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1982 TEXAS TRANSIT STATISTICS



**STATE DEPARTMENT
OF HIGHWAYS AND
PUBLIC TRANSPORTATION**

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1982 TEXAS TRANSIT STATISTICS

PREPARED BY:

TRANSPORTATION PLANNING DIVISION,

**STATE DEPARTMENT OF HIGHWAYS AND
PUBLIC TRANSPORTATION**

IN COOPERATION WITH:

**Public transit operators and city officials
throughout the State.**

JANUARY 1984

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SUMMARY

Texas Transit Statistics is a comprehensive annual report on the eighteen municipal transit systems operating in the State of Texas during 1982. A municipal transit system is defined as one having five or more vehicles in scheduled, fixed route, intracity service. This includes the two Metropolitan Transit Authorities (MTA Houston/Harris County and San Antonio MTA) operating in Texas during 1982.

Over one hundred fifty-five million passengers were carried by Texas municipal transit systems in 1982. This is a 1.0 percent increase from 154.1 million passengers carried in 1981. Transit vehicle miles increased about 6 percent to 73.7 million miles in 1982 as compared to 69.5 million miles in 1981.

General operating costs continued to increase as indicated by a 18.9 percent increase in net public operating costs, from \$114.7 million in 1981 to \$136.4 million in 1982. Total operating revenue per vehicle mile increased by 3.0 percent. Total operating expenses per vehicle mile increased by 8.7 percent. This is the lowest recorded rate of change in operating expenses per vehicle mile.

The total public expense of transit increased by 14 percent to \$177.4 million from \$155.6 million in 1981. Total public expense includes operating costs of \$136.4 million and capital costs of \$41.0 million for 1982.

Public transportation funds which have been committed in Texas increased from \$124.3 million in 1981 to \$224.1 million in 1982. These committed funds include state and federal funds as well as local monies.

TRANSIT RIDERSHIP IN TEXAS

Total statewide transit ridership showed a 1.0 percent increase during 1982 as shown in Table 1. This is a 33.1 percent increase in ridership from 116.9 million passengers carried in 1974. It should also be noted that this rise in patronage occurred even though there were service interruptions during employee strikes in three systems in 1974, in Houston in 1976 and 1977, and in Dallas during 1980.

TABLE 1: STATEWIDE MUNICIPAL TRANSIT RIDERSHIP
FOR 1974 - 1982

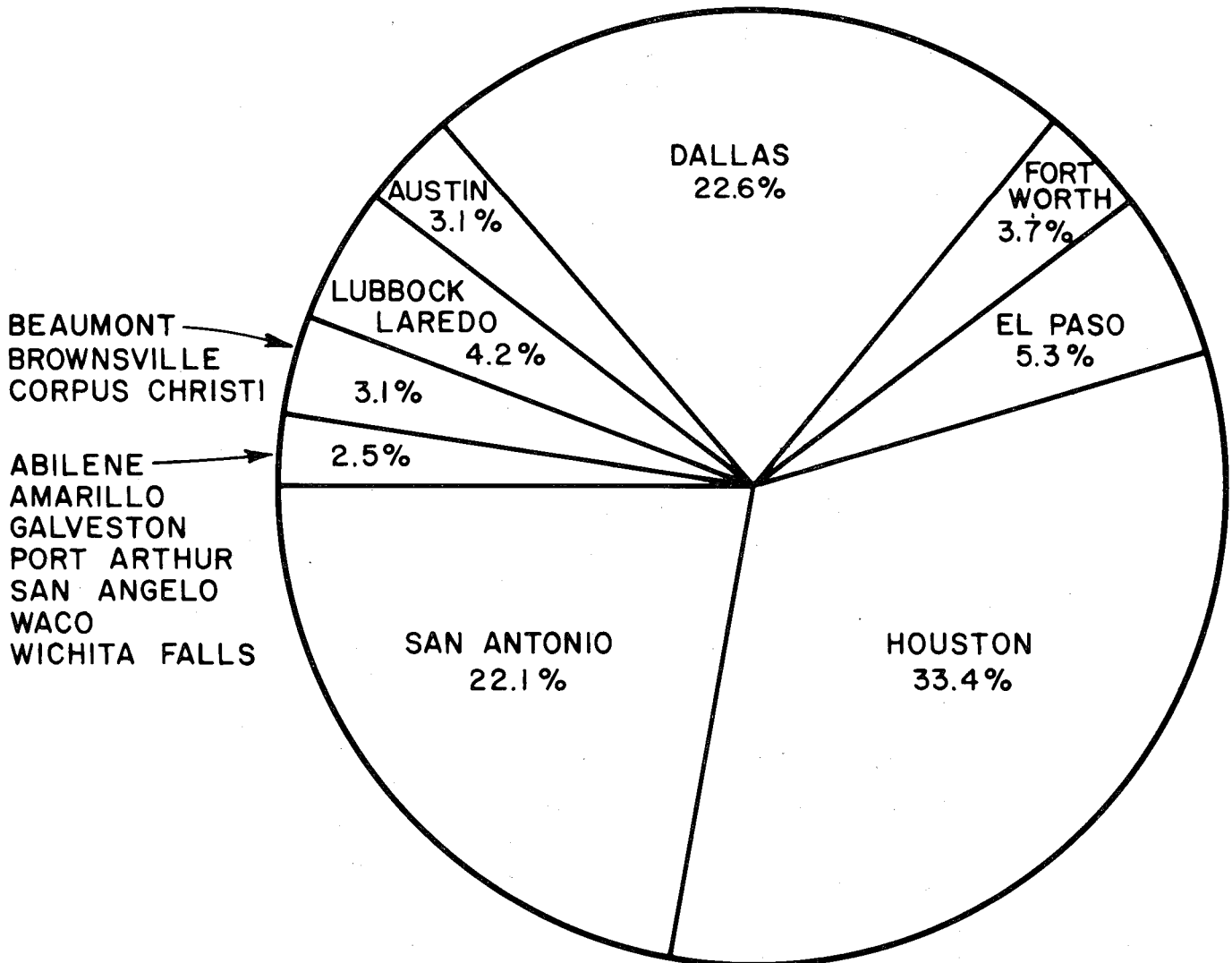
YEAR	TOTAL PASSENGERS	% CHANGE
1974	116,875,657(1)	
1975	120,734,116	+3.3%
1976	122,185,246(2)	+1.2%
1977	128,108,465(3)	+4.8%
1978	136,252,667	+6.4%
1979	147,453,986	+8.2%
1980	151,815,720(4)	+2.9%
1981	154,057,890(5)	+1.5%
1982	155,564,981	+1.0%

NOTES:

- (1) This includes an estimate for Laredo so it will be comparable with the other annual figures. Houston, San Antonio and El Paso had significant service interruptions during employee strikes in 1974.
- (2) Houston had a 38-day service interruption during an employee strike in 1976.
- (3) Houston had a 17-day service interruption during an employee strike in 1977.
- (4) Dallas had a 55-day service interruption during an employee strike in 1980.
- (5) This figure has been revised since the 1981 report.

Approximately 78 percent of all transit patronage occurred in the three largest Texas cities in 1982. The systems in the six largest cities in Texas accounted for 90.2 percent of the patronage.

PERCENT TRANSIT RIDERSHIP BY SYSTEMS CALENDAR YEAR 1982



100% = 155,564,981

The relationship between the population and passengers carried and between population and the number of vehicle miles operated for each of the subject urbanized areas in Texas is presented in Table 2. Passengers per capita in the state has increased only 0.7 percent from 1981 to 1982. Transit service offered to the citizens of Texas, measured by vehicle miles operated per capita, has increased about 6.7 percent in the last year.

TABLE 2: TRANSIT PASSENGERS AND VEHICLE MILES PER CAPITA IN TEXAS
Calendar Years 1981 - 1982

Urbanized Area	1980 Area Population (1,000's)(1)	Passengers (1,000's) and Passengers Per Capita				Vehicle Miles (1,000's) and Vehicle Miles Per Capita			
		1981(2)		1982		1981(2)		1982	
Abilene	98	344	3.5	422	4.3	463	4.7	501	5.1
Amarillo	149	777	5.2	871	5.8	779	5.2	786	5.3
Austin	345	5,143	14.9	4,742	13.7	2,743	8.0	2,974	8.6
Beaumont	118	1,580	13.4	1,526	12.9	643	5.4	643	5.4
Brownsville	85	1,821	21.4	1,763	20.7	672	7.9	698	8.2
Corpus Christi	232	1,741	7.5	1,589	6.8	1,387	6.0	1,422	6.1
Dallas	904	35,366	39.1	35,145	38.9	14,193	15.7	14,821	16.4
El Paso	425	9,546	22.5	8,226	19.4	4,410	10.4	4,510	10.6
Fort Worth	385	5,954	15.5	5,769	15.0	3,410	8.9	3,420	8.9
Galveston	62	1,058	17.1	964	15.5	426	6.9	433	7.0
Houston	1,595	48,486	30.4	52,001	32.6	22,469	14.1	25,870	16.2
Laredo	91	3,550	39.0	3,173	34.9	922	10.1	846	9.3
Lubbock	174	2,946 ⁽³⁾	16.9	3,337 ⁽³⁾	19.2	1,019 ⁽⁴⁾	5.9	1,023 ⁽⁴⁾	5.9
Port Arthur	61	293	4.8	279	4.6	198	3.2	199	3.3
San Angelo	73	402	5.5	450	6.2	292	4.0	334	4.6
San Antonio	786	34,152	43.5	34,444	43.8	14,782	18.8	14,574	18.5
Waco	101	627	6.2	585	5.8	441	4.4	347	3.4
Wichita Falls	94	273	2.9	280	3.0	284	3.0	273	2.9
TOTAL	5,778	154,059	26.7	155,566	26.9	69,533	12.0	73,674	12.8

(1) Census 1980: Final Population and Housing Counts for Texas, Office of the Governor, Texas State Data Center, Number 2 Series 1981.

(2) These figures have been revised since the 1981 Report.

(3) The City of Lubbock operates a university shuttle bus system as well as the citywide system. These figures include university as well as city passengers.

(4) These figures include university as well as city vehicle miles.

OPERATING STATISTICS IN TEXAS

The number of transit vehicle miles operated rose about 6.0 percent in 1982 from approximately 69.5 million miles in 1981. Of the total, 93 percent were regular route vehicle miles. The average number of total serviceable buses increased by 65. Regular route vehicle hours increased approximately 3.5 percent over last year. The average number of total employees increased by 294 (See Table 3).

**TABLE 3: TOTAL TEXAS TRANSIT STATISTICS
Calendar Years 1981 - 1982**

	1981*		1982	
Total Passengers	154,057,890		155,564,981	
Regular Route		125,496,690		128,256,269
Transfers		28,561,200		27,308,712
Total Vehicle Miles	69,532,632		73,675,898	
Regular Route		65,332,268		68,886,292
Charter/Other		4,200,364		4,789,606
Total Vehicle Hours	5,112,861		5,317,496	
Regular Route		4,751,430		4,918,336
Charter/Other		361,431		399,160
Average No. of Buses on Regular Routes	1,590		1,641	
Average No. of Total Serviceable Buses	2,094		2,159	
Average No. of Employees	4,905		5,199	
Total Operating Revenues	\$69,368,924		\$75,693,315	
Farebox		\$55,228,507		\$60,517,397
Charter		6,012,217		5,980,479
Other		8,128,200		9,195,439
Total Operating Expenses	\$184,117,751		\$212,074,887	
Net Operating Income	(\$114,748,827)		(\$136,381,572)	

*These figures have been revised since the 1981 Report.

Operating expenses exceeded operating revenue by about \$136.4 million; a 18.9 percent increase since 1981. Operating expenses rose about 15.2 percent during 1982 while operating revenue rose approximately 9.1 percent. The net operating income per passenger, per vehicle mile, and per vehicle hour can be seen in Table 4. Table 5 indicates that total operating revenue per vehicle mile has increased three percent since 1981 while total operating expense per vehicle mile has risen only 8.7 percent as compared to 15.7 percent the previous year.

TABLE 4: NET OPERATING INCOME PER PASSENGER,
VEHICLE MILE AND VEHICLE HOUR
Calendar Year 1982

PER PASSENGER	
Total Operating Revenue Per Passenger	\$.49
Total Operating Expenses Per Passenger	1.36
Net Operating Income Per Passenger	(.88)
PER VEHICLE MILE	
Total Operating Revenue Per Vehicle Mile	\$1.03
Total Operating Expenses Per Vehicle Mile	2.88
Net Operating Income Per Vehicle Mile	(1.85)
PER VEHICLE HOUR	
Total Operating Revenue Per Vehicle Hour	\$14.23
Total Operating Expenses Per Vehicle Hour	39.88
Net Operating Income Per Vehicle Hour	(25.65)

TABLE 5: STATEWIDE TOTAL OPERATING REVENUES
AND TOTAL OPERATING EXPENSES PER VEHICLE MILE
1973 - 1982

CALENDAR YEAR	TOTAL OPERATING REVENUE/ VEHICLE MILE	% CHANGE	TOTAL OPERATING EXPENSES/ VEHICLE MILE	% CHANGE	TOTAL OPERATING COST/ VEHICLE MILE
1973	\$.70		\$.72		\$0.02
1974	.77	+10.0%	.90	+25.0%	0.13
1975	.71	- 7.8%	1.06	+18.0%	0.35
1976	.70	- 1.4%	1.19	+12.0%	0.49
1977	.77	+10.0%	1.30	+ 9.0%	0.53
1978	.72	- 6.5%	1.54	+18.5%	0.82
1979	.80	+11.1%	1.87	+21.4%	1.07
1980	.89	+11.3%	2.29	+22.5%	1.40
1981	1.00	+12.4%	2.65	+15.7%	1.65
1982	1.03	+ 3.0%	2.88	+ 8.7%	1.85

TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS

Total transit finances for publicly owned systems in Texas increased approximately 12.5 percent during 1982 (See Table 6). Total operating revenue rose approximately nine percent, totalling \$75.7 million. Farebox revenue rose 9.6 percent from 1981 while charter revenue decreased slightly and other income rose 13 percent. Total capital revenue for 1982 remained relatively the same as in 1981. Capital revenue, as well as any federal operating assistance, are grant monies that the transit systems actually received in these calendar years, not committed funds.

TABLE 6: TEXAS TRANSIT FINANCES
Calendar Years 1981 and 1982

	1981*	1982
	REVENUES	
Total Operating Revenue and Assistance	\$184,117,751	\$212,074,887
Farebox	\$55,228,507	\$ 60,517,397
Charter	6,012,217	5,980,479
Other Operating Income	8,128,200	9,195,439
Federal Operating Assist.	33,823,228	22,529,530
Local Operating Assist.	80,925,599	113,852,042
Total Capital Revenue	\$ 40,824,446	\$ 40,988,495
Federal	\$32,659,556	\$ 28,506,511
State	5,174,122	7,317,401
Local	2,990,768	5,164,583
TOTAL REVENUE	<u>\$224,942,197</u>	<u>\$253,063,382</u>
	EXPENSES	
Total Operating Expense	\$184,117,571	\$212,074,887
Total Capital Expense	40,824,446	40,988,495
TOTAL EXPENSE	<u>\$224,942,197</u>	<u>\$253,063,382</u>

*These figures have been revised since the 1981 Report.

Total transit revenue covered about 30 percent of the total transit expenses in 1982. Total expense includes approximately \$212.1 million in operating costs and \$41.0 million in capital costs. Approximately 29 percent of the total operating expense was covered by farebox revenue alone. However, with charter revenue and other income included with farebox revenue, approximately 36 percent of the total operating expense of transit in Texas was covered by total transit revenue. Federal operating assistance provided 10 percent of the total operating costs and the local contribution was the remaining 54 percent of the total operating expenses for 1982.

The total public expense of transit increased by 14 percent to \$177.4 million (See Table 7). This was due primarily to a 18.9 percent increase in net public operating cost, from \$114.7 million in 1981 to about \$136.4 million in 1982.

TABLE 7: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS
Calendar Years 1981 and 1982

	1981*	1982
Net Public Operating Cost	\$114,748,827	\$136,381,572
Net Public Operating Cost Per Passenger	\$.74	\$.88
Net Public Operating Cost Per Vehicle Mile	\$1.65	\$1.85
Public Capital Cost	\$ 40,824,446	\$ 40,988,495
Public Capital Cost Per Passenger	\$.27	\$.26
Public Capital Cost Per Vehicle Mile	\$.59	\$.56
Total Public Expense	\$155,573,273	\$177,370,067
Total Public Expense Per Passenger	\$1.01	\$1.14
Total Public Expense Per Vehicle Mile	\$2.24	\$2.41

*These figures have been revised since the 1981 Report.

Capital costs presented in Table 7 are total cost figures, not considering depreciation. This total expense figure will fluctuate from year to year and system to system depending on the total amount of capital purchases. Net public operating cost per vehicle mile ranged from a low of 68 cents in Fort Worth to a high of \$3.24 in Houston (See Table B-5). Total public expense per vehicle mile ranged from a low of .85 cents in Ft. Worth to high of \$5.57 in Waco.

FEDERAL AND STATE COMMITMENTS TO TEXAS TRANSIT

The Urban Mass Transportation Administration's Federal Grant Program provides capital and operating assistance to transit operations around the country. Capital grants are generally funded on a 80 percent federal/20 percent local match basis while operating assistance is funded on a 50 percent federal/50 percent local match basis. However, this 50/50 match is computed on "eligible costs" and may not apply to the total operating deficit of these properties. The federal government also offers technical assistance to planning agencies and departments on an 80 percent federal/20 percent local match. Other federal grant programs used in Texas during 1982 were the UMTA Section 8 Technical Studies Grant, Section 10 Managerial Training, Section 11 Research and Training, Section 16b(2), and Section 18.

The State of Texas established a Public Transportation Fund (PTF) in June of 1975. This funding was authorized by Article 6663c, V.A.C.S., which appropriated \$31 million for public transportation purposes for fiscal years 1976 and 1977. The 65th Legislature continued this funding with \$30 million appropriated for 1978 and 1979. The 66th Texas Legislature appropriated \$10 million for fiscal year 1980 and \$15 million for fiscal year 1981. At the end of fiscal year 1981, there was a balance of approximately \$58 million in the fund. The 67th Legislature withdrew \$30 million from the fund and returned it to the General Fund. The remaining \$28 million was reappropriated for the 1982 and 1983 biennium.

State funds are not available for operating assistance but are for the purpose of assisting local governments in matching funds for federal capital grant projects. A grant applicant may apply to the State to

provide 65 percent of the local share requirement. In the case of an 80 percent federal/20 percent local match, the State may therefore provide up to 13 percent of the total cost of the project.

The State funds are currently divided into two programs: 60 percent of the funds annually credited to the Public Transportation Fund are to be used in the formula program for urbanized areas with a population in excess of 200,000 and 40 percent are to be used in the discretionary program for all other areas in the State. Uncommitted funds in either program after 1½ years are placed into a secondary discretionary program which is then available to all areas in Texas.

The dollar figures presented in this section of the report represent funds which are committed, not disbursements. Public transportation projects that were approved, both by the federal and state government, increased in dollar value from about \$124.3 million in CY 1981 to \$224.1 million in 1982 (See Table 8). Federal participation accounts for 64.0 percent of this total committed funding, state participation accounts for 1.5 percent and local participation accounts for 34.5 percent.

Capital grants account for 57 percent of this total and 41 percent is for operating assistance leaving about two percent for "other" funding. The Public Transportation Fund administered by the State Department of Highways and Public Transportation is not available for operating assistance; therefore, the state portion of the total committed funding is primarily for capital grants.

TABLE 8: FINANCIAL ASSISTANCE TO TEXAS - 1982

	Sections 3 & 5 Capital	Section 5 Operating	Section 8 Technical Studies	Section 10 Managerial Training	Section 11 Research & Training	Section 18	Texas(1) Ridesharing Program	TOTAL
Municipal Systems	\$101,244,074	\$37,274,323	\$ -0-	\$50,386	\$ -0-	\$ -0-	\$ -0-	\$138,568,783
Technical Studies	-0-	-0-	1,801,914	-0-	-0-	-0-	-0-	1,801,914
Research & Training	-0-	-0-	-0-	-0-	127,778	-0-	-0-	127,778
Elderly & Handicapped Transportation [Section 16b(2)]	1,777,485	-0-	-0-	-0-	-0-	-0-	-0-	1,777,485
Non-Urbanized Area Transit [Section 18]	-0-	-0-	-0-	-0-	-0-	572,909	-0-	572,909
SDH & PT	-0-	-0-	285,000(2)	-0-	-0-	-0-	-0-	285,000
TOTAL FEDERAL	\$103,021,559	\$37,274,323	\$2,086,914	\$50,386	\$127,778	\$572,909	\$ -0-	\$143,133,869
TOTAL STATE	\$ 3,157,752	\$ -0-	\$ 71,250(3)	\$ -0-	\$ -0-	\$ 4,633	\$72,000	\$ 3,305,635
TOTAL LOCAL	\$ 22,597,539(4)	\$54,345,429	\$ 449,726(5)	\$19,965	\$ -0-	\$264,707	\$18,000	\$ 77,695,366
TOTAL PROJECTS	\$128,776,850	\$91,619,752	\$2,607,890	\$70,351	\$127,778	\$842,249	\$90,000	\$224,134,870

(1) Texas House Bill Number 2098 may provide funding for 80% of the cost of Capital expenditures for ridesharing activities.

(2) This technical study grant is set out separately because it was made directly to a state agency for planning and study purposes.

(3) This is the 20 percent match for the technical studies grant made to SDHPT.

(4) Local participation includes the local match of \$444,372 for the 16b(2) Program.

(5) This is the local match for technical studies.

SPECIAL PUBLIC TRANSPORTATION EFFORTS

There are several areas across the State of Texas that provide special transportation services. The City of Midland provides one such service. Although the City operates the transit system using local subsidies and UMTA Section 3, 5, and 9 funding, the system is considered a special service because the predominate service is demand-responsive. During 1982, an estimated 175,000 passengers were transported by the system and approximately 340,700 miles traveled.

The UMTA Section 16b(2) program provides funding to non-profit organizations across the State for capital purchases. In 1982, various organizations used approximately 170 vehicles to provide transportation to 676,978 passengers. The services provided were for medical, employment, nutritional, social/recreation, education, and shopping/personal trips. The miles traveled by the vehicles were approximately 2,421,103.

The UMTA Section 18 program provides for rural public transportation. This program not only provides for capital purchases, but also for 50% of the operating deficit. In 1982, 1,456,648 miles were traveled to transport 387,744 passengers.

APPENDIX A

**STATEWIDE TRANSIT STATISTICS
BY MONTHS AND QUARTERS
1981-1982**

TABLE A-1: STATEWIDE RIDERSHIP BY MONTHS AND QUARTERS
1981 and 1982

	Regular Route Passengers		Transfers		Total Passengers	
	1981*	1982	1981*	1982	1981*	1982
January	9,907,541	10,235,334	2,297,684	2,179,762	12,205,225	12,415,096
February	9,774,241	10,270,447	2,254,858	2,186,801	12,029,099	12,457,248
March	10,779,355	11,527,291	2,461,782	2,500,449	13,241,137	14,027,740
First Quarter	30,461,137	32,033,072	7,014,324	6,867,012	37,475,461	38,900,084
April	10,818,948	11,296,896	2,474,356	2,379,971	13,293,304	13,676,867
May	10,051,004	10,320,690	2,346,567	2,280,068	12,397,571	12,600,758
June	10,189,388	10,588,900	2,404,178	2,402,091	12,593,566	12,990,991
Second Quarter	31,059,340	32,206,486	7,225,101	7,062,130	38,284,441	39,268,616
July	10,374,277	10,503,045	2,512,522	2,382,128	12,886,799	12,885,173
August	10,425,321	10,956,754	2,522,248	2,473,686	12,947,569	13,430,440
September	11,013,445	11,037,633	2,522,752	2,237,054	13,536,197	13,274,687
Third Quarter	31,813,043	32,497,432	7,557,522	7,092,868	39,370,565	39,590,300
October	11,429,153	10,951,619	2,417,902	2,202,448	13,847,055	13,154,067
November	10,482,895	10,538,139	2,173,725	2,042,764	12,656,620	12,580,903
December	10,251,122	10,029,521	2,172,626	2,041,490	12,423,748	12,071,011
Fourth Quarter	32,163,170	31,519,279	6,764,253	6,286,702	38,927,423	37,805,981
ANNUAL	125,496,690	128,256,269	28,561,200	27,308,712	154,057,890	155,564,981

*These figures have been revised since the 1981 Report.

TABLE A-2: STATEWIDE VEHICLE MILES AND VEHICLE HOURS
BY MONTHS AND QUARTERS - 1981 and 1982

	Regular Route Vehicle Miles		Charter/Other Vehicle Miles		Total Vehicle Miles		Regular Route Vehicle Hours		Charter/Other Vehicle Hours		Total Vehicle Hours	
	1981*	1982	1981*	1982	1981*	1982	1981*	1982	1981*	1982	1981*	1982
January	5,424,820	5,402,815	335,501	353,725	5,760,321	5,756,540	397,952	395,532	25,084	33,547	423,036	429,079
February	5,040,462	5,337,653	332,279	390,296	5,372,741	5,727,949	368,554	379,301	27,276	31,612	395,830	410,913
March	5,529,257	6,061,443	356,904	400,639	5,886,161	6,462,082	401,576	427,174	25,274	31,226	426,850	458,400
First Quarter	15,994,539	16,801,911	1,024,684	1,144,660	17,019,223	17,946,571	1,168,082	1,202,007	77,634	96,385	1,245,716	1,298,392
April	5,453,714	5,851,597	374,962	477,795	5,828,676	6,329,392	398,829	413,832	31,011	39,359	429,840	453,191
May	5,306,970	5,737,315	390,716	416,182	5,697,686	6,153,497	390,461	408,118	33,821	34,715	424,282	442,833
June	5,486,875	5,938,252	268,712	338,904	5,755,587	6,277,156	398,108	420,309	23,068	32,519	421,176	452,828
Second Quarter	16,247,559	17,527,164	1,034,390	1,232,881	17,281,949	18,760,045	1,187,398	1,242,259	87,900	106,593	1,275,298	1,348,852
July	5,582,862	5,876,599	287,578	322,969	5,870,440	6,199,568	405,096	421,699	23,635	27,105	428,731	448,804
August	5,500,775	6,029,015	301,353	372,153	5,802,128	6,401,168	396,609	424,955	25,594	29,867	422,203	454,822
September	5,416,063	5,856,736	410,334	445,924	5,826,397	6,302,660	395,493	417,696	50,037	36,139	445,530	453,835
Third Quarter	16,499,700	17,762,350	999,265	1,141,046	17,498,965	18,903,396	1,197,198	1,264,350	99,266	93,111	1,296,464	1,357,461
October	5,669,101	5,475,967	430,589	452,189	6,129,690	5,928,156	411,493	399,734	37,754	37,095	449,247	436,829
November	5,269,116	5,471,209	384,951	423,469	5,654,067	5,894,678	380,312	395,942	32,347	34,140	412,659	430,082
December	5,622,253	5,847,691	326,485	395,361	5,948,738	6,243,052	406,947	414,044	26,530	31,836	433,477	445,880
Fourth Quarter	16,590,470	16,794,867	1,142,025	1,271,019	17,732,495	18,065,886	1,198,752	1,209,720	96,631	103,071	1,295,383	1,312,791
ANNUAL	65,332,268	68,886,292	4,200,364	4,789,606	69,532,632	73,675,898	4,751,430	4,918,336	361,431	399,160	5,112,861	5,317,496

*These figures have been revised since the 1981 Report.

TABLE A-3: STATEWIDE REVENUE AND EXPENSE
BY MONTHS AND QUARTERS - 1981 and 1982

	Farebox		Charter		Other		Total Operating Revenue		Total Operating Expense		Net Operating Income	
	1981*	1982	1981*	1982	1981*	1982	1981*	1982	1981*	1982	1981*	1982
January	\$ 4,157,372	\$ 4,811,255	\$ 570,943	\$ 476,813	\$ 507,807	\$ 1,361,958	\$ 5,236,122	\$ 6,650,026	\$ 14,580,647	\$ 16,660,432	(\$ 9,344,525)	(\$10,010,406)
February	4,153,662	4,716,177	498,718	522,688	608,436	753,132	5,260,816	5,991,997	13,667,575	16,293,363	(8,406,759)	(10,301,366)
March	4,774,753	5,387,417	437,125	526,212	570,065	678,017	5,781,943	6,591,646	14,253,190	17,825,826	(8,471,247)	(11,234,180)
First Quarter	\$13,085,787	\$14,914,849	\$1,506,786	\$1,525,713	\$1,686,308	\$2,793,107	\$16,278,881	\$19,233,669	\$ 42,501,412	\$ 50,779,621	(\$26,222,531)	(\$31,545,952)
April	4,560,624	5,191,604	546,230	660,863	606,545	658,105	5,713,399	6,510,572	14,687,690	17,583,039	(8,974,291)	(11,072,467)
May	4,357,077	4,931,584	646,569	567,718	470,063	666,966	5,473,709	6,166,268	14,757,775	17,497,267	(9,284,066)	(11,330,999)
June	4,552,968	5,249,915	309,063	474,526	609,653	672,297	5,471,684	6,396,738	15,487,832	17,571,249	(10,016,148)	(11,174,511)
Second Quarter	\$13,470,669	\$15,373,103	\$1,501,862	\$1,703,107	\$1,686,261	\$1,997,368	\$16,658,792	\$19,073,578	\$ 44,933,297	\$ 52,651,555	(\$28,274,505)	(\$33,577,977)
July	4,700,236	5,085,346	343,836	290,379	962,804	734,795	6,006,876	6,110,520	15,639,594	17,406,625	(9,632,718)	(11,296,105)
August	4,726,151	5,316,754	332,657	441,562	743,265	704,151	5,802,073	6,462,467	16,132,093	18,727,812	(10,330,020)	(12,265,345)
September	4,770,590	5,289,407	582,630	485,920	739,261	813,443	6,092,481	6,588,770	16,393,380	20,151,180	(10,300,899)	(13,562,410)
Third Quarter	\$14,196,977	\$15,691,507	\$1,259,123	\$1,217,861	\$2,445,330	\$2,252,389	\$17,901,430	\$19,161,757	\$ 48,165,067	\$ 56,285,617	(\$30,263,637)	(\$37,123,860)
October	5,051,286	4,806,398	780,674	617,468	754,701	729,113	6,586,661	6,152,979	16,105,057	16,292,770	(9,518,396)	(10,139,791)
November	4,702,666	4,946,036	568,594	536,332	797,386	724,407	6,068,646	6,206,575	15,123,633	17,126,345	(9,054,987)	(10,919,770)
December	4,721,122	4,785,504	395,178	379,998	758,214	699,255	5,874,514	5,864,757	17,289,285	18,938,979	(11,414,771)	(13,074,222)
Fourth Quarter	\$14,475,074	\$14,537,938	\$1,744,446	\$1,533,798	\$2,310,301	\$2,152,575	\$18,529,821	\$18,224,311	\$ 48,517,975	\$ 52,358,094	(\$29,988,154)	(\$34,133,783)
ANNUAL	\$55,228,507	\$60,517,397	\$6,012,217	\$5,980,479	\$8,128,200	\$9,195,439	\$69,368,924	\$75,693,315	\$184,117,751	\$212,074,887	(\$114,748,827)	(\$136,381,572)

*These figures have been revised since the 1981 Report.

APPENDIX B

TRANSIT STATISTICS BY SYSTEM

TABLE B-1: TEXAS TRANSIT STATISTICS BY SYSTEM
Calendar Years 1981 and 1982

	ABILENE			
	1981		1982	
Total Passengers	344,207		421,640	
Regular Route		244,086		327,881
Transfers		100,121		93,759
Total Vehicle Miles	462,606		501,279	
Regular Route		455,856		495,675
Charter/Other		6,750		5,604
Total Vehicle Hours	29,848		35,814	
Regular Route		29,021		35,024
Charter/Other		827		790
Average No. of Buses on Regular Routes	11		13	
Average No. of Total Serviceable Buses	16		17	
Average No. Employees	26		30	
Total Operating Revenues	\$ 82,676		\$ 111,753	
Farebox		\$ 64,987		\$ 92,840
Charter		17,689		18,791
Other		0		122
Total Operating Expense	\$ 664,715		\$ 778,692	
Net Public Operating Cost	\$ 582,039		\$ 666,939	
Public Capital Cost	\$1,759,500		\$ 361,454	
Federal		\$1,407,600		\$ 289,163
State		152,490		46,989
Local		199,410		25,302
TOTAL PUBLIC EXPENSE	\$2,341,539		\$1,028,393	

	AMARILLO			
	1981		1982	
Total Passengers	777,434		871,473	
Regular Route		606,330		681,838
Transfers		171,104		189,635
Total Vehicle Miles	778,608		786,410	
Regular Route		723,578		769,286
Charter/Other		55,030		17,124
Total Vehicle Hours	39,698		51,694	
Regular Route		36,920		50,554
Charter/Other		2,778		1,140
Average No. of Buses on Regular Routes	14		14	
Average No. of Total Serviceable Buses	30		30	
Average No. Employees	33		39	
Total Operating Revenues	\$ 283,733		\$ 256,234	
Farebox		\$ 155,827		\$ 192,270
Charter		82,096		47,371
Other		45,810		16,593
Total Operating Expense	\$ 832,917		\$ 865,152	
Net Public Operating Cost	\$ 549,184		\$ 608,918	
Public Capital Cost	\$ 0		\$1,397,169	
Federal		\$ 0		\$1,117,735
State		0		181,632
Local		0		97,802
TOTAL PUBLIC EXPENSE	\$ 549,184		\$2,006,087	

	AUSTIN	
	1981	1982
Total Passengers	5,142,578	4,742,369
Regular Route	3,585,615	3,307,982
Transfers	1,556,963	1,434,387
Total Vehicle Miles	2,742,958	2,973,686
Regular Route	2,419,152	2,611,938
Charter/Other	323,806	361,748
Total Vehicle Hours	221,314	234,634
Regular Route	187,252	197,083
Charter/Other	34,062	37,551
Average No. of Buses on Regular Routes	63	64
Average No. of Total Serviceable Buses	80	86
Average No. Employees	195	208
Total Operating Revenues	\$1,654,824	\$1,841,027
Farebox	\$1,467,698	\$1,601,186
Charter	153,901	201,633
Other	33,225	38,208
Total Operating Expense	\$5,862,421	\$6,490,619
Net Public Operating Cost	\$4,207,597	\$4,649,592
Public Capital Cost	\$2,705,392	\$1,590,446
Federal	\$2,164,313	\$1,272,357
State	351,701	206,758
Local	189,378	111,331
TOTAL PUBLIC EXPENSE	\$6,912,989	\$6,240,038

	BEAUMONT			
	1981		1982	
Total Passengers	1,579,775		1,525,783	
Regular Route		1,252,466		1,210,095
Transfers		327,309		315,688
Total Vehicle Miles	642,648		643,462	
Regular Route		620,402		600,467
Charter/Other		22,246		42,995
Total Vehicle Hours	64,462		67,939	
Regular Route		61,647		63,010
Charter/Other		2,815		4,929
Average No. of Buses on Regular Routes	15		15	
Average No. of Total Serviceable Buses	25		25	
Average No. Employees	43		46	
Total Operating Revenues	\$ 411,875		\$ 470,792	
Farebox		\$349,892		\$364,173
Charter		61,680		104,430
Other		303		2,189
Total Operating Expense	\$1,175,820		\$1,214,301	
Net Public Operating Cost	\$ 763,945		\$ 743,509	
Public Capital Cost	\$ 72,450		\$ 81,477	
Federal		\$ 57,960		\$ 65,182
State		9,418		10,592
Local		5,072		5,703
TOTAL PUBLIC EXPENSE	\$ 836,395		\$ 824,986	

	BROWNSVILLE			
	1981		1982	
Total Passengers Regular Route Transfers	1,820,642	1,820,642 0	1,762,693	1,762,693 0
Total Vehicle Miles Regular Route Charter/Other	672,133	637,650 34,483	698,087	663,684 34,403
Total Vehicle Hours Regular Route Charter/Other	64,470	55,874 8,596	65,100	56,420 8,680
Average No. of Buses on Regular Routes	14		14	
Average No. of Total Serviceable Buses	24		25	
Average No. Employees	81		85	
Total Operating Revenues Farebox Charter Other	\$ 692,709	\$531,407 0 161,302	\$ 847,375	\$669,398 0 177,977
Total Operating Expense	\$1,483,101		\$1,610,371	
Net Public Operating Cost	\$ 790,392		\$ 762,996	
Public Capital Cost Federal State Local	\$ 0	\$ 0 0 0	\$ 166,800	\$133,440 21,684 11,676
TOTAL PUBLIC EXPENSE	\$ 790,392		\$ 929,796	

	CORPUS CHRISTI			
	1981*		1982	
Total Passengers	1,740,617		1,589,075	
Regular Route		1,346,939		1,194,494
Transfers		393,678		394,581
Total Vehicle Miles	1,387,250		1,422,308	
Regular Route		1,229,094		1,106,626
Charter/Other		158,156		315,682
Total Vehicle Hours	101,439		104,579	
Regular Route		89,121		83,301
Charter/Other		12,318		21,278
Average No. of Buses on Regular Routes	30		30	
Average No. of Total Serviceable Buses	47		41	
Average No. Employees	98		94	
Total Operating Revenues	\$1,824,284		\$1,824,443	
Farebox		\$517,476		\$557,622
Charter		304,501		351,198
Other		1,002,307		915,623
Total Operating Expense	\$3,644,982		\$3,752,919	
Net Public Operating Cost	\$1,820,698		\$1,928,476	
Public Capital Cost	\$2,487,300		\$1,362,200	
Federal		\$1,989,840		\$1,089,760
State		323,349		177,086
Local		174,111		95,354
TOTAL PUBLIC EXPENSE	\$4,307,998		\$3,290,676	

*These figures have been revised since the 1981 report.

	DALLAS	
	1981	1982
Total Passengers	35,366,334	35,144,892
Regular Route	29,481,196	30,650,938
Transfers	5,885,138	4,493,954
Total Vehicle Miles	14,193,378	14,821,018
Regular Route	13,826,475	14,469,773
Charter/Other	366,903	351,245
Total Vehicle Hours	1,021,104	1,058,082
Regular Route	948,974	999,762
Charter/Other	72,130	58,320
Average No. of Buses on Regular Routes	402	430
Average No. of Total Serviceable Buses	542	561
Average No. Employees	934	1,022
Total Operating Revenues	\$20,825,060	\$23,388,356
Farebox	\$17,451,024	\$19,895,160
Charter	1,729,600	1,746,524
Other	1,644,436	1,746,672
Total Operating Expense	\$33,607,690	\$38,176,137
Net Public Operating Cost	\$12,782,630	\$14,787,781
Public Capital Cost	\$13,342,700	\$ 4,104,152
Federal	\$10,674,160	\$ 2,344,623
State	1,677,741	975,103
Local	990,799	784,426
TOTAL PUBLIC EXPENSE	\$26,125,330	\$18,891,933

	EL PASO			
	1981		1982	
Total Passengers	9,545,886		8,225,717	
Regular Route		8,450,593		7,541,787
Transfers		1,095,293		683,930
Total Vehicle Miles	4,410,165		4,510,224	
Regular Route		4,352,933		4,474,687
Charter/Other		57,232		35,537
Total Vehicle Hours	312,926		317,174	
Regular Route		308,838		312,386
Charter/Other		4,088		4,788
Average No. of Buses on Regular Routes	76		84	
Average No. of Total Serviceable Buses	104		138	
Average No. Employees	259		289	
Total Operating Revenues	\$ 3,369,277		\$3,847,931	
Farebox		\$3,163,318		\$3,558,721
Charter		132,402		174,742
Other		73,557		114,468
Total Operating Expense	\$ 7,144,746		\$9,455,053	
Net Public Operating Cost	\$ 3,775,469		\$5,607,122	
Public Capital Cost	\$ 2,142,800		\$6,488,115	
Federal		\$1,714,240		\$5,190,492
State		278,564		843,455
Local		149,996		454,168
TOTAL PUBLIC EXPENSE	\$ 5,918,269		\$12,095,237	

	FORT WORTH	
	1981	1982
Total Passengers	5,953,789	5,768,771
Regular Route	4,989,896	4,819,378
Transfers	963,893	949,393
Total Vehicle Miles	3,409,456	3,420,013
Regular Route	3,293,872	3,285,268
Charter/Other	115,584	134,745
Total Vehicle Hours	270,756	279,714
Regular Route	258,083	263,079
Charter/Other	12,673	16,635
Average No. of Buses on Regular Routes	103	102
Average No. of Total Serviceable Buses	135	140
Average No. Employees	245	246
Total Operating Revenues	\$ 4,940,300	\$5,148,800
Farebox	\$2,390,600	\$2,458,800
Charter	274,900	288,700
Other	2,274,800	2,401,300
Total Operating Expense	\$ 7,096,600	\$7,459,700
Net Public Operating Cost	\$ 2,156,300	\$2,310,900
Public Capital Cost	\$ 400,000	\$ 586,054
Federal	\$ 320,000	\$ 468,843
State	52,000	76,187
Local	28,000	41,024
TOTAL PUBLIC EXPENSE	\$ 2,556,300	\$2,896,954

	GALVESTON			
	1981		1982	
Total Passengers	1,057,873		963,666	
Regular Route	913,148		831,155	
Transfers	144,725		132,511	
Total Vehicle Miles	426,107		433,364	
Regular Route	411,262		420,503	
Charter/Other	14,845		12,861	
Total Vehicle Hours	47,640		49,848	
Regular Route	46,866		49,070	
Charter/Other	774		778	
Average No. of Buses on Regular Routes	11		11	
Average No. of Total Serviceable Buses	15		15	
Average No. Employees	32		32	
Total Operating Revenues	\$ 422,327		\$447,882	
Farebox		\$ 383,954		\$409,986
Charter		37,507		37,205
Other		866		691
Total Operating Expense	\$ 851,552		\$942,175	
Net Public Operating Cost	\$ 429,225		\$494,293	
Public Capital Cost	\$ 1,231,661		\$ 0	
Federal		\$ 985,329		\$ 0
State		160,115		0
Local		86,217		0
TOTAL PUBLIC EXPENSE	\$ 1,660,886		\$494,293	

	HOUSTON	
	1981	1982
Total Passengers	48,485,831	52,000,843
Regular Route	36,990,191	39,880,718
Transfers	11,495,640	12,120,125
Total Vehicle Miles	22,469,147	25,869,561
Regular Route	20,677,926	23,636,828
Charter/Other	1,791,221	2,232,733
Total Vehicle Hours	1,620,511	1,739,496
Regular Route	1,498,465	1,584,715
Charter/Other	122,046	154,781
Average No. of Buses on Regular Routes	355	378
Average No. of Total Serviceable Buses	445	511
Average No. Employees	1,782	1,941
Total Operating Revenues	\$18,681,487	\$ 20,473,549
Farebox	\$17,939,224	\$19,786,633
Charter	328,383	99,711
Other	413,880	587,205
Total Operating Expense	\$86,101,003	\$104,241,617
Net Public Operating Cost	\$67,419,516	\$ 83,768,068
Public Capital Cost	\$ 5,196,130	\$ 19,282,090
Federal	\$4,156,904	\$12,080,086
State	675,497	4,054,005
Local	363,729	3,147,999
TOTAL PUBLIC EXPENSE	\$72,615,646*	\$103,050,158**

*Approximately \$153,662,628 was collected in sales tax specifically for transportation purposes.

**Approximately \$166,799,613 was collected in sales tax specifically for transportation purposes.

	LAREDO			
	1981		1982	
Total Passengers	3,550,225		3,173,147	
Regular Route		3,284,271		2,894,195
Transfers		265,954		278,952
Total Vehicle Miles	921,726		846,163	
Regular Route		919,290		845,245
Charter/Other		2,436		918
Total Vehicle Hours	100,595		97,230	
Regular Route		100,175		97,084
Charter/Other		420		146
Average No. of Buses on Regular Routes	20		20	
Average No. of Total Serviceable Buses	26		26	
Average No. Employees	74		73	
Total Operating Revenues	\$ 1,235,140		\$1,260,392	
Farebox		\$1,205,049		\$1,209,046
Charter		8,461		3,856
Other		21,630		47,490
Total Operating Expense	\$ 1,811,295		\$1,952,249	
Net Public Operating Cost	\$ 576,155		\$ 691,857	
Public Capital Cost	\$ 2,258,960		\$ 322,069	
Federal		\$1,807,168		\$ 257,655
State		293,665		41,869
Local		158,127		22,545
TOTAL PUBLIC EXPENSE	\$ 2,835,115		\$1,013,926	

	LUBBOCK			
	1981		1982	
Total Passengers	2,946,158		3,337,468	
Regular Route		2,713,103		3,092,900
Transfers		233,055		244,568
Total Vehicle Miles	1,018,817		1,022,537	
Regular Route		1,009,097		1,015,101
Charter/Other		9,720		7,436
Total Vehicle Hours	74,128		74,600	
Regular Route		72,430		73,509
Charter/Other		1,698		1,091
Average No. of Buses on Regular Routes	25		25	
Average No. of Total Serviceable Buses	36		43	
Average No. Employees	64		70	
Total Operating Revenues	\$ 552,170		\$ 636,594	
Farebox		\$ 500,450		\$603,130
Charter		44,891		33,464
Other		6,829		0
Total Operating Expense	\$ 1,559,562		\$ 1,493,346	
Net Public Operating Cost	\$ 1,007,392		\$ 856,752	
Public Capital Cost	\$ 0		\$ 2,295,223	
Federal		\$ 0		\$1,836,178
State		0		298,379
Local		0		160,666
TOTAL PUBLIC EXPENSE	\$ 1,007,392		\$ 3,151,975	

	PORT ARTHUR			
	1981		1982	
Total Passengers	292,595		278,529	
Regular Route		265,364		250,044
Transfers		27,231		28,485
Total Vehicle Miles	197,986		199,380	
Regular Route		197,674		198,537
Charter/Other		312		843
Total Vehicle Hours	14,266		14,337	
Regular Route		14,206		14,264
Charter/Other		60		73
Average No. of Buses on Regular Routes	4		4	
Average No. of Total Serviceable Buses	6		7	
Average No. Employees	18		18	
Total Operating Revenues	\$ 96,806		\$ 110,776	
Farebox		\$ 95,475		\$107,960
Charter		1,331		2,816
Other		0		0
Total Operating Expense	\$ 505,109		\$ 630,138	
Net Public Operating Cost	\$ 408,303		\$ 519,362	
Public Capital Cost	\$ 0		\$ 0	
Federal		\$ 0		\$ 0
State		0		0
Local		0		0
TOTAL PUBLIC EXPENSE	\$ 408,303		\$ 519,362	

	SAN ANGELO			
	1981		1982	
Total Passengers	401,595		449,655	
Regular Route		289,925		315,305
Transfers		111,670		134,350
Total Vehicle Miles	291,758		333,637	
Regular Route		289,758		332,337
Charter/Other		2,000		1,300
Total Vehicle Hours	18,603		21,408	
Regular Route		18,360		21,192
Charter/Other		243		216
Average No. of Buses on Regular Routes	5		6	
Average No. of Total Serviceable Buses	11		12	
Average No. Employees	12		13	
Total Operating Revenues	\$ 81,348		\$103,413	
Farebox		\$ 71,349		\$95,575
Charter		6,074		4,840
Other		3,925		2,998
Total Operating Expense	\$ 368,673		\$417,721	
Net Public Operating Cost	\$ 287,325		\$314,308	
Public Capital Cost	\$ 308,000		\$217,377	
Federal		\$ 246,400		\$173,902
State		40,040		28,259
Local		21,560		15,216
TOTAL PUBLIC EXPENSE	\$ 595,325		\$531,685	

	SAN ANTONIO	
	1981	1982
Total Passengers	34,151,931	34,444,272
Regular Route	28,550,601	28,825,733
Transfers	5,601,330	5,618,539
Total Vehicle Miles	14,782,313	14,573,967
Regular Route	13,555,456	13,348,882
Charter/Other	1,226,857	1,225,085
Total Vehicle Hours	1,054,851	1,040,416
Regular Route	970,426	953,816
Charter/Other	84,425	86,600
Average No. of Buses on Regular Routes	421	412
Average No. of Total Serviceable Buses	528	455
Average No. Employees	962	945
Total Operating Revenues	\$13,882,419	\$14,555,696
Farebox	\$8,646,526	\$ 8,612,460
Charter	2,792,959	2,825,388
Other	2,442,934	3,117,848
Total Operating Expense	\$30,236,464	\$31,432,486
Net Public Operating Cost	\$16,354,045	\$16,876,790
Public Capital Cost	\$ 6,687,500	\$ 1,150,169
Federal	\$5,350,000	\$ 920,135
State	869,375	149,522
Local	468,125	80,512
TOTAL PUBLIC EXPENSE	\$23,041,545*	\$18,026,959**

*Approximately \$19,858,482 was collected in sales tax specifically for transportation purposes.

**Approximately \$20,841,204 was collected in sales tax specifically for transportation purposes.

	WACO			
	1981		1982	
Total Passengers	627,385		585,142	
Regular Route		493,105		442,549
Transfers		134,280		142,593
Total Vehicle Miles	441,357		347,476	
Regular Route		430,051		339,046
Charter/Other		11,306		8,430
Total Vehicle Hours	35,947		30,006	
Regular Route		34,677		28,740
Charter/Other		1,270		1,266
Average No. of Buses on Regular Routes	13		10	
Average No. of Total Serviceable Buses	17		18	
Average No. Employees	32		30	
Total Operating Revenues	\$ 218,421		\$254,777	
Farebox		\$ 188,399		\$190,832
Charter		30,022		37,890
Other		0		26,055
Total Operating Expense	\$ 797,472		\$792,293	
Net Public Operating Cost	\$ 579,051		\$537,516	
Public Capital Cost	\$ 1,615,825		\$1,397,708	
Federal		\$1,292,660		\$1,118,166
State		210,057		181,702
Local		113,108		97,840
TOTAL PUBLIC EXPENSE	\$ 2,194,876		\$1,935,224	

	WICHITA FALLS			
	1981		1982	
Total Passengers	273,035		279,846	
Regular Route		219,219		226,584
Transfers		53,816		53,262
Total Vehicle Miles	284,219		273,326	
Regular Route		282,742		272,409
Charter/Other		1,477		917
Total Vehicle Hours	20,303		35,425	
Regular Route		20,095		35,327
Charter/Other		208		98
Average No. of Buses on Regular Routes	8		10	
Average No. of Total Serviceable Buses	8		10	
Average No. Employees	17		18	
Total Operating Revenues	\$ 114,068		\$113,525	
Farebox		\$ 105,852		\$111,605
Charter		5,820		1,920
Other		2,396		0
Total Operating Expense	\$ 373,629		\$369,918	
Net Public Operating Cost	\$ 259,561		\$256,393	
Public Capital Cost	\$ 616,228		\$185,992	
Federal		\$ 492,982		\$148,794
State		80,110		24,179
Local		43,136		13,019
TOTAL PUBLIC EXPENSE	\$ 875,789		\$442,385	

TABLE B-2: NET OPERATING INCOME PER
PASSENGER BY SYSTEM
Calendar Year 1982

System	Total Passengers	Total Opr. Rev./ Passenger	Total Opr. Exp./ Passenger	Net Opr. Income/ Passenger
Abilene	421,640	.27	1.85	(1.58)
Amarillo	871,473	.29	.99	(.70)
Austin	4,742,369	.39	1.37	(.98)
Beaumont	1,525,783	.31	.80	(.49)
Brownsville	1,762,693	.48	.91	(.43)
Corpus Christi	1,589,075	1.15	2.36	(1.21)
Dallas	35,144,892	.67	1.09	(.42)
El Paso	8,225,717	.47	1.15	(.68)
Fort Worth	5,768,771	.89	1.29	(.40)
Galveston	963,666	.46	.98	(.51)
Houston	52,000,843	.39	2.00	(1.61)
Laredo	3,173,147	.40	.62	(.22)
Lubbock	3,337,468	.19	.45	(.26)
Port Arthur	278,529	.40	2.26	(1.86)
San Angelo	449,655	.23	.93	(.70)
San Antonio	34,444,272	.42	.91	(.49)
Waco	585,142	.44	1.35	(.92)
Wichita Falls	279,846	.41	1.32	(.92)

TABLE B-3: NET OPERATING INCOME PER
VEHICLE MILE BY SYSTEM
Calendar Year 1982

System	Total Pass./Veh. Mile	Total Opr. Rev./Veh. Mile	Total Opr. Exp./Veh. Mile	Net Opr. Income/ Veh. Mile
Abilene	.8	.22	1.55	(1.33)
Amarillo	1.1	.33	1.10	(.77)
Austin	1.6	.62	2.18	(1.56)
Beaumont	2.4	.73	1.89	(1.16)
Brownsville	2.5	1.21	2.31	(1.09)
Corpus Christi	1.1	1.28	2.64	(1.36)
Dallas	2.4	1.58	2.58	(1.00)
El Paso	1.8	.85	2.10	(1.24)
Fort Worth	1.7	1.51	2.18	(.68)
Galveston	2.2	1.03	2.17	(1.14)
Houston	2.0	.79	4.03	(3.24)
Laredo	3.8	1.49	2.31	(.82)
Lubbock	3.3	.62	1.46	(.84)
Port Arthur	1.4	.56	3.16	(2.60)
San Angelo	1.3	.31	1.25	(.94)
San Antonio	2.4	1.00	2.16	(1.16)
Waco	1.7	.73	2.28	(1.55)
Wichita Falls	1.0	.42	1.35	(.94)

TABLE B-4: NET OPERATING INCOME PER
VEHICLE HOUR BY SYSTEM
Calendar Year 1982

System	Total Pass./Veh. Hour	Total Opr. Rev./ Veh. Hr.	Total Opr. Exp./ Veh. Hr.	Net Opr. Income/ Veh. Hr.
Abilene	11.8	3.12	21.74	(18.62)
Amarillo	16.9	4.96	16.74	(11.78)
Austin	20.2	7.85	27.66	(19.82)
Beaumont	22.5	6.93	17.87	(10.94)
Brownsville	27.1	13.02	24.74	(11.72)
Corpus Christi	15.2	17.45	35.89	(18.44)
Dallas	33.2	22.10	36.08	(13.98)
El Paso	25.9	12.13	29.81	(17.68)
Fort Worth	20.6	18.41	26.67	(8.26)
Galveston	19.3	8.98	18.90	(9.92)
Houston	29.9	11.77	59.93	(48.16)
Laredo	32.6	12.96	20.08	(7.12)
Lubbock	44.7	8.53	20.02	(11.48)
Port Arthur	19.4	7.73	43.95	(36.23)
San Angelo	21.0	4.83	19.51	(14.68)
San Antonio	33.1	13.99	30.21	(16.22)
Waco	19.5	8.49	26.40	(17.91)
Wichita Falls	7.9	3.20	10.44	(7.24)

TABLE B-5: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS BY SYSTEM
Calendar Years 1981 and 1982

System	Net Public Oper. Cost Per Pass.		Net Public Oper. Cost Per Veh. Mi.		Net Public Oper. Cost Per Veh. Hr.		Public Cap. Cost Per Passenger		Public Cap. Cost Per Vehicle Mi.		Public Cap. Cost Per Vehicle Hr.		Total Public Expense Per Passenger		Total Public Expense Per Vehicle Mile		Total Public Expense Per Vehicle Hour	
	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982	1981	1982
Abilene	\$1.69	\$1.58	\$1.26	\$1.33	\$19.50	\$18.62	\$5.11	.86	\$3.80	.72	\$58.95	10.09	\$6.80	2.44	\$5.06	2.05	\$78.45	28.71
Amarillo	.71	.70	.71	.77	13.83	11.78	.00	1.60	.00	1.78	.00	27.03	.71	2.30	.71	2.55	13.83	38.81
Austin	.82	.98	1.53	1.56	31.24	19.82	.53	.34	.99	.53	12.22	6.78	1.34	1.32	2.52	2.10	31.24	26.59
Beaumont	.48	.49	1.19	1.16	11.85	10.94	.05	.05	.11	.13	1.12	1.20	.53	.54	1.30	1.28	12.98	12.14
Brownsville	.43	.43	1.18	1.09	12.26	11.72	.00	.09	.00	.24	.00	2.56	.43	.53	1.18	1.33	12.26	14.28
Corpus Christi*	1.05	1.21	1.32	1.36	17.95	18.44	1.43	.86	1.79	.96	24.52	13.03	2.48	2.07	3.11	2.31	42.47	31.47
Dallas	.36	.42	.90	1.00	12.52	13.98	.38	.12	.94	.28	13.07	3.88	.74	.54	1.84	1.27	25.59	17.85
El Paso	.40	.68	.86	1.24	12.07	17.68	.22	.79	.49	1.44	6.85	20.46	.62	1.47	1.34	2.68	18.91	38.13
Fort Worth	.36	.40	.63	.68	9.44	8.26	.07	.10	.12	.17	1.48	2.10	.43	.50	.75	.85	9.44	10.36
Galveston	.41	.51	1.01	1.14	9.01	9.92	1.16	.00	2.89	.00	25.85	.00	1.57	.51	3.90	1.14	34.86	9.92
Houston	1.39	1.61	3.00	3.24	41.60	48.16	.11	.37	.23	.75	3.21	11.08	1.50	1.98	3.23	3.98	44.81	59.24
Laredo	.16	.22	.63	.82	5.73	7.12	.64	.10	2.45	.38	22.46	3.31	.80	.32	3.08	1.20	28.18	10.43
Lubbock	.34	.26	.99	.84	13.59	11.48	.00	.69	.00	2.24	.00	30.77	.34	.94	.99	3.08	13.59	42.25
Port Arthur	1.40	1.86	2.06	2.60	28.62	36.23	.00	.00	.00	.00	.00	.00	1.40	1.86	2.06	2.60	28.62	36.23
San Angelo	.72	.70	.98	.94	15.45	14.68	.77	.48	1.06	.65	16.56	10.15	1.48	1.18	2.04	1.59	32.00	24.84
San Antonio	.48	.49	1.11	1.16	15.50	16.22	.20	.03	.45	.08	6.34	1.11	.67	.52	1.56	1.24	21.84	17.33
Waco	.92	.92	1.31	1.55	16.11	17.91	2.58	2.39	3.66	4.02	44.95	46.58	3.50	3.31	4.97	5.57	61.06	64.49
Wichita Falls	.95	.92	.91	.94	12.78	7.24	2.26	.66	2.17	.68	30.35	5.25	3.21	1.58	3.08	1.62	43.14	12.49

*These figures have been revised since the 1981 Report.

ACKNOWLEDGEMENTS

The information presented on transit operations in this report are a tabulation of the data provided by the transit systems. Estimates of some data were required and these are noted in Appendix B where statistics by system are presented. Information on Public Transportation Grants was provided by the Urban Mass Transportation Administration, U.S. Department of Transportation and the State Department of Highways and Public Transportation.

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