime required of the employees was predictable and would be regularly scheduled by the 25th of each month allowing for taxi service. The option of an 8:00 a.m. shuttle was discussed. However, overtime requirements for the employees proved neither predictable nor regular. The Mutterperl Company complained of backup taxi rides for unscheduled overtime as unreliable and that the nighttime shuttle pickup committed was never realized.

❐ A daily fare of $1.00 per rider was agreed upon to subsidize the vanpool operation. Employees, however, were not paying a fare for the service, nor was Mutterperl subsidizing it.

❐ The initial arrangement of door-to-door service was intended as a temporary service leading to vanpools. When it became apparent that traditional vanpool service could not be established, several pick-up points in the Enterprise Zone were selected for shuttle service. Door-to-door service, however, continued.

In view of these problems, it was agreed in October 1991 that the arrangement was not working and that there was a need to study alternatives to the service. To increase the potential patronage base and fulfill the intention of multi-employer service, the service was to be redesigned and offered to other Rivergate employers and future businesses locating in the Rivergate area.

## *The Redesigned Shuttle Service*

The shuttle began operation early in 1992, continuing operation until it was converted first into Line 200, and finally into a regular route by an extension of an existing line, Line 6. Several issues were at stake. The most overriding was employment. Where as ridership and operating costs were included in the performance criteria, other factors were also given very high priority. These included employer participation, employment retention of riders, number of new employers attracted to the industrial area and others. Participating organizations in the coalition, i.e., employers, public agencies, community organizations and others had to change the way they perceived their "normal" performance indicators.

Each partner found a stake in the coalition. The City of Portland viewed this as a means to enhance its inner city revitalization programs, i.e., the Enterprise Zone, the Albina Community Plan, and Portland Development Commission's JobNet programs. The Northeast Workforce Center, a program operated by the NE Coalition of Neighborhoods, made some progress in its recruitment efforts. The Port of Portland benefitted from the improved attractiveness of its Rivergate Industrial Area real estate. Tri-Met was anticipated increasing ridership, enhancing its service diversity, and improving mobility. The Rivergate Employers improved their chances to reach workers with reliable means of transportation.

### SERVICE DESIGN

The route was designed to connect with other fixed routes to allow for a seamless same fare transfer with shuttles, buses, and those who would eventually transfer to or from the light rail. Community organizations were responsible for selecting the stops that would accommodate multipurpose trips such as daycare or other activities. Four stops were selected in the Enterprise Zone. Once in the Rivergate District, the shuttle would drop each employee at the door or gate of their workplace. Hours of service were determined from a survey of employer workshifts. In fact, some employers changed their workshifts to accommodate the service.

### THE MARKETING PROGRAM

The promotional program recognized three groups of audiences, i.e., employers, employees and the public.

#### *EMPLOYERS*

This included designating implemented offering Tri-Met paid taxi service for employee emergencies or overtime up to $50.00 every six months. A similar program, Emergency Ride Home (ERH), that Tri-Met negotiated with a taxi company offered a 10 percent discount to participating employers for emergencies or overtime. Transit fairs were held for interested employers to explain the service to employees and answer any transit-related questions.

#### *EMPLOYEES*

An employee information packet was developed including shuttle service information, information about the GRH and ERH programs, and a map of the service area and connecting transfer lines. As an incentive, some "All Day" tickets were included in the packet with the marketing representative's phone and Tri-Met information numbers to call.

#### *PUBLIC*

This objective included creating visibility and increasing awareness of the new service within the enterprise zone and the Rivergate Industrial area. The shuttle was

Hours of service were determined from a survey of employer workshifts. In fact, some employers changed their workshifts to accommodate the service.

| Rivergate Shuttle Service Design | |
|---|---|
| Routes | Four Stops in Enterprise Zone Selected by PDC and NWC Targeting Service and Transfer Centers. |
| Trips | Along Main Street in Rivergate Industrial Area Covering all Employers. Surveyed Working Shifts of Rivergate Employers. One Morning Trip for the 7:00 a.m. Shift. Two Evening Trips Following the 3:00 p.m. and 4:00 p.m. Shifts. |
| Other Service | Potential Service Expansion Depending on Ridership. Line 75 Serving 7:30 a.m. Shift at Mutterperl Area (most established companies). Connection With Other Tri-Met Transfer Points at all Four Locations in Enterprise Zone. Availability of GRH and Emergency Ride Home (ERH) Programs |
| Evaluation | Criteria to Include Ridership, Job, Creation and Employment Retention. Review at 2nd, 6th and 12th Months.<br>Obtain Rider Feedback. |

marked with a Rivergate sign and well-marked bus stops. Organizations such as the Urban League, daycare centers, employment agencies serving Rivergate and the Enterprise Zones, and other community organizations were provided with information to inform their clients.

## *Project Implications*

The Rivergate Shuttle project underscores key policy issues in community development. It also serves as a benchmark for other potential opportunities. Besides its local impact on mobility and similar local projects attempted, it amplifies significant shifts in paradigms about community development. There are five areas of interest: subsequent service, coalition building, reverse commutes, issues of accessibility, and changes in perspectives.

### SUBSEQUENT SERVICE

Since the Rivergate shuttle was started, this approach has been applied in several other areas where employers in growing industrial parks worked with Tri-Met and other public agencies to provide transit. Two examples include the Airport Way shuttle that originates from the Gateway Transit Station and Swan Island service that originates from the Rose Quarter Transit Center. Gateway Transit Center is a major focal intermodal point with a Park and Ride, a light rail and bus transfer, and bike facilities. Similarly, the Rose Quarter Transit Center serves light rail, buses, bikers and has high pedestrian access. The significance of these projects is coalition building with employers in industrial parks who view transit as a human resource issue rather than an individual employee's problem.

### COALITION BUILDING

As evidenced with the Rivergate shuttle and other projects, coalition building has become a vital link for communities deserted by employers. This plight has been a challenge to planners, community leaders, and transit providers. Sometimes, land use policies may help alleviate problems. However, in situations where this has already occurred, short term solutions to rebuild communities are critical. This may mean creating a link between these communities with the suburban employers using shuttle services and other intermediate alternatives. Eventually, long term solutions such as permanent routes and even land use decisions will be part of the solution. This may be a national pattern as transit providers around the country increasingly

respond to changing demographics and land use patterns. According to Jarzab, what were formally "hub and spoke" route patterns are beginning to look more like "pick-up sticks" in many metropolitan areas.

## REVERSE COMMUTE SERVICE

The shuttle is typical of reverse commute patterns observed in most growing cities. Where reverse commute services can be implemented over relatively short periods, on a human scale, they can mean the difference between the unemployment line and a permanent job with benefits. In some cases, innovative modes of work may be designed to complement each other and by that, controlling operating costs. For example, Community Transportation Association of America's (CTAA) JOBLINKS project looks at various elements including: vanpooling, customer education, alternative providers, human services agencies, housing authorities, and advocacy groups[7]. By coordinating with various stakeholders, some benefits and goals may be met. In fact, according to Amy Coggin, APTA's Executive Director of Policy and Intergovernmental Relations, when transit agencies were asked why reverse commute programs were begun, their responses included[8]:

- ❐ need to increase ridership;
- ❐ demand by employers for workers and the unemployed for jobs;
- ❐ trip reduction mandates under the Clean Air Act Amendments of 1990.

When asked what local issues affect a reverse commute route's success, survey respondents listed the following:

- ❐ employer involvement;
- ❐ local government and community support;
- ❐ jurisdictional/political restrictions;
- ❐ state of local economy;
- ❐ land use and density;
- ❐ free parking at worksites;
- ❐ availability of funding subsidies.

Survey respondents advised new reverse commute programs to:

Survey potential patrons to determine needs;

- ❐ Get (and keep) employers involved in all aspects of the program.
- ❐ Provide reliable service.
- ❐ Create networks of support throughout the community.

## ACCESSIBILITY

Accessibility of inner city residents to job opportunities plays a vital role in building equity across communities. Sometimes, it may imply providing innovative modes of transportation. Modal splits such as the Rivergate shuttle show the need for different ways of increasing mobility and accessibility. Similarly, this project echoes common concerns across the nation about the plight of inner city communities where most minorities and the poor reside.

It has been pointed out that barriers faced by workers, especially from low income areas, include childcare, interviewing skills, job training, other social service needs and transportation. However, according to David Raphael, former Executive Director, CTAA, studies of JOBS (Job Opportunities and Basic Services) programs in several states have concluded that lack of affordable transportation presents a barrier even more serious than lack of childcare to prospective clients[9]. In fact, according to Gordon Aoyagi, Chief, Division of Transit Services, Montgomery County, Maryland, most employment opportunities are simply beyond the reach of inner-city residents as evidenced by the following national statistics:

- ❐ From 1960 to 1990, the percent of metropolitan workers in suburban rings grew by 12 percent.
- ❐ From 1970 to 1990, the number of work trips from central cities to suburban rings increased by more than 25 percent. Conversely, during this period, the number of trips by transit declined by 33 percent.
- ❐ In 1970, transit carried 10.9 percent of all worktrips, but in 1980, worktrips carried by transit amounted to only 4.7 percent[10].

...according to David Raphael, CTAA, studies of JOBS programs in several states have concluded that lack of affordable transportation presents a barrier...to prospective clients. In fact, according to Gordon Aoyagi, Montgomery County, Maryland, most employment opportunities are beyond the reach of inner-city residents...

| Rivergate Shuttle Marketing Plan | |
|---|---|
| Purpose | To Advertise Availability of Service to Target Audience. To Attract and Increase Ridership to Sustain Continued Service and Its Expansion. Enlist Employer Support for Service and Their Employees. |
| Target | All Rivergate Area Employers and Employees. Employment Agencies Serving Rivergate Area Employers and the Enterprise Zone. Organizations and Agencies in the Enterprise Zone such as daycare centers, schools, the Urban League etc. |
| Activities | Get Mutterperl Behind the Plan. Contact and Meet all Rivergate Employers. Recruit and Train ETCs. Hold Transit Fares Providing Brochures, Trial Tickets and Other Related Information. Ride the Shuttle on Certain Days to Obtain Feedback From Riders and Operators. |
| Support | Guaranteed Ride Home and Emergency Ride Home Programs as Back-Up for Overtime & Emergencies. Develop Materials for Transportation Coordinators. |

## PERSPECTIVES

To address these issues, there has to be a paradigm shift in the way we think of and provide transit service. From a coalition perspective, the objectives of transit service may take on a new focus and, therefore, different yardsticks. For example, in contrast to other transit programs whose success is measured in total ridership, cost per passenger, cost per mile, farebox recovery ratio, or other effectiveness efficiency standards, performance measures for Milwaukee's JOB-RIDE results are measured in employment-related goals such as the number of placements, number of interview trips, number of one-way person trips or miles of service, etc.[11]. The Rivergate shuttle project similarly included measures of the number enterprise zone, the number of businesses attracted, and so forth.

The perspective of employers also has to change to recognize the implications of the coalitions. Historically, employers have considered transportation as an employee's responsibility rather than a human resources issue. Jarzab has noted that small employers often have more parental attitude toward their employees and are involved. Large employers also recognize the personnel element. However, mid-size employers (100-500 employees) typically have laissez-faire attitudes[12]. In his observations, John Plunkett, President, Suburban Job-Link in Chicago identified several areas where the public and private sectors could work more closely;

- ❐ Organizations such as JOBLINKS could serve as a neighborhood-based, in-the-trenches and on-the-street market development partners to public sector vanpooling programs like the one operated by PACE. The private sector partner could help form new vanpools and handle the employment support programming. The public sector could provide vehicles, insurance, maintenance, and fare collection.
- ❐ It might be possible to negotiate exceptions to service boundary lines to facilitate express bus lines between regional concentrations of high unemployment and concentrations of blue-color shortages.
- ❐ Overall farebox recovery ratios could improve through more extensive use of volunteer-driven vanpools linking neighborhoods of need with neighborhoods of opportunity.
- ❐ Transportation system managers may stop thinking of their respective role as operators of certain types of steel- or rubber-wheeled equipment, and begin seeing themselves as "managers of mobility," realizing this may entail forming atypical organization alliances.[13]

## *Implications and Conclusions*

This project underscores several dimensions of coalition building and provision of a multimodal service. First, as the shuttle became more successful, it was transformed into a special route using a standard coach. Eventually, it was combined with an existing line and extended to serve the Rivergate area. Ultimately, this meant the project was no longer an experiment but a permanent route. The chicken and egg puzzle was resolved.

Second, several lessons were learned and used in the planning of other projects. These include the Airport Way-Columbia Corridor shuttle service whose design included a coalition of similar interest groups. The shuttle serves a fast-growing industrial park and originates at the Gateway Transit Center served by the light rail, several bus routes, has a huge park-and-ride facility including bicycle accommodations. Another service for an industrial park is a line designed to serve the Swan Island area from the Rose Quarter Transit Center that connects to the light rail and several bus routes.

Finally, it appears that a project viewed and planned from a community perspective and objectives requires a paradigm shift in each participant's goals and "normal" performance measurements. It demands sacrifices from those with vested interests. Overall, however, it may provide long term benefits and act as a stimulus for new ventures.

Finally, it appears that a project viewed and planned from a community perspective and objectives requires a paradigm shift in each participant's goals and "normal" performance measurements.

### ENDNOTES

1. All information on Rivergate Shuttle project was obtained from Tri-Met's Marketing and Service Planning records and a discussion with Jennifer Gerlach, Tri-Met's Project Manager.

2. STPP *Progress*, Vol. IV, No. 5, June-July, 1994, pp 1.

3. "Access to Opportunity: Linking Inner City Workers to Suburban Jobs," APTA, May 1994, pp 42.

4. Ibid.

5. Ibid, pp. 34-35.

6. The Albina Community Plan was drafted with a strong community involvement in the North and Northeast Portland. The goal was to map out a plan to deal with economic revitalization and fight various social ills in the community.

7. FTA funds through CTAA a project, JOBLINKS, a $1.5 million operating in six states: Arkansas, California, Kentucky, Michigan, North Carolina and Oregon.

8. "Access to Opportunity: Linking Inner City Workers to Suburban Jobs," APTA, May 1994, p 11.

9. Ibid, p. 22.

10. Ibid p. 15.

11. According to their report, the number of placements has averaged 700 per year. Ibid, p. 37.

12. Ibid, p. 43.

13. Ibid.

# Environmental Justice: Identifying Adverse Health or Environmental Effects and Means of Relief

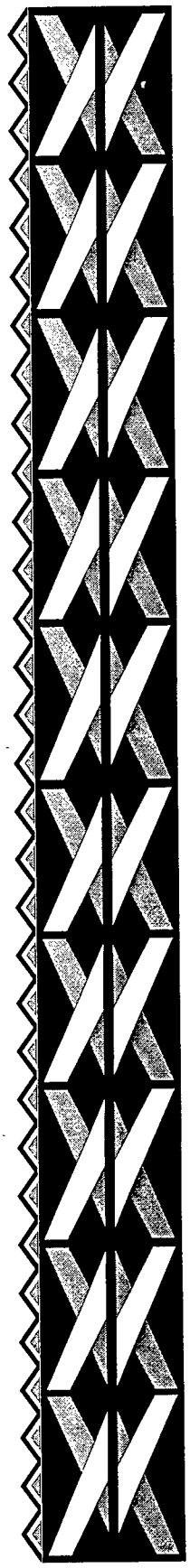
## *Session Report*

A lively discussion followed the presentations and papers. The participants developed the following as an action plan to follow after the symposium.

1. Identify topics and concerns for a form letter addressed to the U. S. Department of Transportation, Office of Civil Rights.
   a. Pose the letter from minority perspective focusing on the needs of minorities.
   b. Provide copies to relevant organizations, e.g., Congressional Black Caucus, National Urban Leagure, National Association for the Advancement of Colored People (NAACP), etc.
2. Analyze and define the impacts of Executive Order 12898 using definitions of the National Environmental Policy Act (NEPA).
   a. Focus on the application of the terms of the order and how the terms will affect minorities;
   b. Gain a full understanding of the Clean Air Act Amendments (CAAA), Intermodal Surface Transportation Efficiency Act (ISTEA), and the National Enviromnental Policy Act (NEPA), to establish a negotiation position;
   c. Define the application of Title VI of the Civil Rights Act, in terms of enforcement and mitigation, relative to minorities.
3. Focus on the democratic process for land use, private property interest, and power.
   a. Compare the relationship between land and private property ownership and economic power.
   b. Seek equity in the production *and* distribution of resources.

# Evaluation Exercise Results

Gere Timberlake Anderson
*TransEd, Incorporated*



## *Lessons Learned*

❐ Coalitions are key to building a good transit system. Coalitions are an essential part of the transit business and planning process. Some transit systems are *actually* seeking coalition input/partnerships.

❐ Participants are willing to extend themselves to devise and secure solutions to problems identified as having an impact in the future.

❐ Different aspects involved in transportation, i.e., the complicity of scheduling.

❐ The urgent need to examine environmental concerns within minority neighborhoods.

❐ Availability of opportunities for advancement in the transportation industry through such programs as the Eisenhower Fellowship.

❐ New ways to overcome existing problems.

❐ How much everyone involved in this field aspires for change involving the African-American community.

❐ What to do in life to get to the top.

❐ How to motivate people from the community to become involved in what is happening around them and how this will affect their futures.

❐ ADA Law of 1990 and solutions to paratransit problems.

❐ How to exercise the creative thought processes for identifying innovative funding options.

❐ [The] symposium brought together African Americans who claim to have received less than their fair share of transportation services, employment opportunities, contracts, etc.

❐ Transit must be involved in every aspect of the community. Industry professionals must assure community knowledge and involvement.

❐ Studies are being conducted to assess impacts of ITS on communities.

❐ An integral part of the symposium was the opportunity to network and participate in one-on-one interchange of information.

❐ Considerable concern that mass transit is not properly positioned to compete with the nation's other priority items.

❐ There is a wealth of untapped resources in transportation.

❐ Idea of using real estate tax and other similar taxes for funding transit activities other than the usual sales and gas taxes.

❒ Commitment of transit professionals in sharing what works in their communities.

❒ There are many factors involved in transportation service delivery from the federal to local levels. Each community must define its strategy to provide transportation sources.

❒ Zoning and land ownership has a profound effect on environmental equity.

❒ African Americans have come a long way, but still have far to go. Working together is important if the problems will ever be resolved.

❒ Easy access to information is important.

❒ Opportunity to meet and learn about and from the other minority professionals in transportation.

❒ Everyone can contribute to problem-solving.

❒ There is a difference in the African-American perception of transit. Examining the points of view of other minority groups is important, possibly in a separate forum.

❒ Linkage between transportation and issues involving way of life in America.

## *Applications*

❒ Resource for sharing/disbursing information that will be used effectively and efficiently to resolve actual issues.

❒ Plan to do more research to keep up with the growth and development of transportation systems.

❒ Talk with the area homeowners' association and include some information about the results of the symposium in the next Congressional newsletter.

❒ Attempt to increase minority student involvement in transportation careers.

❒ Reach out to the community to increase participation.

❒ Become aware of the decisionmaking process as it affects African Americans.

❒ Encourage team-building and participatory dialogue throughout the staff.

❒ Focus on the issues.

❒ Share information with other students and encourage them to pursue a career in transportation or at least inform them of the various aspects of the industry.

❒ Try to be more sensitive, understanding, and compassionate toward African Americans in carrying out job responsibilities.

❒ Attend community meetings and assist in coordinating the meetings to educate and inform the community of the issues.

❒ Incorporate the problems/challenges of ITS into organizing efforts. Communities of color need to be ahead of the curve on this before ITS potentially compromises the quality of living in those communities.

❒ Share information gained from several workshops, including ADA, coalition building, and environmental justice, with co-workers and other offices.

❒ Strong advocacy and the building of formidable pro-mass transit coalitions will ensure that mass transit assumes its

rightful place in the nation's collective view of what is important to society.

❐ Plan to publicize the idea of using alternate means of funding transit activities.

❐ A mechanism for gaining potential grantees.

❐ Involve as many people as possible in the policy formulation process for transportation planning and implementation.

❐ Build advocates and become more aggressive.

❐ Spread the word and put the ideas into practice.

❐ Distribute information as often and as clearly as possible.

❐ Topics for research can be developed from the discussions and workshops.

❐ Meet within neighborhoods, not only with 'leaders', but everyone with solid ideas.

❐ Gained motivation, ideas, courage, wisdom, knowledge to continue to pursue career dreams and aspirations.

❐ Look more carefully at who are the users of transit -- not necessarily the numbers, but whom they represent and how service can be more responsive.

❐ Approach assignments and program activities from a much broader perspective.

## *Recommendations*

❐ Structure workshops to discuss the interrelationship of various transportation systems and issues to minority/low income populations, e.g., highway/infrastructure to transit to air services to movement of goods to service, etc.

❐ Continue the session on research and technology.

❐ Involve more students from historically black colleges and universities (HBCUs).

❐ Include a session to discuss lessons learned and accomplishments since the previous symposium.

❐ Develop a planning solution to existing problems of environmental inequity.

❐ Address a broader spectrum of the transportation infrastructure (highways, streets, etc.).

❐ Invite non-minority participation to make them aware of the needs of African-Americans.

❐ Better utilization of the local transit system.

❐ Provide a complete listing of all participants for continued networking.

❐ Stronger participation from transit agencies and coalition groups.

❐ Study the relationship between property, power, and transportation policies, and its implications for progressive improvements.

❐ Focus on mass transit advocacy.

❐ Involve top DOT officials in new ideas.

❐ Begin planning now for the next symposium by securing speaker and potential backup speakers early.

❐ Continue to include a good mixture of government, universities, and local transportation providers as presenters.

❒ Provide a separate session for college students.

❒ Look for solutions to problems facing the minority community, do not just complain.

❒ If the goal of the symposium is to provide information and action, establish a round table discussion for a position paper from the symposium.

❒ A session on research conducted at HBCUs.

❒ Develop a list of research ideas and needs that affect the community.

❒ Use the mailing lists of the American Society for Public Administration (ASPA) to mail out information for the next symposium.

❒ Collaborate with the APA to develop future symposiums.

❒ Take information gained from this conference back to various communities and begin to make a difference.

❒ Establish an archive of video tapes from the symposium and sell copies (audio and video) to participants.

❒ Plan follow-up activities.

## *Next Symposium*

❒ Extend the conference to more than two days. Valuable information compacted into a brief period of time.

❒ Ensure all presenters make available hard copies of their presentations.

❒ Encourage more officials and student involvement.

❒ Do not conflict with other national/major transportation conferences.

❒ More minority student involvement.

❒ Set goals to solve the problems.

❒ Plan an activity that would economically benefit the local African-American community. For example, a trip to the African-American museum, lunch or dinner program at a Black-owned restaurant, hotel, etc.

❒ Examine the opportunities created by new technology.

❒ Continue to solicit input from all areas of transportation, including airlines, freight, rail, etc.

❒ Plan more concurrent sessions.

❒ Invite more community leaders and assistants from the local transit authority.

❒ Provide facts, figures, and other examples of *how* African-Americans have *not* received their fair share of transportation programs/systems, job opportunities, contracts, etc [emphasis in original]. At the 1996 symposium, it was a given that these problems exist. Appreciate (and need) a better understanding of the problem before agreeing that anything needs to be done about it.

❒ Allow for more audience participation and brainstorming. Allow sufficient time for discussion, not just panel presentations.

❒ Encourage more discussion of property versus land use, intersection between "community development" and transportation issues.

❒ Provide displays.

❒ Include information on ITS.

❐ Increase the number of participants of other minority groups, women, and the majority population.

❐ Encourage the student paper presentation and poster competition.

❐ Comprehensive marketing campaign about the symposium throughout the industry.

❐ Include a mobile workshop of the host city to allow participants the opportunity to observe the city's transportation system.

❐ Broader participation. Include grassroots users.

❐ Include union representatives.

❐ Session on how to organize a neighborhood meeting and identify the informal leaders.

❐ Change location of the symposium.

❐ Begin sessions at least thirty minutes later to increase attendance from the start.

❐ Provide more information on the elderly and transit.

❐ Include professionals from nonmotorized transportation, e.g., bicycle and pedestrian programs.

❐ Arrange a group outing, possibly a trip to Busch Gardens.

❐ Provide a session for students on the opportunities within the industry.

❐ Provide better information on public transit options, e.g., routes serving hotel and how to get around, transit map/schedule.

❐ More community representation.

❐ Present actions taken since previous symposium.

❐ Invite the media.

❐ Combine [lessons, findings, and experiences from] previous conferences in pursuing an action agenda.

# Evaluation Form Responses

## Respondents' Comments

*Attendees:* 138

*Number of Respondents:* 33

*Response Rate:* 24 percent

*What respondents hoped to gain:*

❐ Broader understanding of the transit area.

❐ Ability to relate information to minority issues.

❐ Understand unique issues of African-American community as related to mobility issues.

❐ Further education of transportation technology (ITS).

❐ More data about minority concerns in all aspects of transportation.

❐ Information on current topics impacting mobility needs of African Americans.

❐ Information leading to the development of better transportation systems.

❐ Alternatives for funding.

❐ Ideas for coalition building and coordination with community development funding issues and program implementation.

❐ Information on current and future transportation issues.

❐ Gain insight from the experiences of others in the transit industry.

❐ Enhance knowledge in the areas of public transit, funding, planning.

❐ Information on the future of public transit.

❐ Contacts.

❐ Provide insight and direction to find solutions to problematic transit situations.

❐ Ability to bring about positive change in personal and community involvement.

❐ Insight into public transit and specific information on coalition building.

❐ Concrete and substantial information to establish a 'real' action plan.

❐ Means to effect change within the African-American community.

❐ Gain an understanding of why/how mobility issues for African Americans are different from those of other people.

❐ Broader education on environmental justice and community involvement.

❐ Multitude of proposed solutions to remedy African-American mobility issues.

❐ Specific assignment or tasks to solving minority mobility issues.

❒ Personal observations about transit accessibility and mobility issues from across the country.

❒ Learn about opportunities and constraints.

❒ Meet people who are trying to create programs.

❒ Information that will help ensure transportation service delivery based on and responsive to need.

❒ Opportunity to shape ideas, solutions, and strategies and implement same on mobility challenges facing African-Americans.

❒ Information about research in the field of mobility and African-Americans.

❒ Business prospects.

❒ Greater insights into the transportation related needs of African-Americans and other minorities, including women and minority business enterprises (MBEs).

❒ Become more knowledgeable about the transit industry.

*Symposium achieved or exceeded your expectations:* 94 percent

*Comments:*

❒ Learned more about telecommunications programs (ITS) in transportation.

❒ Not only gained a broader understanding of transit, but met a number of individuals with a wealth of experience and knowledge who were willing to share information, common problems, and possible solutions.

❒ Great information . . . Lots of interesting discussions and energy.

❒ Received information that was helpful and uplifting.

❒ Opportunity to network with others.

❒ In every way, but number of participants.

❒ New alternatives for funding options were discussed, along with ideas for coalition building and working cooperatively with community development agencies.

❒ Being able to speak to the professionals in transportation gave me ideas as well as influenced me in ways that I could be productive in transportation

❒ The workshops on community development and coalition building gave me a lot of information and ideas for coalition building in this area.

❒ There was a positive force. It made me feel needed. "Beyond the Horizon" has shown me [that] I have no problems, only challenges.

❒ p Met interesting people and learned a lot.

❒ Meeting presenters and guest speakers all tied effectively to use in the work environment.

❒ Expectations were exceeded through all contacts and the array of guest speakers.

❒ Made contact with a professor who has begun a community institute, an idea I was interested in.

❒ Able to gain many resources, insight, and information.

❒ Able to network.

❒ My expectations were somewhat achieved. Looking for more concrete,

substantive information which set out a "real" action plan. Speakers needed to address the topics indicated on the program, rather than their particular special needs. Some of the participants should have been speakers.

❐ Learned so much about transportation issues and legislation that I was not exposed to in the workplace.

❐ If it is true that African-Americans are not getting their fair share of transportation-related services, employment opportunities, contracts, etc. then, this symposium was very successful in bringing together a coalition of the best minds -- people who are familiar with the problems and who have the motivation and desire to seek solutions; people, I think, who can and will make a difference.

❐ Enjoyed the information presented in Environmental Justice Session and the exchange during the question and answer.

❐ Able to glean information from all of the workshops that is immediately transferable.

❐ Some suggestions were made concerning potential solutions, but not enough. The networking counter balanced this.

❐ It is always good to hear about programs/projects around the country. Hear first hand about issues that are pertinent to the African-American community, disabled community, and transit.

❐ Good information. Wonderful support and staff.

❐ Allowed me to understand and learn more about the organization.

❐ Participants expressed willingness/openness to look at/explore new approaches.

| Factor | Average Rating (Four-Point Scale) |
|---|---|
| Application to your job | 3.39 |
| Length of symposium | 3.58 |
| Topics presented | 3.58 |
| Speakers | 3.73 |
| Facility | 3.67 |
| Audience | 3.70 |
| **Overall** | **3.79** |

*Additional comments:*

❐ Looking forward to the next one.

❐ The idea of the student poster competition was good; however, had no idea of who they were or what they were trying to accomplish.

❐ The opportunity presented to the students to ask questions was excellent and should be open to individuals who do not work in the transit area and may need to ask very basic questions.

❐ The information from the workshop did not necessarily relate to daily activities, but allows another avenue to pursue as a benefit to DOT's customers/clients.

❐ To attract more students, offer a seminar dealing with the type of opportunities (job classifications) available within the industry. Students will have an idea of all of the different types of things they can do.

❐ Possible theme for next year: "Taking Flight" or something related to the dreams/eagle exercise.

❐ Maintain a balance of small conference, high-energy, and motivation.

❒ Widely distribute proceedings.

❒ Glad I came; everyone did a great job.

❒ ITS presentation should have been a session.

❒ Great job.

❒ Symposium was helpful and informative; allowed networking, thinking, and relaying information leading to the development of better transportation systems.

❒ Overall, symposium was excellent.

❒ Hope to receive information for next year's symposium to attend and help.

❒ Involve high school seniors and junior college students in Hillsborough, Polk, and Pinellas counties

❒ Invest in a zipper bag with the conference name and emblem to add a touch of class.

❒ Provide better information on public transit options, e.g., routes serving hotel and how to get around, transit map/ schedule.

❒ Closer proximity to Black community for interaction and economic benefit to the Black community.

❒ Thank you for allowing me to be in the presence of some of the most intelligent African-Americans in this world. Symposium has allowed me to think "Beyond *my* Horizons."

❒ Thanks for the future connections, friendships, and job opportunities.

❒ Work closer with the local transit authority

❒ Great conference.

❒ This symposium is the best. However, I will do all I can to improve the symposium. There is always room for improvement.

❒ As a student, I found the symposium very beneficial. I would enjoy to come back next year.

❒ Symposium exceeded all expectations, providing insight and directive to find solutions to problematic transit situations.

❒ Symposium should push for the attendance of students.

❒ More poster sessions.

❒ Participant list is needed. Distribute proceedings to all participants. All speakers should be required to have handout materials based on the concurrent sessions.

❒ Student involvement was excellent.

❒ Receptions and hospitality suites were an excellent forum for facilitating dialogue and allowing an opportunity to build meaningful alliances.

❒ Excellent speakers.

❒ More representation from the community, colleges, and universities. The symposium should issue a position paper that provides a solution.

❒ Participants should leave the symposium with specific assignments or tasks. I would recommend the segmentation of assignments amongst multiple committees. These committees should coordinate with each other and a summary of cumulative committee results should be presented at the next symposium.

❒ Start planning now for the next symposium. Need to secure speakers and panelists early.

❐ There should be at least one representative from each transit property in the state.

❐ Attract more students from predominantly white universities, e.g., University of Florida, Florida State University, etc.

❐ Invite the media.

❐ Good conference.

❐ Staff made everything easy and fun.

❐ Add more breakout sessions.

❐ Include additional information pertaining to civil rights.

❐ Look forward to receiving the proceedings from the symposium.

❐ This is a model that can be replicated and should. This has been an excellent resource for sharing information, systems, ideas about problem solving, and new approaches to service delivery.

❐ Did not appreciate the 'receptions', especially when nondrinker and don't know people?

❐ Would have appreciated more sessions – have so much to learn and so few opportunities like this.

❐ Don't forget to market these types of programs to cities with airlines that offer reduced airfares.

# Afterword

In March 1994, the Center for Urban Transportation Research convened its first symposium on African-American mobility issues. Since then, the Center for Urban Transportation Research has convened a total of three such symposia attended by transportation operators and providers, policymakers, interest group representatives, and federal, state, and local transportation officials from the United States and the Caribbean. Over the past three years, the attendance and other support for the symposium have grown, providing evidence of continued interest and need in this area of research. Federal support for the symposium has been provided from the Federal Highway, Federal Transit, and Research and Special Projects Administrations. The 1996 symposium featured the Honorable Alcee Hastings, U. S. House of Representatives, 23rd District, as the keynote speaker.

The 1997 symposium and other activities will continue the development of issues from and the discourse on the special transportation needs of the African-American community. The 1996 symposium focused on the development of an agenda to address transportation needs at the local and national levels. In addition, this year's symposium included information and technology transfer activities that extended beyond the convening of the symposium. This included the establishment of the African American Mobility Issues World Wide Website, http://www.cutr.eng.usf.edu, on the Internet that includes information from the 1994, 1995, and 1996 symposia. The Intermodal Surface Transportation Act is scheduled for reauthorization in 1997; the fourth symposium will serve as a vehicle to distribute the findings of the previous symposia and contribute to the reauthorization process. In addition, the symposia and other research projects conducted by CUTR provide the groundwork of a storehouse of information on minority travel issues. This will be expanded into a clearinghouse in 1997 and will serve as an information center and database on the literature and other resources related to minority travel behavior and needs.

As in previous years, a steering committee including transportation and public officials will be established to assist the project team in developing topics, symposium format, and potential speakers. Other organizations that will be invited to participate in convening the symposium or serving as cosponsors include the Congressional Black Caucus; the Conference of Minority Public Administrators (COMPA) of the Association for Public Administration; the Hillsborough Regional Transit Agency; the Minority Affairs Committee (MAC) of the American Public Transit Association; National Forum for Black Public Administrators; and the National Transportation Consortium of Minority Colleges.

African Americans, transportation professionals, elected officials and the public have benefitted from the symposia by the opportunity afforded to discuss these issues, establish networks, and the transfer of technology. Other benefits include the opportunity to hear presentations from both the Federal Highway and Transit Administrators and to participate in workshops and sessions with peers from throughout the United States and the Caribbean.

The fourth symposium will be convened in Tampa. A call for papers on African-American mobility issues will be advertised in such trade publications such as *Community Transportation Reporter, Passenger Transport, Public Administration Times, The Cable Journal, Black Issues in Higher Education, and Urban Transport News;* the Internet, historically black and majority colleges and universities, transportation centers, and so on.

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