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# 1981 TEXAS TRANSIT STATISTICS

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OF HIGHWAYS AND  
PUBLIC TRANSPORTATION**







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# **1981 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 1983**

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## TABLE OF CONTENTS

|  | <u>Page</u> |
|--|-------------|
| Summary  | 1           |
| Transit Ridership in Texas   | 3           |
| Operating Statistics in Texas                                      | 6           |
| Total Public Expense of Transit in Texas                           | 9           |
| Federal and State Commitments to Texas Transit                     | 13          |
| Appendices   |             |
| A - Statewide Transit Statistics by Months<br>and Quarters of 1981 | A-1         |
| B - Transit Statistics By System                                   | B-1         |
| Acknowledgements   | B-25        |



## TABULATIONS

| <u>Table</u> |   | <u>Page</u> |
|--------------|---|-------------|
| 1            | Statewide Municipal Transit Ridership for 1974-1981   | 3           |
| 2            | Transit Passengers and Vehicle Miles Per Capita in Texas - Calendar Years 1980 and 1981           | 5           |
| 3            | Total Texas Transit Statistics - Calendar Years 1980 and 1981                                     | 6           |
| 4            | Net Operating Income Per Passenger, Vehicle Mile, and Vehicle Hour - Calendar Year 1981           | 7           |
| 5            | Statewide Total Operating Revenues and Total Operating Expenses Per Vehicle Mile - 1973 thru 1981 | 8           |
| 6            | Texas Transit Finances (Publicly-Owned Systems) Calendar Years 1980 and 1981                      | 9           |
| 7            | Total Public Expense of Transit in Texas (Publicly-Owned Systems) Calendar Years 1980 and 1981    | 11          |
| 8            | Financial Assistance to Texas - 1981  | 15          |
| A-1          | Statewide Ridership by Months and Quarters 1980 and 1981  | A-3         |
| A-2          | Statewide Vehicle Miles and Vehicle Hours by Months and Quarters - 1980 and 1981                  | A-4         |
| A-3          | Statewide Revenue and Expense by Months and Quarters 1980 and 1981                                | A-5         |
| B-1          | Texas Transit Statistics by System - Calendar Years 1980 and 1981                                 | B-3         |
| B-2          | Net Operating Income Per Passenger by System Calendar Year 1981                                   | B-21        |
| B-3          | Net Operating Income Per Vehicle Mile By System Calendar Year 1981                                | B-22        |
| B-4          | Net Operating Income Per Vehicle Hour by System Calendar Year 1981                                | B-23        |
| B-5          | Total Public Expense of Transit in Texas by System Calendar Years 1980 and 1981                   | B-24        |



## ILLUSTRATIONS

| <u>Figure</u> |   | <u>Page</u> |
|---------------|---|-------------|
| 1             | Percent Transit Ridership by Systems<br>Calendar Year 1981  | 4           |
| 2             | Government Assistance to Meet Total Expense of<br>Transit in Texas - Calendar Years 1980 and 1981 | 10          |







## SUMMARY

Texas Transit Statistics is a comprehensive annual report on the eighteen municipal transit systems operating in the State of Texas during 1981. 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) presently operating in Texas.

During 1981, 153.9 million passengers were carried by Texas municipal transit systems. This is a 1.4 percent increase from 151.8 million passengers carried in 1980. Transit vehicle miles increased almost 8 percent to 69.4 million miles in 1981 as compared to 64.4 million miles in 1980.

General operating costs continued to increase during 1981 as indicated by a 27.4 percent increase in net public operating costs from \$90.0 million in 1980 to \$114.7 million in 1981. Total operating revenue per vehicle mile increased by 12.4 percent from 1980, total operating expenses per vehicle mile increased by 14.7 percent. This is the lowest rate of change in operating expenses per vehicle mile since 1977.

The total public expense of transit decreased in 1981 to \$155.5 million from \$164.7 million in 1980. This is due to a decrease in capital expense from \$74.7 million in 1980 to \$40.8 million in 1981. The total public expense includes this capital cost plus operating costs of \$114.7 million.

Public transportation funds which have been committed in Texas decreased from \$162.9 million in 1980 to \$124.3 million in 1981. These committed funds include state and federal funds as well as local monies.







## TRANSIT RIDERSHIP IN TEXAS

Total statewide transit ridership showed a 1.4 percent increase during 1981 as shown in Table 1. This is a 31.7 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 - 1981

| 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 | 153,920,869      | +1.4%    |

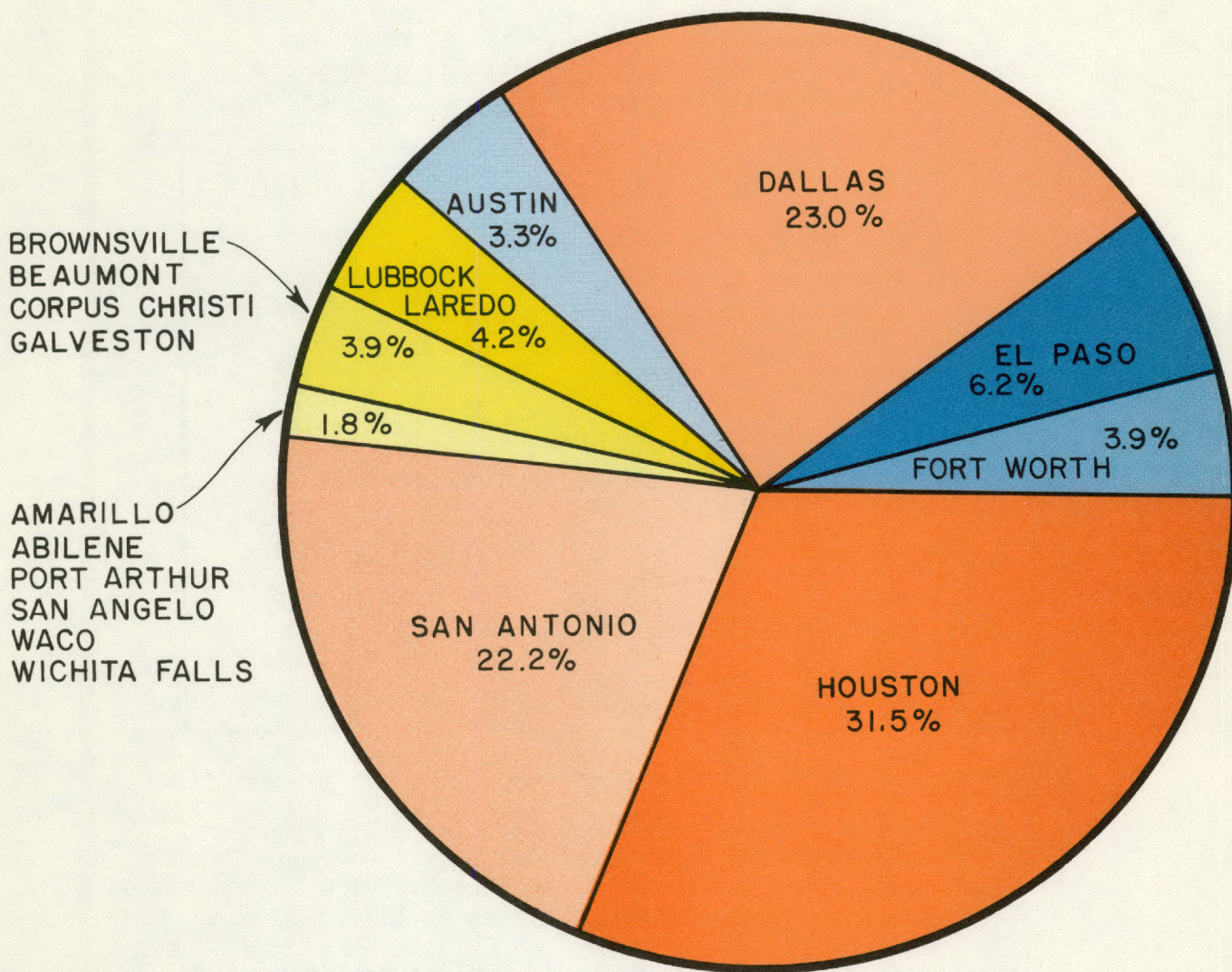
NOTES:

- (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.



Approximately 77 percent of all transit patronage occurred in the three largest Texas cities in 1981 (See Figure 1). The systems in the six largest cities in Texas accounted for 90 percent of the patronage.

**FIGURE 1: PERCENT TRANSIT RIDERSHIP BY SYSTEMS CALENDAR YEAR 1981**



100% = 153,920,869



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 one percent from 1980 to 1981. Since 1975, however, passengers per capita have increased about 27 percent. Transit service offered to the citizens of Texas, measured by vehicle miles operated per capita, has increased almost 8 percent in the last year, and 33 percent since 1975.

TABLE 2: TRANSIT PASSENGERS AND VEHICLE MILES PER CAPITA IN TEXAS  
Calendar Years 1980 - 1981

| 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 |      |                      |      |
|----------------|-----------------------------------|--|------|----------------------|------|--|------|----------------------|------|
|                |                                   | 1980   |      | 1981                 |      | 1980   |      | 1981                 |      |
| Abilene        | 98                                | 315  | 3.2  | 344                  | 3.5  | 310  | 3.2  | 463                  | 4.7  |
| Amarillo       | 149                               | 747  | 5.0  | 777                  | 5.2  | 851  | 5.7  | 779                  | 5.2  |
| Austin         | 345                               | 5,843  | 16.9 | 5,143                | 14.9 | 2,969  | 8.6  | 2,743                | 8.0  |
| Beaumont       | 118                               | 1,498  | 12.7 | 1,580                | 13.4 | 615  | 5.2  | 643                  | 5.4  |
| Brownsville    | 85                                | 1,368  | 16.1 | 1,821                | 21.4 | 572  | 6.7  | 672                  | 7.9  |
| Corpus Christi | 232                               | 1,881  | 8.1  | 1,604                | 6.9  | 1,378  | 5.9  | 1,272                | 5.5  |
| Dallas         | 904                               | 33,692   | 37.3 | 35,366               | 39.1 | 13,638   | 15.1 | 14,193               | 15.7 |
| El Paso        | 425                               | 9,161  | 21.6 | 9,546                | 22.5 | 4,231  | 10.0 | 4,410                | 10.4 |
| Fort Worth     | 385                               | 6,339  | 16.5 | 5,954                | 15.5 | 3,169  | 8.2  | 3,410                | 8.9  |
| Galveston      | 62                                | 1,150  | 18.5 | 1,058                | 17.1 | 452  | 7.3  | 426                  | 6.9  |
| Houston        | 1,595                             | 46,893   | 29.4 | 48,486               | 30.4 | 18,485   | 11.6 | 22,469               | 14.1 |
| Laredo         | 91                                | 3,455  | 38.0 | 3,550                | 39.0 | 822  | 9.0  | 922                  | 10.1 |
| Lubbock        | 174                               | 2,726 <sup>(2)</sup>                           | 15.7 | 2,946 <sup>(2)</sup> | 16.9 | 1,022 <sup>(3)</sup>                                 | 5.9  | 1,019 <sup>(3)</sup> | 5.9  |
| Port Arthur    | 61                                | 280  | 4.6  | 293                  | 4.8  | 198  | 3.2  | 198                  | 3.2  |
| San Angelo     | 73                                | 333  | 4.6  | 402                  | 5.5  | 258  | 3.5  | 292                  | 4.0  |
| San Antonio    | 786                               | 35,190   | 44.8 | 34,152               | 43.5 | 14,653   | 18.7 | 14,782               | 18.8 |
| Waco           | 101                               | 636  | 6.3  | 627                  | 6.2  | 476  | 4.7  | 441                  | 4.4  |
| Wichita Falls  | 94                                | 309  | 3.3  | 273                  | 2.9  | 291  | 3.1  | 284                  | 3.0  |
| TOTAL          | 5,778                             | 151,816  | 26.3 | 153,922              | 26.6 | 64,390   | 11.1 | 69,418               | 12.0 |

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

(2) 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.

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



## OPERATING STATISTICS IN TEXAS

The number of transit vehicle miles operated rose about 7.8 percent in 1981 from approximately 64.4 million miles in 1980. Of the total, 94 percent were regular route vehicle miles. The average number of total serviceable buses increased by nine during 1981. Regular route vehicle hours increased approximately three percent over last year. The average number of total employees increased by only 45 in 1981 (See Table 3).

TABLE 3: TOTAL TEXAS TRANSIT STATISTICS  
Calendar Years 1980 - 1981

|   | 1980           |  | 1981            |  |
|---|----------------|--|-----------------|--|
| Total Passengers                          | 151,815,720    |  | 153,920,869     |  |
| Regular Route                             | 123,781,901    |  | 125,392,682     |  |
| Transfers                                 | 28,033,819     |  | 28,528,187      |  |
| Total Vehicle Miles                       | 64,390,173     |  | 69,417,281      |  |
| Regular Route                             | 61,306,256     |  | 65,231,515      |  |
| Charter/Other                             | 3,083,917      |  | 4,185,766       |  |
| Total Vehicle Hours                       | 4,887,446      |  | 5,104,135       |  |
| Regular Route                             | 4,589,512      |  | 4,744,070       |  |
| Charter/Other                             | 297,934        |  | 360,065         |  |
| Average No. of Buses<br>on Regular Routes | 1,543          |  | 1,588           |  |
| Average No. of Total<br>Serviceable Buses | 2,081          |  | 2,090           |  |
| Average No. of Employees                  | 4,706          |  | 4,897           |  |
| Total Operating Revenues                  | \$57,279,781   |  | \$69,179,498    |  |
| Farebox                                   | \$45,796,410   |  | \$55,178,124    |  |
| Charter                                   | 5,565,989      |  | 5,981,439       |  |
| Other                                     | 5,917,382      |  | 8,019,935       |  |
| Total Operating Expenses                  | \$147,359,801  |  | \$183,853,798   |  |
| Net Operating Income                      | (\$90,080,020) |  | (\$114,674,300) |  |



In 1981, operating expenses exceeded operating revenue by about \$114.7 million; a 27.4 percent increase since 1980. Operating expenses rose about 25 percent during 1981 while operating revenue rose approximately 20.8 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 12.4 percent since 1980 while total operating expense per vehicle mile has risen only 15.7 percent as compared to 22.5 percent the previous year.

TABLE 4: NET OPERATING INCOME PER PASSENGER,  
VEHICLE MILE AND VEHICLE HOUR  
Calendar Year 1981

| PER PASSENGER                             |         |
|---|---------|
| Total Operating Revenue Per Passenger     | \$ .45  |
| Total Operating Expenses Per Passenger    | 1.19    |
| Net Operating Income Per Passenger        | (.75)   |
| PER VEHICLE MILE                          |         |
| Total Operating Revenue Per Vehicle Mile  | \$ 1.00 |
| Total Operating Expenses Per Vehicle Mile | 2.65    |
| Net Operating Income Per Vehicle Mile     | (1.65)  |
| PER VEHICLE HOUR                          |         |
| Total Operating Revenue Per Vehicle Hour  | \$13.55 |
| Total Operating Expenses Per Vehicle Hour | 36.02   |
| Net Operating Income Per Vehicle Hour     | (22.47) |



TABLE 5: STATEWIDE TOTAL OPERATING REVENUES  
AND TOTAL OPERATING EXPENSES PER VEHICLE MILE  
1973 - 1981

| 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                               |



## TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS

Total transit finances for publicly owned systems in Texas increased approximately one percent during 1981 (See Table 6). Total operating revenue rose approximately 21 percent in 1981 totalling \$69.2 million. Farebox revenue rose 20 percent from 1980 while charter and other income revenue rose about 7 and 36 percent respectively. Total capital revenue showed a decrease of approximately 45 percent 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.

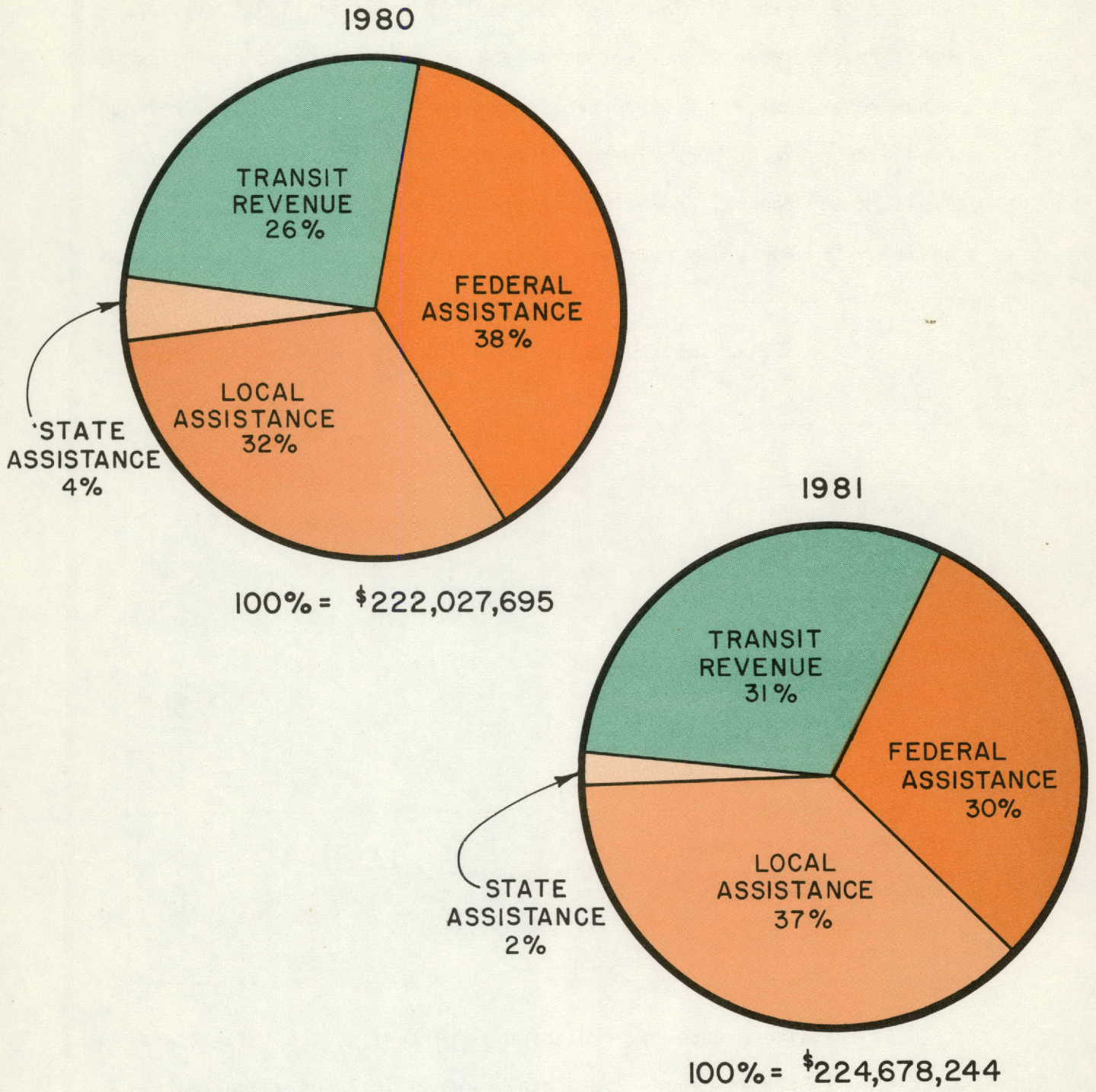
TABLE 6: TEXAS TRANSIT FINANCES  
Calendar Years 1980 and 1981

| REVENUES                               | 1980                        | 1981                        |
|--|-----------------------------|-----------------------------|
| Total Operating Revenue and Assistance | \$147,359,801               | \$183,853,798               |
| Farebox                                | \$45,796,410                | \$55,178,124                |
| Charter                                | 5,565,989                   | 5,981,439                   |
| Other Operating Income                 | 5,917,382                   | 8,019,935                   |
| Federal Operating Assist.              | 24,960,581                  | 33,823,228                  |
| Local Operating Assist.                | 65,119,439                  | 80,851,072                  |
| Total Capital Revenue                  | \$ 74,667,894               | \$ 40,824,446               |
| Federal                                | \$59,696,662                | \$32,659,556                |
| State                                  | 9,707,766                   | 5,174,122                   |
| Local                                  | 5,263,466                   | 2,990,768                   |
| <b>TOTAL REVENUE</b>                   | <b><u>\$222,027,695</u></b> | <b><u>\$224,678,244</u></b> |
| EXPENSES                               | 1980                        | 1981                        |
| Total Operating Expense                | \$147,359,801               | \$183,853,798               |
| Total Capital Expense                  | 74,667,894                  | 40,824,446                  |
| <b>TOTAL EXPENSE</b>                   | <b><u>\$222,027,695</u></b> | <b><u>\$224,678,244</u></b> |

Total transit revenue covered about 31 percent of the total transit expenses in 1981 (See Figure 2). Total expense includes approximately \$183.9 million in operating costs and \$40.8 million in capital costs.



**FIGURE 2: GOVERNMENT ASSISTANCE TO MEET TOTAL EXPENSE OF TRANSIT IN TEXAS — CALENDAR YEARS 1980 AND 1981**





In 1981, approximately 30 percent of the total operating expense was covered by farebox revenue alone. However, with charter revenue and other income included with farebox revenue, approximately 38 percent of the total operating expense of transit in Texas was covered by total transit revenue. Federal operating assistance provided 18 percent of the total operating costs and the local contribution was the remaining 44 percent of the total operating expenses for 1981.

The total public expense of transit decreased by six percent to \$155.5 million (See Table 7). This was due primarily to a decrease in capital expense from about \$74.7 million in 1980 to \$40.8 million in 1981. However, net public operating cost rose to about \$114.7 million in 1981, a 27 percent increase.

TABLE 7: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS  
Calendar Years 1980 and 1981

|   | 1980          | 1981          |
|---|---------------|---------------|
| Net Public Operating Cost                     | \$ 90,080,020 | \$114,674,300 |
| Net Public Operating Cost<br>Per Passenger    | \$ .59        | \$ .75        |
| Net Public Operating Cost<br>Per Vehicle Mile | \$1.40        | \$1.65        |
| Public Capital Cost                           | \$ 74,667,894 | \$ 40,824,446 |
| Public Capital Cost<br>Per Passenger          | \$ .49        | \$ .27        |
| Public Capital Cost<br>Per Vehicle Mile       | \$1.16        | \$ .59        |
| Total Public Expense                          | \$164,747,914 | \$155,498,746 |
| Total Public Expense<br>Per Passenger         | \$1.09        | \$1.01        |
| Total Public Expense<br>Per Vehicle Mile      | \$2.56        | \$2.24        |



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 lows of 63 cents in Fort Worth and Laredo to a high of \$3.00 in Houston in 1981 (See Table B-5). Total public expense per vehicle mile ranged from a low of 71 cents in Amarillo to high of \$5.06 in Abilene.



## 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 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. Another federal grant program used in Texas during 1981 was the UMTA Section 8 Technical Studies Grant.

The State of Texas established a Public Transportation Fund (PTF) in June of 1975. This funding was authorized by Senate Bill 762, Acts of the 64th Legislature, Regular Session, 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, decreased in dollar value from about \$162.9 million in CY 1980 to \$124.3 million in 1981 (See Table 8). This decrease in total committed funding is due in part to a decrease in capital grant activity in CY 1981. Federal participation accounts for 57 percent of this total committed funding, state participation accounts for eight percent and local participation accounts for 35 percent.

Capital grants account for only 40 percent of this total and 55 percent is for operating assistance leaving about 5 percent for "other" funding. "Other" funding includes Technical Studies, and Managerial Training Grants. 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 - 1981

|                   | Sections<br>3 & 5<br>Capital | Section<br>5<br>Operating | Section 8<br>Technical<br>Studies | Section 10<br>Managerial<br>Training | 50% Program <sup>(1)</sup> | TOTAL         |
|-------------------|------------------------------|---------------------------|-----------------------------------|--------------------------------------|----------------------------|---------------|
| Municipal Systems | \$33,010,550                 | \$34,086,232              | \$ --                             | \$18,899                             | \$ --                      | \$67,115,681  |
| Technical Studies | --                           | --                        | 3,576,500                         | --                                   | --                         | 3,576,500     |
| SDH & PT          | --                           | --                        | 115,300 <sup>(2)</sup>            | --                                   | --                         | 115,300       |
| TOTAL FEDERAL     | 33,010,550                   | 34,086,232                | 3,691,800                         | 18,899                               | -0-                        | 70,807,481    |
| TOTAL STATE       | 5,231,158                    | -0-                       | 28,825 <sup>(3)</sup>             | -0-                                  | 4,605,333                  | 9,865,316     |
| TOTAL LOCAL       | 3,021,480                    | 33,812,973                | 2,197,425 <sup>(4)</sup>          | 12,561                               | 4,605,333                  | 43,649,772    |
| TOTAL PROJECTS    | \$41,263,188                 | \$67,899,205              | \$5,918,050                       | \$31,460                             | \$9,210,666                | \$124,322,569 |

(1) If a designated recipient certifies that Federal funds are unavailable for a proposed project and the State Highway and Public Transportation Commission finds the project vitally important to the development of public transportation in the State, then the Commission may supply 50% of the total cost of the project.

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

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

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







**APPENDIX A**

**STATEWIDE TRANSIT STATISTICS**

**BY MONTHS AND QUARTERS**

**OF 1980**







TABLE A-1: STATEWIDE RIDERSHIP BY MONTHS AND QUARTERS  
1980 and 1981

|                | Regular Route<br>Passengers |             | Transfers  |            | Total<br>Passengers |             |
|----------------|-----------------------------|-------------|------------|------------|---------------------|-------------|
|                | 1980                        | 1981        | 1980       | 1981       | 1980                | 1981        |
| January        | 10,201,963                  | 9,907,541   | 2,520,785  | 2,297,684  | 12,722,748          | 12,205,225  |
| February       | 10,282,898                  | 9,774,241   | 2,294,911  | 2,254,858  | 12,577,809          | 12,029,099  |
| March          | 11,061,692                  | 10,779,355  | 2,365,937  | 2,461,782  | 13,427,629          | 13,241,137  |
| First Quarter  | 31,546,553                  | 30,461,137  | 7,181,633  | 7,014,324  | 38,728,186          | 37,475,461  |
| April          | 11,060,581                  | 10,818,948  | 2,426,769  | 2,474,356  | 13,487,350          | 13,293,304  |
| May            | 10,857,271                  | 10,051,004  | 2,354,367  | 2,346,567  | 13,211,638          | 12,397,571  |
| June           | 10,427,454                  | 10,189,388  | 2,342,420  | 2,404,178  | 12,769,874          | 12,593,566  |
| Second Quarter | 32,345,306                  | 31,059,340  | 7,123,556  | 7,225,101  | 39,468,862          | 38,284,441  |
| July           | 10,479,247                  | 10,374,277  | 2,418,860  | 2,512,522  | 12,898,107          | 12,886,799  |
| August         | 10,477,034                  | 10,425,321  | 2,382,786  | 2,522,248  | 12,859,820          | 12,947,569  |
| September      | 10,618,683                  | 10,909,437  | 2,355,826  | 2,489,739  | 12,974,509          | 13,399,176  |
| Third Quarter  | 31,574,964                  | 31,709,035  | 7,157,472  | 7,524,509  | 38,732,436          | 39,233,544  |
| October        | 9,561,758                   | 11,429,153  | 2,277,255  | 2,417,902  | 11,839,013          | 13,847,055  |
| November       | 9,034,282                   | 10,482,895  | 2,049,356  | 2,173,725  | 11,083,638          | 12,656,620  |
| December       | 9,719,038                   | 10,251,122  | 2,244,547  | 2,172,626  | 11,963,585          | 12,423,748  |
| Fourth Quarter | 28,315,078                  | 32,163,170  | 6,571,158  | 6,764,253  | 34,886,236          | 38,927,423  |
| ANNUAL         | 123,781,901                 | 125,392,682 | 28,033,819 | 28,528,187 | 151,815,720         | 153,920,869 |



TABLE A-2: STATEWIDE VEHICLE MILES AND VEHICLE HOURS  
BY MONTHS AND QUARTERS - 1980 and 1981

|                | Regular Route<br>Vehicle Miles |            | Charter/Other<br>Vehicle Miles |           | Total<br>Vehicle Miles |            | Regular Route<br>Vehicle Hours |           | Charter/Other<br>Vehicle Hours |         | Total<br>Vehicle Hours |           |
|----------------|--------------------------------|------------|--------------------------------|-----------|------------------------|------------|--------------------------------|-----------|--------------------------------|---------|------------------------|-----------|
|                | 1980                           | 1981       | 1980                           | 1981      | 1980                   | 1981       | 1980                           | 1981      | 1980                           | 1981    | 1980                   | 1981      |
| January        | 5,155,128                      | 5,424,820  | 235,704                        | 335,501   | 5,390,832              | 5,760,321  | 387,325                        | 397,952   | 22,201                         | 25,084  | 409,526                | 423,036   |
| February       | 4,919,625                      | 5,040,462  | 201,933                        | 332,279   | 5,121,618              | 5,372,741  | 369,557                        | 368,554   | 19,226                         | 27,276  | 388,783                | 395,830   |
| March          | 5,122,485                      | 5,529,257  | 228,200                        | 356,904   | 5,350,685              | 5,886,161  | 384,492                        | 401,576   | 19,651                         | 25,274  | 404,143                | 426,850   |
| First Quarter  | 15,197,238                     | 15,994,539 | 665,837                        | 1,024,684 | 15,863,135             | 17,019,223 | 1,141,374                      | 1,168,082 | 61,078                         | 77,634  | 1,202,452              | 1,245,716 |
| April          | 5,197,446                      | 5,453,714  | 257,369                        | 374,962   | 5,454,815              | 5,828,676  | 387,871                        | 398,829   | 23,693                         | 31,011  | 411,564                | 429,840   |
| May            | 5,229,569                      | 5,306,970  | 290,232                        | 390,716   | 5,519,801              | 5,697,686  | 392,709                        | 390,461   | 27,794                         | 33,821  | 420,503                | 424,282   |
| June           | 5,022,415                      | 5,486,875  | 149,635                        | 268,712   | 5,172,050              | 5,755,587  | 374,613                        | 398,108   | 36,045                         | 23,068  | 410,658                | 421,176   |
| Second Quarter | 15,449,430                     | 16,247,559 | 697,236                        | 1,034,390 | 16,146,666             | 17,281,949 | 1,155,193                      | 1,187,398 | 87,532                         | 87,900  | 1,242,725              | 1,275,298 |
| July           | 5,187,917                      | 5,582,862  | 164,606                        | 287,578   | 5,352,523              | 5,870,440  | 389,624                        | 405,096   | 15,886                         | 23,635  | 405,510                | 428,731   |
| August         | 5,284,599                      | 5,500,775  | 274,590                        | 301,353   | 5,559,189              | 5,802,128  | 392,439                        | 396,609   | 25,680                         | 25,594  | 418,119                | 422,203   |
| September      | 5,178,052                      | 5,315,310  | 330,161                        | 395,736   | 5,508,213              | 5,711,046  | 388,439                        | 388,133   | 29,449                         | 48,671  | 417,888                | 436,804   |
| Third Quarter  | 15,650,568                     | 16,398,947 | 769,357                        | 984,667   | 16,419,925             | 17,383,614 | 1,170,502                      | 1,189,838 | 71,015                         | 97,900  | 1,241,517              | 1,287,738 |
| October        | 4,823,815                      | 5,699,101  | 343,745                        | 430,589   | 5,167,560              | 6,129,690  | 370,744                        | 411,493   | 27,526                         | 37,754  | 398,270                | 449,247   |
| November       | 4,707,590                      | 5,269,116  | 318,342                        | 384,951   | 5,025,932              | 5,654,067  | 351,399                        | 380,312   | 26,578                         | 32,347  | 377,977                | 412,659   |
| December       | 5,477,615                      | 5,622,253  | 289,340                        | 326,485   | 5,766,955              | 5,948,738  | 400,300                        | 406,947   | 24,205                         | 26,530  | 424,505                | 433,477   |
| Fourth Quarter | 15,009,020                     | 16,590,470 | 951,427                        | 1,142,025 | 15,960,447             | 17,732,495 | 1,122,443                      | 1,198,752 | 78,309                         | 96,631  | 1,200,752              | 1,295,383 |
| ANNUAL         | 61,306,256                     | 65,231,515 | 3,083,857                      | 4,185,766 | 64,390,173             | 69,417,281 | 4,589,512                      | 4,744,070 | 297,934                        | 360,065 | 4,887,446              | 5,104,135 |



TABLE A-3: STATEWIDE REVENUE AND EXPENSE  
BY MONTHS AND QUARTERS - 1980 and 1981

|                | Farebox      |              | Charter     |             | Other       |             | Total Operating Revenue |              | Total Operating Expense |               | Net Operating Income |                 |
|----------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------------------|--------------|-------------------------|---------------|----------------------|-----------------|
|                | 1980         | 1981         | 1980        | 1981        | 1980        | 1981        | 1980                    | 1981         | 1980                    | 1981          | 1980                 | 1981            |
| January        | \$ 3,589,555 | \$ 4,157,372 | \$ 509,942  | \$ 570,943  | \$ 432,619  | \$ 507,807  | \$ 4,532,116            | \$ 5,236,122 | \$ 11,392,463           | \$ 14,580,647 | (\$ 6,860,347)       | (\$ 9,344,525)  |
| February       | 3,589,063    | 4,153,662    | 381,306     | 498,718     | 396,617     | 608,436     | 4,366,986               | 5,260,816    | 10,137,047              | 13,667,575    | ( 5,770,061)         | ( 8,406,759)    |
| March          | 3,858,026    | 4,774,753    | 437,079     | 437,125     | 532,774     | 570,065     | 4,827,879               | 5,781,943    | 10,559,236              | 14,253,190    | ( 5,731,357)         | ( 8,471,247)    |
| First Quarter  | \$11,036,644 | \$13,085,787 | \$1,328,327 | \$1,506,786 | \$1,362,010 | \$1,686,308 | \$13,726,981            | \$16,278,881 | \$ 32,088,746           | \$ 42,501,412 | (\$18,361,765)       | (\$26,222,531)  |
| April          | 3,858,221    | 4,560,624    | 575,350     | 546,230     | 521,202     | 606,545     | 4,954,773               | 5,713,399    | 11,626,390              | 14,687,690    | ( 6,671,617)         | ( 8,974,291)    |
| May            | 3,846,748    | 4,357,077    | 737,696     | 646,569     | 483,522     | 470,063     | 5,067,966               | 5,473,709    | 11,957,924              | 14,757,775    | ( 6,889,958)         | ( 9,284,066)    |
| June           | 3,854,347    | 4,552,968    | 325,415     | 309,063     | 511,281     | 609,653     | 4,691,043               | 5,471,684    | 11,587,594              | 15,487,832    | ( 6,896,551)         | ( 10,016,148)   |
| Second Quarter | \$11,559,316 | \$13,470,669 | \$1,638,461 | \$1,501,862 | \$1,516,005 | \$1,686,261 | \$14,713,782            | \$16,658,792 | \$ 35,171,908           | \$ 44,933,297 | (\$20,458,126)       | (\$28,274,505)  |
| July           | 3,934,071    | 4,700,236    | 323,990     | 343,836     | 559,882     | 962,804     | 4,817,943               | 6,006,876    | 13,377,946              | 15,639,594    | ( 8,560,003)         | ( 9,632,718)    |
| August         | 3,988,589    | 4,726,151    | 387,001     | 332,657     | 492,990     | 743,265     | 4,868,580               | 5,802,073    | 13,339,640              | 16,132,093    | ( 8,471,060)         | ( 10,330,020)   |
| September      | 4,183,687    | 4,720,207    | 478,675     | 551,852     | 528,018     | 630,996     | 5,190,380               | 5,903,055    | 14,899,307              | 16,129,427    | ( 9,708,927)         | ( 10,226,372)   |
| Third Quarter  | \$12,106,347 | \$14,146,594 | \$1,189,666 | \$1,228,345 | \$1,580,890 | \$2,337,065 | \$14,876,903            | \$17,712,004 | \$ 41,616,893           | \$ 47,901,114 | (\$26,739,990)       | (\$30,189,110)  |
| October        | 3,710,192    | 5,051,286    | 485,673     | 780,674     | 403,028     | 754,701     | 4,598,893               | 6,586,661    | 12,946,929              | 16,105,057    | ( 8,348,036)         | ( 9,518,396)    |
| November       | 3,591,768    | 4,702,666    | 561,135     | 568,594     | 461,023     | 797,386     | 4,613,926               | 6,068,646    | 12,244,474              | 15,123,633    | ( 7,630,548)         | ( 9,054,987)    |
| December       | 3,792,143    | 4,721,122    | 362,727     | 395,178     | 594,426     | 758,214     | 4,749,296               | 5,874,514    | 13,290,851              | 17,289,285    | ( 8,541,555)         | ( 11,414,771)   |
| Fourth Quarter | \$11,094,103 | \$14,475,074 | \$1,409,535 | \$1,744,446 | \$1,458,477 | \$2,310,301 | \$13,962,115            | \$18,529,821 | \$ 38,482,254           | \$ 48,517,975 | (\$24,520,139)       | (\$29,988,154)  |
| ANNUAL         | \$45,796,410 | \$55,178,124 | \$5,565,989 | \$5,981,439 | \$5,917,382 | \$8,019,935 | \$57,279,781            | \$69,179,498 | \$147,359,801           | \$183,853,798 | (\$90,080,020)       | (\$114,674,300) |







**APPENDIX B**

**TRANSIT STATISTICS BY SYSTEM**







TABLE B-1: TEXAS TRANSIT STATISTICS BY SYSTEM  
Calendar Years 1980 and 1981

|   | ABILENE   |           |             |             |
|---|-----------|-----------|-------------|-------------|
|   | 1980      |           | 1981        |             |
| Total Passengers                          | 314,838   |           | 344,207     |             |
| Regular Route                             |           | 214,965   |             | 244,086     |
| Transfers                                 |           | 99,873    |             | 100,121     |
| Total Vehicle Miles                       | 309,902   |           | 462,606     |             |
| Regular Route                             |           | 308,507   |             | 455,856     |
| Charter/Other                             |           | 1,395     |             | 6,750       |
| Total Vehicle Hours                       | 18,102    |           | 29,848      |             |
| Regular Route                             |           | 17,948    |             | 29,021      |
| Charter/Other                             |           | 154       |             | 827         |
| Average No. of Buses<br>on Regular Routes | 6         |           | 11          |             |
| Average No. of Total<br>Serviceable Buses | 12        |           | 16          |             |
| Average No. Employees                     | 16        |           | 26          |             |
| Total Operating Revenues                  | \$ 45,725 |           | \$ 82,676   |             |
| Farebox                                   |           | \$ 43,887 |             | \$ 64,987   |
| Charter                                   |           | 1,838     |             | 17,689      |
| Other                                     |           | 0         |             | 0           |
| Total Operating Expense                   | \$406,867 |           | \$ 664,715  |             |
| Net Public Operating<br>Cost              | \$361,142 |           | \$ 582,039  |             |
| Public Capital Cost                       | \$ 0      |           | \$1,759,500 |             |
| Federal                                   |           | \$ 0      |             | \$1,407,600 |
| State                                     |           | 0         |             | 152,490     |
| Local                                     |           | 0         |             | 199,410     |
| TOTAL PUBLIC EXPENSE                      | \$361,142 |           | \$2,341,539 |             |



|   | AMARILLO   |            |            |            |
|---|------------|------------|------------|------------|
|   | 1980       |            | 1981       |            |
| Total Passengers                          | 746,664    |            | 777,434    |            |
| Regular Route                             |            | 582,034    |            | 606,330    |
| Transfers                                 |            | 164,630    |            | 171,104    |
| Total Vehicle Miles                       | 850,657    |            | 778,608    |            |
| Regular Route                             |            | 750,858    |            | 723,578    |
| Charter/Other                             |            | 99,799     |            | 55,030     |
| Total Vehicle Hours                       | 56,832     |            | 39,698     |            |
| Regular Route                             |            | 50,385     |            | 36,920     |
| Charter/Other                             |            | 6,447      |            | 2,778      |
| Average No. of Buses<br>on Regular Routes | 14         |            | 14         |            |
| Average No. of Total<br>Serviceable Buses | 30         |            | 30         |            |
| Average No. Employees                     | 37         |            | 33         |            |
| Total Operating Revenues                  | \$ 298,421 |            | \$ 283,733 |            |
| Farebox                                   |            | \$ 149,583 |            | \$ 155,827 |
| Charter                                   |            | 136,740    |            | 82,096     |
| Other                                     |            | 12,098     |            | 45,810     |
| Total Operating Expense                   | \$ 784,503 |            | \$ 832,917 |            |
| Net Public Operating<br>Cost              | \$ 486,082 |            | \$ 549,184 |            |
| Public Capital Cost                       | \$ 58,018  |            | \$ 0       |            |
| Federal                                   |            | \$ 43,173  |            | \$ 0       |
| State                                     |            | 7,015      |            | 0          |
| Local                                     |            | 7,830      |            | 0          |
| TOTAL PUBLIC EXPENSE                      | \$ 544,100 |            | \$ 549,184 |            |



|   | AUSTIN      |             |             |             |
|---|-------------|-------------|-------------|-------------|
|   | 1980        |             | 1981        |             |
| Total Passengers                          | 5,842,987   |             | 5,142,578   |             |
| Regular Route                             |             | 3,990,538   |             | 3,585,615   |
| Transfers                                 |             | 1,852,449   |             | 1,556,963   |
| Total Vehicle Miles                       | 2,968,808   |             | 2,742,958   |             |
| Regular Route                             |             | 2,608,730   |             | 2,419,152   |
| Charter/Other                             |             | 360,078     |             | 323,806     |
| Total Vehicle Hours                       | 242,474     |             | 221,314     |             |
| Regular Route                             |             | 206,105     |             | 187,252     |
| Charter/Other                             |             | 36,369      |             | 34,062      |
| Average No. of Buses<br>on Regular Routes | 63          |             | 63          |             |
| Average No. of Total<br>Serviceable Buses | 80          |             | 80          |             |
| Average No. Employees                     | 201         |             | 195         |             |
| Total Operating Revenues                  | \$1,563,623 |             | \$1,654,824 |             |
| Farebox                                   |             | \$1,298,553 |             | \$1,467,698 |
| Charter                                   |             | 234,719     |             | 153,901     |
| Other                                     |             | 30,351      |             | 33,225      |
| Total Operating Expense                   | \$5,322,807 |             | \$5,862,421 |             |
| Net Public Operating<br>Cost              | \$3,759,184 |             | \$4,207,597 |             |
| Public Capital Cost                       | \$ 0        |             | \$2,705,392 |             |
| Federal                                   |             | \$ 0        |             | \$2,164,313 |
| State                                     |             | 0           |             | 351,701     |
| Local                                     |             | 0           |             | 189,378     |
| TOTAL PUBLIC EXPENSE                      | \$3,759,184 |             | \$6,912,989 |             |



|   | BEAUMONT    |           |             |           |
|---|-------------|-----------|-------------|-----------|
|   | 1980        |           | 1981        |           |
| Total Passengers                          | 1,497,805   |           | 1,579,775   |           |
| Regular Route                             |             | 1,161,470 |             | 1,252,466 |
| Transfers                                 |             | 336,335   |             | 327,309   |
| Total Vehicle Miles                       | 615,422     |           | 642,648     |           |
| Regular Route                             |             | 600,545   |             | 620,402   |
| Charter/Other                             |             | 14,877    |             | 22,246    |
| Total Vehicle Hours                       | 58,834      |           | 64,462      |           |
| Regular Route                             |             | 57,322    |             | 61,647    |
| Charter/Other                             |             | 1,512     |             | 2,815     |
| Average No. of Buses<br>on Regular Routes | 16          |           | 15          |           |
| Average No. of Total<br>Serviceable Buses | 25          |           | 25          |           |
| Average No. Employees                     | 41          |           | 43          |           |
| Total Operating Revenues                  | \$ 329,238  |           | \$ 411,875  |           |
| Farebox                                   |             | \$298,097 |             | \$349,892 |
| Charter                                   |             | 29,620    |             | 61,680    |
| Other                                     |             | 1,521     |             | 303       |
| Total Operating Expense                   | \$1,019,595 |           | \$1,175,820 |           |
| Net Public Operating<br>Cost              | \$ 690,357  |           | \$ 763,945  |           |
| Public Capital Cost                       | \$ 359,142  |           | \$ 72,450   |           |
| Federal                                   |             | \$287,314 |             | \$ 57,960 |
| State                                     |             | 46,688    |             | 9,418     |
| Local                                     |             | 25,140    |             | 5,072     |
| TOTAL PUBLIC EXPENSE                      | \$1,049,499 |           | \$ 836,395  |           |



|   | BROWNSVILLE |             |             |           |
|---|-------------|-------------|-------------|-----------|
|   | 1980        |             | 1981        |           |
| Total Passengers                          | 1,367,954   |             | 1,820,642   |           |
| Regular Route                             |             | 1,367,954   |             | 1,820,642 |
| Transfers                                 |             | 0           |             | 0         |
| Total Vehicle Miles                       | 572,111     |             | 672,133     |           |
| Regular Route                             |             | 535,783     |             | 637,650   |
| Charter/Other                             |             | 36,328      |             | 34,483    |
| Total Vehicle Hours                       | 60,386      |             | 64,470      |           |
| Regular Route                             |             | 51,754      |             | 55,874    |
| Charter/Other                             |             | 8,632       |             | 8,596     |
| Average No. of Buses<br>on Regular Routes | 12          |             | 14          |           |
| Average No. of Total<br>Serviceable Buses | 22          |             | 24          |           |
| Average No. Employees                     | 74          |             | 81          |           |
| Total Operating Revenues                  | \$ 529,772  |             | \$ 692,709  |           |
| Farebox                                   |             | \$406,842   |             | \$531,407 |
| Charter                                   |             | 0           |             | 0         |
| Other                                     |             | 122,930     |             | 161,302   |
| Total Operating Expense                   | \$1,186,006 |             | \$1,483,101 |           |
| Net Public Operating<br>Cost              | \$ 656,234  |             | \$ 790,392  |           |
| Public Capital Cost                       | \$1,446,083 |             | \$ 0        |           |
| Federal                                   |             | \$1,156,867 |             | \$ 0      |
| State                                     |             | 187,990     |             | 0         |
| Local                                     |             | 101,226     |             | 0         |
| TOTAL PUBLIC EXPENSE                      | \$2,102,317 |             | \$ 790,392  |           |



|   | CORPUS CHRISTI |            |             |             |
|---|----------------|------------|-------------|-------------|
|   | 1980           |            | 1981        |             |
| Total Passengers                          | 1,880,581      |            | 1,603,596   |             |
| Regular Route                             |                | 1,475,645  |             | 1,242,931   |
| Transfers                                 |                | 404,936    |             | 360,665     |
| Total Vehicle Miles                       | 1,377,939      |            | 1,271,899   |             |
| Regular Route                             |                | 1,246,517  |             | 1,128,341   |
| Charter/Other                             |                | 131,422    |             | 143,558     |
| Total Vehicle Hours                       | 99,471         |            | 92,713      |             |
| Regular Route                             |                | 88,964     |             | 81,761      |
| Charter/Other                             |                | 10,507     |             | 10,952      |
| Average No. of Buses<br>on Regular Routes | 28             |            | 27          |             |
| Average No. of Total<br>Serviceable Buses | 54             |            | 43          |             |
| Average No. Employees                     | 91             |            | 90          |             |
| Total Operating Revenues                  | \$1,603,917    |            | \$1,634,858 |             |
| Farebox                                   |                | \$482,530  |             | \$467,093   |
| Charter                                   |                | 282,167    |             | 273,723     |
| Other                                     |                | 839,220    |             | 894,042     |
| Total Operating Expense                   | \$2,770,374    |            | \$3,381,029 |             |
| Net Public Operating<br>Cost              | \$1,166,457    |            | \$1,746,171 |             |
| Public Capital Cost                       | \$ 957,976     |            | \$2,487,300 |             |
| Federal                                   |                | \$ 766,381 |             | \$1,989,840 |
| State                                     |                | 124,537    |             | 323,349     |
| Local                                     |                | 67,058     |             | 174,111     |
| TOTAL PUBLIC EXPENSE                      | \$2,124,433    |            | \$4,233,471 |             |



|   | DALLAS       |              |
|---|--------------|--------------|
|   | 1980*        | 1981         |
| Total Passengers                          | 33,692,224   | 35,366,334   |
| Regular Route                             | 27,821,012   | 29,481,196   |
| Transfers                                 | 5,871,212    | 5,885,138    |
| Total Vehicle Miles                       | 13,637,473   | 14,193,378   |
| Regular Route                             | 13,206,814   | 13,826,475   |
| Charter/Other                             | 430,659      | 366,903      |
| Total Vehicle Hours                       | 984,915      | 1,021,104    |
| Regular Route                             | 922,199      | 948,974      |
| Charter/Other                             | 62,716       | 72,130       |
| Average No. of Buses<br>on Regular Routes | 396          | 402          |
| Average No. of Total<br>Serviceable Buses | 504          | 542          |
| Average No. Employees                     | 917          | 934          |
| Total Operating Revenues                  | \$17,425,438 | \$20,825,060 |
| Farebox                                   | \$14,231,928 | \$17,451,024 |
| Charter                                   | 1,683,771    | 1,729,600    |
| Other                                     | 1,509,739    | 1,644,436    |
| Total Operating Expense                   | \$29,016,769 | \$33,607,690 |
| Net Public Operating<br>Cost              | \$11,591,331 | \$12,782,630 |
| Public Capital Cost                       | \$11,391,477 | \$13,342,700 |
| Federal                                   | \$9,111,027  | \$10,674,160 |
| State                                     | 1,480,892    | 1,677,741    |
| Local                                     | 799,558      | 990,799      |
| TOTAL PUBLIC EXPENSE                      | \$22,982,808 | \$26,125,330 |

\*Dallas experienced a 55-day service interruption during an employee strike from October 1st through November 24th.



|   | EL PASO      |             |              |             |
|---|--------------|-------------|--------------|-------------|
|   | 1980         |             | 1981         |             |
| Total Passengers                          | 9,161,146    |             | 9,545,886    |             |
| Regular Route                             |              | 8,166,826   |              | 8,450,593   |
| Transfers                                 |              | 994,320     |              | 1,095,293   |
| Total Vehicle Miles                       | 4,231,380    |             | 4,410,165    |             |
| Regular Route                             |              | 4,202,559   |              | 4,352,933   |
| Charter/Other                             |              | 28,821      |              | 57,232      |
| Total Vehicle Hours                       | 302,240      |             | 312,926      |             |
| Regular Route                             |              | 300,183     |              | 308,838     |
| Charter/Other                             |              | 2,057       |              | 4,088       |
| Average No. of Buses<br>on Regular Routes | 71           |             | 76           |             |
| Average No. of Total<br>Serviceable Buses | 95           |             | 104          |             |
| Average No. Employees                     | 247          |             | 259          |             |
| Total Operating Revenues                  | \$ 3,143,316 |             | \$ 3,369,277 |             |
| Farebox                                   |              | \$3,001,688 |              | \$3,163,318 |
| Charter                                   |              | 141,628     |              | 132,402     |
| Other                                     |              | 0           |              | 73,557      |
| Total Operating Expense                   | \$ 5,986,518 |             | \$ 7,144,746 |             |
| Net Public Operating<br>Cost              | \$ 2,843,202 |             | \$ 3,775,469 |             |
| Public Capital Cost                       | \$ 0         |             | \$ 2,142,800 |             |
| Federal                                   |              | \$ 0        |              | \$1,714,240 |
| State                                     |              | 0           |              | 278,564     |
| Local                                     |              | 0           |              | 149,996     |
| TOTAL PUBLIC EXPENSE                      | \$ 2,843,202 |             | \$ 5,918,269 |             |



|   | FORT WORTH   |             |              |             |
|---|--------------|-------------|--------------|-------------|
|   | 1980         |             | 1981         |             |
| Total Passengers                          | 6,339,043    |             | 5,953,789    |             |
| Regular Route                             |              | 5,302,239   |              | 4,989,896   |
| Transfers                                 |              | 1,036,804   |              | 963,893     |
| Total Vehicle Miles                       | 3,169,175    |             | 3,409,456    |             |
| Regular Route                             |              | 3,024,947   |              | 3,293,872   |
| Charter/Other                             |              | 144,228     |              | 115,584     |
| Total Vehicle Hours                       | 254,153      |             | 270,756      |             |
| Regular Route                             |              | 239,775     |              | 258,083     |
| Charter/Other                             |              | 14,378      |              | 12,673      |
| Average No. of Buses<br>on Regular Routes | 93           |             | 103          |             |
| Average No. of Total<br>Serviceable Buses | 113          |             | 135          |             |
| Average No. Employees                     | 223          |             | 245          |             |
| Total Operating Revenues                  | \$ 4,078,700 |             | \$ 4,940,300 |             |
| Farebox                                   |              | \$1,915,100 |              | \$2,390,600 |
| Charter                                   |              | 304,700     |              | 274,900     |
| Other                                     |              | 1,858,900   |              | 2,274,800   |
| Total Operating Expense                   | \$ 5,974,000 |             | \$ 7,096,600 |             |
| Net Public Operating<br>Cost              | \$ 1,895,300 |             | \$ 2,156,300 |             |
| Public Capital Cost                       | \$ 0         |             | \$ 400,000   |             |
| Federal                                   |              | \$ 0        |              | \$ 320,000  |
| State                                     |              | 0           |              | 52,000      |
| Local                                     |              | 0           |              | 28,000      |
| TOTAL PUBLIC EXPENSE                      | \$ 1,895,300 |             | \$ 2,556,300 |             |



|   | GALVESTON  |            |              |            |
|---|------------|------------|--------------|------------|
|   | 1980       |            | 1981         |            |
| Total Passengers                          | 1,149,671  |            | 1,057,873    |            |
| Regular Route                             |            | 987,801    |              | 913,148    |
| Transfers                                 |            | 161,870    |              | 144,725    |
| Total Vehicle Miles                       | 452,058    |            | 426,107      |            |
| Regular Route                             |            | 449,140    |              | 411,262    |
| Charter/Other                             |            | 2,918      |              | 14,845     |
| Total Vehicle Hours                       | 49,673     |            | 47,640       |            |
| Regular Route                             |            | 49,458     |              | 46,866     |
| Charter/Other                             |            | 215        |              | 774        |
| Average No. of Buses<br>on Regular Routes | 11         |            | 11           |            |
| Average No. of Total<br>Serviceable Buses | 15         |            | 15           |            |
| Average No. Employees                     | 32         |            | 32           |            |
| Total Operating Revenues                  | \$ 401,921 |            | \$ 422,327   |            |
| Farebox                                   |            | \$ 385,106 |              | \$ 383,954 |
| Charter                                   |            | 16,815     |              | 37,507     |
| Other                                     |            | 0          |              | 866        |
| Total Operating Expense                   | \$ 853,108 |            | \$ 851,552   |            |
| Net Public Operating<br>Cost              | \$ 451,187 |            | \$ 429,225   |            |
| Public Capital Cost                       | \$ 5,090   |            | \$ 1,231,661 |            |
| Federal                                   |            | \$ 4,072   |              | \$ 985,329 |
| State                                     |            | 662        |              | 160,115    |
| Local                                     |            | 356        |              | 86,217     |
| TOTAL PUBLIC EXPENSE                      | \$ 456,277 |            | \$ 1,660,886 |            |



|   | HOUSTON       |                |
|---|---------------|----------------|
|   | 1980          | 1981           |
| Total Passengers                          | 46,893,496    | 48,485,831     |
| Regular Route                             | 35,927,882    | 36,990,191     |
| Transfers                                 | 10,965,614    | 11,495,640     |
| Total Vehicle Miles                       | 18,484,796    | 22,469,147     |
| Regular Route                             | 17,884,213    | 20,677,926     |
| Charter/Other                             | 600,583       | 1,791,221      |
| Total Vehicle Hours                       | 1,439,021     | 1,620,511      |
| Regular Route                             | 1,393,488     | 1,498,465      |
| Charter/Other                             | 45,533        | 122,046        |
| Average No. of Buses<br>on Regular Routes | 355           | 355            |
| Average No. of Total<br>Serviceable Buses | 590           | 445            |
| Average No. Employees                     | 1,696         | 1,782          |
| Total Operating Revenues                  | \$16,376,521  | \$18,681,487   |
| Farebox                                   | \$15,344,038  | \$17,939,224   |
| Charter                                   | 269,938       | 328,383        |
| Other                                     | 762,545       | 413,880        |
| Total Operating Expense                   | \$64,850,330  | \$86,101,003   |
| Net Public Operating<br>Cost              | \$48,473,809  | \$67,419,516   |
| Public Capital Cost                       | \$42,803,361  | \$ 5,196,130   |
| Federal                                   | \$34,218,689  | \$4,156,904    |
| State                                     | 5,560,537     | 675,497        |
| Local                                     | 3,024,135     | 363,729        |
| TOTAL PUBLIC EXPENSE                      | \$91,277,170* | \$72,615,646** |

\*Approximately \$129,894,083 was collected in sales tax specifically for transportation purposes.

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



|   | LAREDO       |             |              |             |
|---|--------------|-------------|--------------|-------------|
|   | 1980         |             | 1981         |             |
| Total Passengers                          | 3,455,233    |             | 3,550,225    |             |
| Regular Route                             |              | 3,234,609   |              | 3,284,271   |
| Transfers                                 |              | 220,624     |              | 265,954     |
| Total Vehicle Miles                       | 822,093      |             | 921,726      |             |
| Regular Route                             |              | 817,805     |              | 919,290     |
| Charter/Other                             |              | 4,288       |              | 2,436       |
| Total Vehicle Hours                       | 92,112       |             | 100,595      |             |
| Regular Route                             |              | 91,494      |              | 100,175     |
| Charter/Other                             |              | 618         |              | 420         |
| Average No. of Buses<br>on Regular Routes | 18           |             | 20           |             |
| Average No. of Total<br>Serviceable Buses | 23           |             | 26           |             |
| Average No. Employees                     | 66           |             | 74           |             |
| Total Operating Revenues                  | \$ 938,727   |             | \$ 1,235,140 |             |
| Farebox                                   |              | \$ 904,870  |              | \$1,205,049 |
| Charter                                   |              | 9,606       |              | 8,461       |
| Other                                     |              | 24,251      |              | 21,630      |
| Total Operating Expense                   | \$ 1,369,260 |             | \$ 1,811,295 |             |
| Net Public Operating<br>Cost              | \$ 430,533   |             | \$ 576,155   |             |
| Public Capital Cost                       | \$ 1,560,870 |             | \$ 2,258,960 |             |
| Federal                                   |              | \$1,248,696 |              | \$1,807,168 |
| State                                     |              | 202,913     |              | 293,665     |
| Local                                     |              | 109,261     |              | 158,127     |
| TOTAL PUBLIC EXPENSE                      | \$ 1,991,403 |             | \$ 2,835,115 |             |



|   | LUBBOCK      |             |              |            |
|---|--------------|-------------|--------------|------------|
|   | 1980         |             | 1981         |            |
| Total Passengers                          | 2,725,659    |             | 2,946,158    |            |
| Regular Route                             |              | 2,531,537   |              | 2,713,103  |
| Transfers                                 |              | 194,122     |              | 233,055    |
| Total Vehicle Miles                       | 1,021,693    |             | 1,018,817    |            |
| Regular Route                             |              | 1,011,213   |              | 1,009,097  |
| Charter/Other                             |              | 10,480      |              | 9,720      |
| Total Vehicle Hours                       | 73,741       |             | 74,128       |            |
| Regular Route                             |              | 71,749      |              | 72,430     |
| Charter/Other                             |              | 1,992       |              | 1,698      |
| Average No. of Buses<br>on Regular Routes | 27           |             | 25           |            |
| Average No. of Total<br>Serviceable Buses | 34           |             | 36           |            |
| Average No. Employees                     | 64           |             | 64           |            |
| Total Operating Revenues                  | \$ 481,798   |             | \$ 552,170   |            |
| Farebox                                   |              | \$ 440,630  |              | \$ 500,450 |
| Charter                                   |              | 41,168      |              | 44,891     |
| Other                                     |              | 0           |              | 6,829      |
| Total Operating Expense                   | \$ 1,442,064 |             | \$ 1,559,562 |            |
| Net Public Operating<br>Cost              | \$ 960,266   |             | \$ 1,007,392 |            |
| Public Capital Cost                       | \$ 2,648,668 |             | \$ 0         |            |
| Federal                                   |              | \$2,118,934 |              | \$ 0       |
| State                                     |              | 344,327     |              | 0          |
| Local                                     |              | 185,407     |              | 0          |
| TOTAL PUBLIC EXPENSE                      | \$ 3,608,934 |             | \$ 1,007,392 |            |



|   | PORT ARTHUR |           |            |           |
|---|-------------|-----------|------------|-----------|
|   | 1980        |           | 1981       |           |
| Total Passengers                          | 280,542     |           | 292,595    |           |
| Regular Route                             |             | 255,174   |            | 265,364   |
| Transfers                                 |             | 25,368    |            | 27,231    |
| Total Vehicle Miles                       | 197,481     |           | 197,986    |           |
| Regular Route                             |             | 197,400   |            | 197,674   |
| Charter/Other                             |             | 81        |            | 312       |
| Total Vehicle Hours                       | 14,336      |           | 14,266     |           |
| Regular Route                             |             | 14,310    |            | 14,206    |
| Charter/Other                             |             | 26        |            | 60        |
| Average No. of Buses<br>on Regular Routes | 4           |           | 4          |           |
| Average No. of Total<br>Serviceable Buses | 5           |           | 6          |           |
| Average No. Employees                     | 18          |           | 18         |           |
| Total Operating Revenues                  | \$ 76,387   |           | \$ 96,806  |           |
| Farebox                                   |             | \$ 75,928 |            | \$ 95,475 |
| Charter                                   |             | 459       |            | 1,331     |
| Other                                     |             | 0         |            | 0         |
| Total Operating Expense                   | \$ 418,307  |           | \$ 505,109 |           |
| Net Public Operating<br>Cost              | \$ 341,920  |           | \$ 408,303 |           |
| Public Capital Cost                       | \$ 85,319   |           | \$ 0       |           |
| Federal                                   |             | \$ 68,255 |            | \$ 0      |
| State                                     |             | 11,092    |            | 0         |
| Local                                     |             | 5,972     |            | 0         |
| TOTAL PUBLIC EXPENSE                      | \$ 427,239  |           | \$ 408,303 |           |



|   | SAN ANGELO |           |            |            |
|---|------------|-----------|------------|------------|
|   | 1980       |           | 1981       |            |
| Total Passengers                          | 332,761    |           | 401,595    |            |
| Regular Route                             |            | 255,001   |            | 289,925    |
| Transfers                                 |            | 77,760    |            | 111,670    |
| Total Vehicle Miles                       | 258,383    |           | 291,758    |            |
| Regular Route                             |            | 253,033   |            | 289,758    |
| Charter/Other                             |            | 5,350     |            | 2,000      |
| Total Vehicle Hours                       | 19,365     |           | 18,603     |            |
| Regular Route                             |            | 18,480    |            | 18,360     |
| Charter/Other                             |            | 885       |            | 243        |
| Average No. of Buses<br>on Regular Routes | 5          |           | 5          |            |
| Average No. of Total<br>Serviceable Buses | 9          |           | 11         |            |
| Average No. Employees                     | 13         |           | 12         |            |
| Total Operating Revenues                  | \$ 63,205  |           | \$ 81,348  |            |
| Farebox                                   |            | \$ 52,098 |            | \$ 71,349  |
| Charter                                   |            | 7,422     |            | 6,074      |
| Other                                     |            | 3,685     |            | 3,925      |
| Total Operating Expense                   | \$ 348,947 |           | \$ 368,673 |            |
| Net Public Operating<br>Cost              | \$ 285,742 |           | \$ 287,325 |            |
| Public Capital Cost                       | \$ 0       |           | \$ 308,000 |            |
| Federal                                   |            | \$ 0      |            | \$ 246,400 |
| State                                     |            | 0         |            | 40,040     |
| Local                                     |            | 0         |            | 21,560     |
| TOTAL PUBLIC EXPENSE                      | \$ 285,742 |           | \$ 595,325 |            |



|   | SAN ANTONIO   |                |
|---|---------------|----------------|
|   | 1980          | 1981           |
| Total Passengers                          | 35,189,844    | 34,151,931     |
| Regular Route                             | 29,757,399    | 28,550,601     |
| Transfers                                 | 5,432,445     | 5,601,330      |
| Total Vehicle Miles                       | 14,653,420    | 14,782,313     |
| Regular Route                             | 13,462,416    | 13,555,456     |
| Charter/Other                             | 1,191,004     | 1,226,857      |
| Total Vehicle Hours                       | 1,062,029     | 1,054,851      |
| Regular Route                             | 958,469       | 970,426        |
| Charter/Other                             | 103,560       | 84,425         |
| Average No. of Buses<br>on Regular Routes | 404           | 421            |
| Average No. of Total<br>Serviceable Buses | 441           | 528            |
| Average No. Employees                     | 921           | 962            |
| Total Operating Revenues                  | \$ 9,528,767  | \$13,882,419   |
| Farebox                                   | \$6,443,125   | \$8,646,526    |
| Charter                                   | 2,336,413     | 2,792,959      |
| Other                                     | 749,229       | 2,442,934      |
| Total Operating Expense                   | \$24,529,753  | \$30,236,464   |
| Net Public Operating<br>Cost              | \$15,000,986  | \$16,354,045   |
| Public Capital Cost                       | \$12,975,568  | \$ 6,687,500   |
| Federal                                   | \$10,372,197  | \$5,350,000    |
| State                                     | 1,692,191     | 869,375        |
| Local                                     | 911,180       | 468,125        |
| TOTAL PUBLIC EXPENSE                      | \$27,976,554* | \$23,041,545** |

\*Approximately \$16,994,372 was collected in sales tax specifically for transportation purposes.

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



|   | WACO       |            |              |             |
|---|------------|------------|--------------|-------------|
|   | 1980       |            | 1981         |             |
| Total Passengers                          | 636,234    |            | 627,385      |             |
| Regular Route                             |            | 496,755    |              | 493,105     |
| Transfers                                 |            | 139,479    |              | 134,280     |
| Total Vehicle Miles                       | 476,287    |            | 441,357      |             |
| Regular Route                             |            | 461,561    |              | 430,051     |
| Charter/Other                             |            | 14,726     |              | 11,306      |
| Total Vehicle Hours                       | 38,805     |            | 35,947       |             |
| Regular Route                             |            | 36,984     |              | 34,677      |
| Charter/Other                             |            | 1,821      |              | 1,270       |
| Average No. of Buses<br>on Regular Routes | 13         |            | 13           |             |
| Average No. of Total<br>Serviceable Buses | 21         |            | 17           |             |
| Average No. Employees                     | 35         |            | 32           |             |
| Total Operating Revenues                  | \$ 264,977 |            | \$ 218,421   |             |
| Farebox                                   |            | \$ 205,832 |              | \$ 188,399  |
| Charter                                   |            | 59,145     |              | 30,022      |
| Other                                     |            | 0          |              | 0           |
| Total Operating Expense                   | \$ 723,604 |            | \$ 797,472   |             |
| Net Public Operating<br>Cost              | \$ 458,627 |            | \$ 579,051   |             |
| Public Capital Cost                       | \$ 376,322 |            | \$ 1,615,825 |             |
| Federal                                   |            | \$ 301,057 |              | \$1,292,660 |
| State                                     |            | 48,922     |              | 210,057     |
| Local                                     |            | 26,343     |              | 113,108     |
| TOTAL PUBLIC EXPENSE                      | \$ 834,949 |            | \$ 2,194,876 |             |



|   | WICHITA FALLS |            |            |            |
|---|---------------|------------|------------|------------|
|   | 1980          |            | 1981       |            |
| Total Passengers                          | 309,038       |            | 273,035    |            |
| Regular Route                             |               | 253,060    |            | 219,219    |
| Transfers                                 |               | 55,978     |            | 53,816     |
| Total Vehicle Miles                       | 291,095       |            | 284,219    |            |
| Regular Route                             |               | 284,215    |            | 282,742    |
| Charter/Other                             |               | 6,880      |            | 1,477      |
| Total Vehicle Hours                       | 20,957        |            | 20,303     |            |
| Regular Route                             |               | 20,445     |            | 20,095     |
| Charter/Other                             |               | 512        |            | 208        |
| Average No. of Buses<br>on Regular Routes | 8             |            | 8          |            |
| Average No. of Total<br>Serviceable Buses | 10            |            | 8          |            |
| Average No. Employees                     | 17            |            | 17         |            |
| Total Operating Revenues                  | \$ 129,328    |            | \$ 114,068 |            |
| Farebox                                   |               | \$ 116,575 |            | \$ 105,852 |
| Charter                                   |               | 9,840      |            | 5,820      |
| Other                                     |               | 2,913      |            | 2,396      |
| Total Operating Expense                   | \$ 356,989    |            | \$ 373,629 |            |
| Net Public Operating<br>Cost              | \$ 227,661    |            | \$ 259,561 |            |
| Public Capital Cost                       | \$ 0          |            | \$ 616,228 |            |
| Federal                                   |               | \$ 0       |            | \$ 492,982 |
| State                                     |               | 0          |            | 80,110     |
| Local                                     |               | 0          |            | 43,136     |
| TOTAL PUBLIC EXPENSE                      | \$ 227,661    |            | \$ 875,789 |            |



TABLE B-2: NET OPERATING INCOME PER  
PASSENGER BY SYSTEM  
Calendar Year 1981

| System         | Total<br>Passengers | Total<br>Opr. Rev./<br>Passenger | Total<br>Opr. Exp./<br>Passenger | Net Opr.<br>Income/<br>Passenger |
|----------------|---------------------|----------------------------------|----------------------------------|----------------------------------|
| Abilene        | 344,207             | .24                              | 1.93                             | (1.69)                           |
| Amarillo       | 777,434             | .36                              | 1.07                             | (.71)                            |
| Austin         | 5,142,578           | .32                              | 1.14                             | (.82)                            |
| Beaumont       | 1,579,775           | .26                              | .74                              | (.48)                            |
| Brownsville    | 1,820,642           | .38                              | .81                              | (.43)                            |
| Corpus Christi | 1,603,596           | 1.02                             | 2.11                             | (1.09)                           |
| Dallas         | 35,366,334          | .59                              | .95                              | (.36)                            |
| El Paso        | 9,545,886           | .35                              | .75                              | (.40)                            |
| Fort Worth     | 5,953,789           | .83                              | 1.19                             | (.36)                            |
| Galveston      | 1,057,873           | .40                              | .80                              | (.41)                            |
| Houston        | 48,485,831          | .39                              | 1.78                             | (1.39)                           |
| Laredo         | 3,550,225           | .35                              | .51                              | (.16)                            |
| Lubbock        | 2,946,158           | .19                              | .53                              | (.34)                            |
| Port Arthur    | 292,595             | .33                              | 1.73                             | (1.40)                           |
| San Angelo     | 401,595             | .20                              | .92                              | (.72)                            |
| San Antonio    | 34,151,931          | .41                              | .89                              | (.48)                            |
| Waco           | 627,385             | .35                              | 1.27                             | (.92)                            |
| Wichita Falls  | 273,035             | .42                              | 1.37                             | (.95)                            |



TABLE B-3: NET OPERATING INCOME PER  
VEHICLE MILE BY SYSTEM  
Calendar Year 1981

| System         | Total<br>Pass./Veh.<br>Mile | Total Opr.<br>Rev./Veh.<br>Mile | Total Opr.<br>Exp./Veh.<br>Mile | Net Opr.<br>Income/<br>Veh. Mile |
|----------------|-----------------------------|---------------------------------|---------------------------------|----------------------------------|
| Abilene        | .7                          | .18                             | 1.44                            | (1.26)                           |
| Amarillo       | 1.0                         | .36                             | 1.07                            | (.71)                            |
| Austin         | 1.9                         | .60                             | 2.14                            | (1.53)                           |
| Beaumont       | 2.5                         | .64                             | 1.83                            | (1.19)                           |
| Brownsville    | 2.7                         | 1.03                            | 2.21                            | (1.18)                           |
| Corpus Christi | 1.3                         | 1.29                            | 2.66                            | (1.37)                           |
| Dallas         | 2.5                         | 1.47                            | 2.37                            | (.90)                            |
| El Paso        | 2.2                         | .76                             | 1.62                            | (.86)                            |
| Fort Worth     | 1.7                         | 1.45                            | 2.08                            | (.63)                            |
| Galveston      | 2.5                         | .99                             | 2.00                            | (1.01)                           |
| Houston        | 2.2                         | .83                             | 3.83                            | (3.00)                           |
| Laredo         | 3.9                         | 1.34                            | 1.97                            | (.63)                            |
| Lubbock        | 2.9                         | .54                             | 1.53                            | (.99)                            |
| Port Arthur    | 1.5                         | .49                             | 2.55                            | (2.06)                           |
| San Angelo     | 1.4                         | .28                             | 1.26                            | (.98)                            |
| San Antonio    | 2.3                         | .94                             | 2.05                            | (1.11)                           |
| Waco           | 1.4                         | .49                             | 1.81                            | (1.31)                           |
| Wichita Falls  | 1.0                         | .40                             | 1.31                            | (.91)                            |



TABLE B-4: NET OPERATING INCOME PER  
VEHICLE HOUR BY SYSTEM  
Calendar Year 1981

| System         | Total<br>Pass./Veh.<br>Hour | Total<br>Opr. Rev./<br>Veh. Hr. | Total<br>Opr. Exp./<br>Veh. Hr. | Net Opr.<br>Income/<br>Veh. Hr. |
|----------------|-----------------------------|---------------------------------|---------------------------------|---------------------------------|
| Abilene        | 11.5                        | 2.77                            | 22.27                           | (19.50)                         |
| Amarillo       | 19.6                        | 7.15                            | 20.98                           | (13.83)                         |
| Austin         | 23.2                        | 7.48                            | 26.49                           | (19.01)                         |
| Beaumont       | 24.5                        | 6.39                            | 18.24                           | (11.85)                         |
| Brownsville    | 28.2                        | 10.74                           | 23.00                           | (12.26)                         |
| Corpus Christi | 17.3                        | 17.63                           | 36.47                           | (18.83)                         |
| Dallas         | 34.6                        | 20.39                           | 32.91                           | (12.52)                         |
| El Paso        | 30.5                        | 10.77                           | 22.83                           | (12.07)                         |
| Fort Worth     | 22.0                        | 18.25                           | 26.21                           | ( 7.96)                         |
| Galveston      | 22.2                        | 8.86                            | 17.87                           | ( 9.01)                         |
| Houston        | 29.9                        | 11.53                           | 53.13                           | (41.60)                         |
| Laredo         | 35.3                        | 12.28                           | 18.01                           | ( 5.73)                         |
| Lubbock        | 39.7                        | 7.45                            | 21.04                           | (13.59)                         |
| Port Arthur    | 20.5                        | 6.79                            | 35.41                           | (28.62)                         |
| San Angelo     | 21.6                        | 4.37                            | 19.82                           | (15.45)                         |
| San Antonio    | 32.4                        | 13.16                           | 28.66                           | (15.50)                         |
| Waco           | 17.5                        | 6.08                            | 22.18                           | (16.11)                         |
| Wichita Falls  | 13.4                        | 5.62                            | 18.40                           | (12.78)                         |



TABLE B-5: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS BY SYSTEM  
Calendar Years 1980 and 1981

| 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 |         |
|----------------|---------------------------------|--------|------------------------------------|--------|------------------------------------|---------|--------------------------------|--------|----------------------------------|--------|----------------------------------|---------|------------------------------------|--------|---------------------------------------|--------|---------------------------------------|---------|
|                | 1980                            | 1981   | 1980                               | 1981   | 1980                               | 1981    | 1980                           | 1981   | 1980                             | 1981   | 1980                             | 1981    | 1980                               | 1981   | 1980                                  | 1981   | 1980                                  | 1981    |
| Abilene        | \$1.15                          | \$1.69 | \$1.16                             | \$1.26 | \$19.95                            | \$19.50 | \$ .00                         | \$5.11 | \$ .00                           | \$3.80 | \$ .00                           | \$58.95 | \$1.15                             | \$6.80 | \$1.16                                | \$5.06 | \$19.95                               | \$78.45 |
| Amarillo       | .65                             | .71    | .57                                | .71    | 8.55                               | 13.83   | .08                            | .00    | .07                              | .00    | 1.02                             | .00     | .73                                | .71    | .64                                   | .71    | 9.57                                  | 13.83   |
| Austin         | .64                             | .82    | 1.26                               | 1.53   | 15.50                              | 31.24   | .00                            | .53    | .00                              | .99    | .00                              | 12.22   | .64                                | 1.34   | 1.26                                  | 2.52   | 15.50                                 | 31.24   |
| Beaumont       | .46                             | .48    | 1.12                               | 1.19   | 11.73                              | 11.85   | .24                            | .05    | .58                              | .11    | 6.10                             | 1.12    | .70                                | .53    | 1.71                                  | 1.30   | 17.84                                 | 12.98   |
| Brownsville    | .48                             | .43    | 1.15                               | 1.18   | 10.87                              | 12.26   | 1.06                           | .00    | 2.53                             | .00    | 23.95                            | .00     | 1.54                               | .43    | 3.67                                  | 1.18   | 34.81                                 | 12.26   |
| Corpus Christi | .62                             | 1.09   | .85                                | 1.37   | 11.73                              | 18.83   | .51                            | 1.55   | .70                              | 1.96   | 9.63                             | 26.83   | 1.13                               | 2.64   | 1.54                                  | 3.33   | 21.36                                 | 45.66   |
| Dallas*        | .34                             | .36    | .85                                | .90    | 11.77                              | 12.52   | .34                            | .38    | .84                              | .94    | 11.57                            | 13.07   | .68                                | .74    | 1.69                                  | 1.84   | 23.33                                 | 25.59   |
| El Paso        | .31                             | .40    | .67                                | .86    | 9.41                               | 12.07   | .00                            | .22    | .00                              | .49    | .00                              | 6.85    | .31                                | .62    | .67                                   | 1.34   | 9.41                                  | 18.91   |
| Fort Worth     | .30                             | .36    | .60                                | .63    | 7.46                               | 9.44    | .00                            | .07    | .00                              | .12    | .00                              | 1.48    | .30                                | .43    | .60                                   | .75    | 7.46                                  | 9.44    |
| Galveston      | .39                             | .41    | 1.00                               | 1.01   | 9.08                               | 9.01    | .004                           | 1.16   | .01                              | 2.89   | .10                              | 25.85   | .40                                | 1.57   | 1.01                                  | 3.90   | 9.19                                  | 34.86   |
| Houston        | 1.03                            | 1.39   | 2.62                               | 3.00   | 33.69                              | 41.60   | .91                            | .11    | 2.32                             | .23    | 29.74                            | 3.21    | 1.95                               | 1.50   | 4.94                                  | 3.23   | 63.43                                 | 44.81   |
| Laredo         | .12                             | .16    | .52                                | .63    | 4.67                               | 5.73    | .45                            | .64    | 1.90                             | 2.45   | 16.95                            | 22.46   | .58                                | .80    | 2.42                                  | 3.08   | 21.62                                 | 28.18   |
| Lubbock        | .35                             | .34    | .94                                | .99    | 13.02                              | 13.59   | .97                            | .00    | 2.59                             | .00    | 35.92                            | .00     | 1.32                               | .34    | 3.53                                  | .99    | 48.94                                 | 13.59   |
| Port Arthur    | 1.22                            | 1.40   | 1.73                               | 2.06   | 23.85                              | 28.62   | .30                            | .00    | .43                              | .00    | 5.95                             | .00     | 1.52                               | 1.40   | 2.16                                  | 2.06   | 29.80                                 | 28.62   |
| San Angelo     | .86                             | .72    | 1.11                               | .98    | 14.76                              | 15.45   | .00                            | .77    | .00                              | 1.06   | .00                              | 16.56   | .86                                | 1.48   | 1.11                                  | 2.04   | 14.76                                 | 32.00   |
| San Antonio    | .43                             | .48    | 1.02                               | 1.11   | 14.12                              | 15.50   | .37                            | .20    | .89                              | .45    | 12.22                            | 6.34    | .80                                | .67    | 1.91                                  | 1.56   | 26.34                                 | 21.84   |
| Waco           | .72                             | .92    | .96                                | 1.31   | 11.82                              | 16.11   | .59                            | 2.58   | .79                              | 3.66   | 9.70                             | 44.95   | 1.31                               | 3.50   | 1.75                                  | 4.97   | 21.52                                 | 61.06   |
| Wichita Falls  | .74                             | .95    | .78                                | .91    | 10.86                              | 12.78   | .00                            | 2.26   | .00                              | 2.17   | .00                              | 30.35   | .74                                | 3.21   | .78                                   | 3.08   | 10.86                                 | 43.14   |

\*Experienced a 55-day service interruption in 1980 due to an employee strike.



## 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.

The State Department of Highways and Public Transportation wishes to express its appreciation to city and regional officials, as well as transit operators, for their cooperation and assistance during the year. Without their voluntary help, this annual report would not have been possible.











