

H 1425.8
T687
1985



REFERENCE

1985 TEXAS TRANSIT STATISTICS

Government Publications
Texas State Documents

DEC 8 1986 *pl*

Dallas Public Library



**STATE DEPARTMENT
OF HIGHWAYS AND
PUBLIC TRANSPORTATION**

Faint, illegible text within a rectangular border, possibly a stamp or header area.

X56014707

NOTICE

This document is disseminated under the sponsorship of the Urban Mass Transportation Administration, U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability of its contents or use thereof.

1985 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.

The preparation of this report was financed in part through a grant for technical studies from the United States Department of Transportation under the provision of Section 8 of the Urban Mass Transportation Act of 1964 as amended.

TABLE OF CONTENTS

| | <u>Page</u> |
|--|-------------|
| Summary | 2 |
| Table 1: Statewide Municipal Transit Ridership for 1974-1985 | 3 |
| Figure 1: Percent Transit Ridership by Systems - Calendar Year 1985 | 3 |
| Table 2: Transit Passengers and Vehicle Miles Per Capita in Texas - Calendar Years 1984 and 1985 | 4 |
| Table 3: Total Texas Transit Statistics - Calendar Years 1984 and 1985 | 4 |
| Table 4: Net Operating Income Per Passenger, Vehicle Mile, and Vehicle Hour - Calendar Year 1985 | 5 |
| Table 5: Statewide Total Operating Revenues and Total Operating Expenses Per Vehicle Mile - 1973 thru 1985 | 5 |
| Table 6: Texas Transit Finances Calendar Years 1984 and 1985 | 6 |
| Table 7: Total Public Expense of Transit in Texas Calendar Years 1984 and 1985 | 6 |
| Table 8: Financial Assistance to Texas - 1985 | 7 |
| Table 9: Statewide Ridership by Months and Quarters 1984 and 1985 | 7 |
| Table 10: Statewide Vehicle Miles and Vehicle Hours by Months and Quarters - 1984 and 1985 | 8 |
| Table 11: Statewide Revenue and Expense by Months and Quarters 1984 and 1985 | 9 |
| Table 12: Texas Transit Statistics by System - Calendar Years 1984 and 1985 | 10 |
| Table 13: Net Operating Income Per Passenger by System Calendar Year 1985 | 28 |
| Table 14: Net Operating Income Per Vehicle Mile By System Calendar Year 1985 | 28 |
| Table 15: Net Operating Income Per Vehicle Hour by System Calendar Year 1985 | 29 |
| Table 16: Total Public Expense of Transit in Texas by System Calendar Years 1984 and 1985 | 30 |
| Acknowledgements | 31 |

SUMMARY

Texas Transit Statistics is a comprehensive annual report on the eighteen municipal transit systems operating in the State of Texas during 1985. A municipal transit system is defined as one having five or more vehicles in scheduled, fixed route, intracity service. This includes the five Metropolitan Transit Authorities (MTA Houston/Harris County, San Antonio VIA, Dallas Area Rapid Transit, Fort Worth Transit Authority and Capital Metro-Austin) operating in Texas during 1985.

Over one hundred ninety-six million passengers were carried by Texas municipal transit systems in 1985. This is a 12.6 percent increase from 174.4 million passengers carried in 1984. Transit vehicle miles increased about 4.4 percent to 89.5 million miles in 1985 as compared to 85.7 million miles in 1984.

General operating costs increased 26.7 percent from \$131.9 million in 1984 to \$167.1 million in 1985. Total operating revenue per vehicle mile increased by 5.2 percent. Total operating expenses per vehicle mile increased by 13.9 percent.

The total public expense of transit increased by 27.5 percent to \$291.0 million from \$228.3 million in 1984. Total public expense includes operating costs of \$167.1 million and capital costs of \$123.9 million for 1985.

Public transportation funds which have been committed in Texas decreased from \$463.0 million in 1984 to \$257.5 million in 1985. These committed funds include state and federal funds as well as local monies.

TABLE 1: STATEWIDE MUNICIPAL TRANSIT RIDERSHIP FOR 1974 - 1985

| YEAR | TOTAL PASSENGERS | % CHANGE |
|------|------------------|----------|
| 1974 | 116,875,657 | |
| 1975 | 120,734,116 | + 3.3% |
| 1976 | 122,185,246 | + 1.2% |
| 1977 | 128,108,465 | + 4.8% |
| 1978 | 136,252,667 | + 6.4% |
| 1979 | 147,453,986 | + 8.2% |
| 1980 | 151,815,720 | + 2.9% |
| 1981 | 154,057,890 | + 1.5% |
| 1982 | 155,564,981 | + 1.0% |
| 1983 | 154,045,488 | - 1.0% |
| 1984 | 174,434,290 | +13.2% |
| 1985 | 196,351,105 | +12.6% |

**PERCENT TRANSIT RIDERSHIP BY SYSTEMS
CALENDAR YEAR 1985**

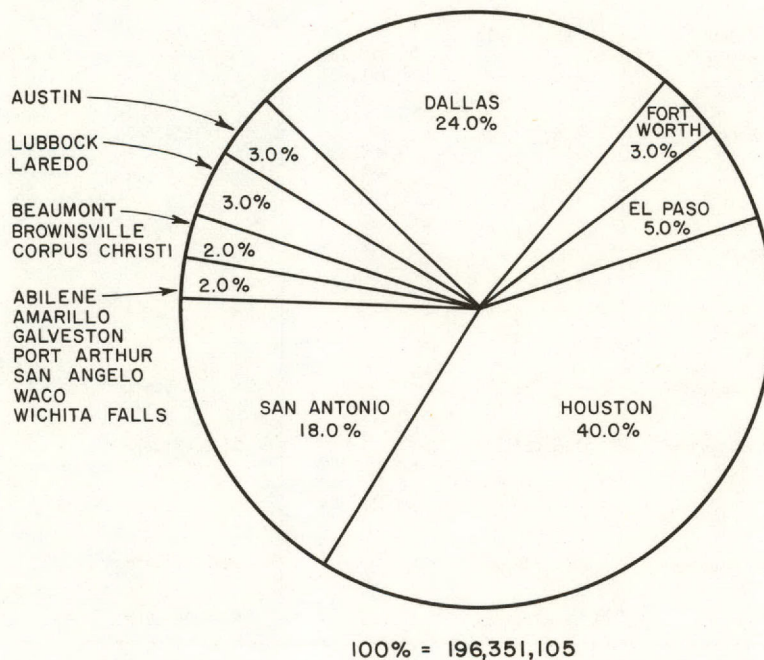


TABLE 2: TRANSIT PASSENGERS AND VEHICLE MILES PER CAPITA IN TEXAS
Calendar Years 1984 - 1985

| 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 | | | |
|----------------|-----------------------------------|--|------|---------|------|--|------|--------|------|
| | | 1984 | | 1985 | | 1984 | | 1985 | |
| Abilene | 98 | 436 | 4.5 | 423 | 4.3 | 450 | 4.6 | 472 | 4.8 |
| Amarillo | 149 | 842 | 5.7 | 839 | 5.6 | 765 | 5.1 | 744 | 5.0 |
| Austin | 345 | 5,046 | 14.6 | 5,778 | 16.7 | 3,087 | 8.9 | 4,010 | 11.6 |
| Beaumont | 118 | 1,467 | 12.4 | 1,381 | 11.7 | 679 | 5.8 | 677 | 5.7 |
| Brownsville | 85 | 1,707 | 20.1 | 1,826 | 21.5 | 838 | 9.9 | 919 | 10.8 |
| Corpus Christi | 232 | 1,556 | 6.7 | 1,566 | 6.8 | 1,287 | 5.5 | 1,237 | 5.3 |
| Dallas | 904 | 43,585 | 48.2 | 47,485 | 52.5 | 16,657 | 18.4 | 20,515 | 22.7 |
| El Paso | 425 | 9,261 | 21.8 | 9,684 | 22.8 | 4,229 | 10.0 | 4,343 | 10.2 |
| Fort Worth | 385 | 5,394 | 14.0 | 5,378 | 14.0 | 3,704 | 9.6 | 3,854 | 10.0 |
| Galveston | 62 | 846 | 13.6 | 665 | 10.7 | 433 | 7.0 | 379 | 6.1 |
| Houston | 1,595 | 60,245 | 37.8 | 77,801 | 48.8 | 34,624 | 21.7 | 33,285 | 20.9 |
| Laredo | 91 | 3,355 | 36.9 | 3,377 | 37.1 | 860 | 9.5 | 854 | 9.4 |
| Lubbock | 174 | 2,485(2) | 14.3 | 2,547 | 14.6 | 1,146(3) | 6.6 | 1,108 | 6.4 |
| Port Arthur | 61 | 307 | 5.0 | 343 | 5.6 | 206 | 3.4 | 295 | 4.8 |
| San Angelo | 73 | 450 | 6.2 | 435 | 6.0 | 314 | 4.3 | 311 | 4.3 |
| San Antonio | 786 | 36,625 | 46.6 | 36,003 | 45.8 | 15,833 | 20.1 | 15,883 | 20.2 |
| Waco | 101 | 600 | 5.9 | 610 | 6.0 | 351 | 3.5 | 350 | 3.5 |
| Wichita Falls | 94 | 216 | 2.3 | 210 | 2.2 | 281 | 3.0 | 275 | 2.9 |
| TOTAL | 5,778 | 174,434 | 30.2 | 196,351 | 34.0 | 85,742 | 14.8 | 89,512 | 15.5 |

(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.

TABLE 3: TOTAL TEXAS TRANSIT STATISTICS
Calendar Years 1984 - 1985

| | 1984 | | 1985 | |
|--|-----------------|--|-----------------|--|
| Total Passengers | 174,434,290 | | 196,351,105 | |
| Regular Route | 142,826,131 | | 160,312,094 | |
| Transfers | 31,608,159 | | 36,039,011 | |
| Total Vehicle Miles | 85,741,812 | | 89,512,138 | |
| Regular Route | 79,970,188 | | 86,274,006 | |
| Charter/Other | 5,771,624 | | 3,238,132 | |
| Total Vehicle Hours | 6,139,488 | | 6,674,583 | |
| Regular Route | 5,686,435 | | 6,390,304 | |
| Charter/Other | 453,053 | | 284,279 | |
| Average No. of Buses on Regular Routes | 1,880 | | 2,183 | |
| Average No. of Total Serviceable Buses | 2,482 | | 2,671 | |
| Average No. of Employees | 6,045 | | 6,971 | |
| Total Operating Revenues | \$115,424,529 | | \$126,491,201 | |
| Farebox | \$68,847,800 | | \$75,584,460 | |
| Charter | 6,417,235 | | 5,558,222 | |
| Other | 40,159,494 | | 45,348,519 | |
| Total Operating Expenses | \$247,296,001 | | \$293,627,165 | |
| Net Operating Income | (\$131,871,472) | | (\$167,135,964) | |

TABLE 4: NET OPERATING INCOME PER PASSENGER,
VEHICLE MILE AND VEHICLE HOUR
Calendar Year 1985

| PER PASSENGER | |
|---|---------|
| Total Operating Revenue Per Passenger | \$.64 |
| Total Operating Expenses Per Passenger | 1.50 |
| Net Operating Income Per Passenger | (.86) |
| PER VEHICLE MILE | |
| Total Operating Revenue Per Vehicle Mile | \$1.41 |
| Total Operating Expenses Per Vehicle Mile | 3.28 |
| Net Operating Income Per Vehicle Mile | (1.87) |
| PER VEHICLE HOUR | |
| Total Operating Revenue Per Vehicle Hour | \$18.95 |
| Total Operating Expenses Per Vehicle Hour | 43.99 |
| Net Operating Income Per Vehicle Hour | (25.04) |

TABLE 5: STATEWIDE TOTAL OPERATING REVENUES
AND TOTAL OPERATING EXPENSES PER VEHICLE MILE
1973 - 1985

| CALENDAR YEAR | TOTAL OPERATING REVENUE/VEHICLE MILE | % CHANGE | TOTAL OPERATING EXPENSES/VEHICLE MILE | % CHANGE | TOTAL OPERATING COST/VEHICLE MILE |
|---------------|--------------------------------------|----------|---------------------------------------|----------|-----------------------------------|
| 1973 | \$.70 | | \$.72 | | \$0.02 |
| 1974 | .77 | +10.0% | .90 | +25.0% | 0.13 |
| 1975 | .71 | - 7.8% | 1.06 | +18.0% | 0.35 |
| 1976 | .70 | - 1.4% | 1.19 | +12.0% | 0.49 |
| 1977 | .77 | +10.0% | 1.30 | + 9.0% | 0.53 |
| 1978 | .72 | - 6.5% | 1.54 | +18.5% | 0.82 |
| 1979 | .80 | +11.1% | 1.87 | +21.4% | 1.07 |
| 1980 | .89 | +11.3% | 2.29 | +22.5% | 1.40 |
| 1981 | 1.00 | +12.4% | 2.65 | +15.7% | 1.65 |
| 1982 | 1.03 | + 3.0% | 2.88 | + 8.7% | 1.85 |
| 1983 | 1.19 | +15.5% | 2.80 | - 2.8% | 1.61 |
| 1984 | 1.34 | +12.6% | 2.88 | + 2.9% | 1.54 |
| 1985 | 1.41 | + 5.2% | 3.28 | +13.9% | 1.87 |

TABLE 6: TEXAS TRANSIT FINANCES
Calendar Years 1984 and 1985

| | 1984 | 1985 |
|--|-----------------------------|-----------------------------|
| | REVENUES | |
| Total Operating Revenue and Assistance | \$247,296,001 | \$293,627,165 |
| Farebox | \$68,847,800 | \$ 75,584,460 |
| Charter | 6,417,235 | 5,558,222 |
| Other Operating Income | 40,159,494 | 45,348,519 |
| Federal Operating Assist.(1) | 19,526,731 | 19,814,218 |
| Local Operating Assist.(2) | 112,344,741 | 147,321,746 |
| Total Capital Revenue(1) | \$ 96,401,845 | \$123,861,387 |
| Federal | \$75,848,170 | \$103,622,062 |
| State | 3,825,522 | 13,144,463 |
| Local(2) | 16,728,153 | 7,094,862 |
| TOTAL REVENUE | <u>\$343,697,846</u> | <u>\$417,488,552</u> |
| | EXPENSES | |
| Total Operating Expense | \$247,296,001 | \$293,627,165 |
| Total Capital Expense | 96,401,845 | 123,861,387 |
| TOTAL EXPENSE | <u>\$343,697,846</u> | <u>\$417,488,552</u> |

(1) The Federal operating assistance and capital revenue are monies actually received in calendar years 1984 and 1985.

(2) In 1984, the four Metropolitan Transit Authorities received approximately \$301,160,762 from the State Comptroller in sales tax revenue collected specifically for transit purposes. In 1985, the five Metropolitan Transit Authorities received approximately \$380,177,969 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

TABLE 7: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS
Calendar Years 1984 and 1985

| | 1984 | 1985 |
|--|---------------|---------------|
| Net Public Operating Cost | \$131,871,472 | \$167,135,964 |
| Net Public Operating Cost Per Passenger | \$.76 | \$.85 |
| Net Public Operating Cost Per Vehicle Mile | \$1.54 | \$1.87 |
| Public Capital Cost | \$ 96,401,845 | \$123,861,387 |
| Public Capital Cost Per Passenger | \$.55 | \$.63 |
| Public Capital Cost Per Vehicle Mile | \$1.12 | \$1.38 |
| Total Public Expense | \$228,273,317 | \$290,997,351 |
| Total Public Expense Per Passenger | \$1.31 | \$1.48 |
| Total Public Expense Per Vehicle Mile | \$2.66 | \$3.25 |

**TABLE 8: FINANCIAL ASSISTANCE TO TEXAS
(Projects Approved in CY 1985)**

| | Sections 3,5,9 & 9A Capital | Sections 5&9 Operating | Section 8 Technical Studies | Section 9 Planning | Section 18 Capital Operating Administrative | TOTAL |
|--|-----------------------------------|------------------------------|-----------------------------------|-----------------------|--|-----------------------|
| Municipal Systems | \$133,143,085 | \$23,045,995 | \$ -0- | \$ -0- | \$ -0- | \$ 156,189,080 |
| Technical Studies | -0- | -0- | 2,690,900 | 304,729 | -0- | 2,995,629 |
| Elderly & Handicapped Transportation [Section 16b(2)] | 1,366,090 | -0- | -0- | -0- | -0- | 1,366,090 |
| Non-Urbanized Area Transit [Section 18] | -0- | -0- | -0- | -0- | 10,129,361 | 10,129,361 |
| State Department of Highways and Public Transportation | -0- | -0- | 290,000(1) | -0- | -0- | 290,000 |
| TOTAL FEDERAL | \$134,509,175 | \$23,045,995 | \$2,980,900 | \$304,729 | \$10,129,361 | \$ 170,970,160 |
| TOTAL STATE | 4,299,045 | -0- | 72,500(2) | -0- | 264,500(3) | 4,636,045 |
| TOTAL LOCAL | 36,994,409(4) | 38,926,154 | 682,725(5) | 76,182 | 5,209,541 | 81,889,011 |
| TOTAL PROJECTS | \$175,802,629 | \$61,972,149 | \$3,736,125 | \$380,911 | \$15,603,402 | \$ 257,495,216 |

- (1) This technical study grant is set out separately because it was made directly to a state agency for planning and study purposes.
- (2) This is the 20 percent match for the technical studies grant made to the State Department of Highways and Public Transportation.
- (3) State participation includes \$13,000 in capital funds, \$44,000 in administrative funds and \$207,500 in operating funds.
- (4) Local participation includes the local match of \$341,523 for the 16b(2) program.
- (5) This is the local match for technical studies.

**TABLE 9: STATEWIDE RIDERSHIP BY MONTHS AND QUARTERS
1984 and 1985**

| | Regular Route Passengers | | Transfers | | Total Passengers | |
|----------------|-----------------------------|--------------------|-------------------|-------------------|---------------------|--------------------|
| | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 |
| January | 10,931,846 | 11,883,946 | 2,185,020 | 2,913,355 | 13,116,866 | 14,797,301 |
| February | 11,380,273 | 12,662,663 | 2,271,265 | 2,683,613 | 13,651,538 | 15,346,276 |
| March | 11,837,467 | 14,106,521 | 2,435,757 | 3,026,522 | 14,273,224 | 17,133,043 |
| First Quarter | 34,149,586 | 38,653,130 | 6,892,042 | 8,623,490 | 41,041,628 | 47,276,620 |
| April | 12,103,835 | 14,700,878 | 2,479,451 | 3,112,317 | 14,583,286 | 17,813,195 |
| May | 11,942,250 | 13,229,251 | 2,813,511 | 3,122,116 | 14,755,761 | 16,351,367 |
| June | 11,354,586 | 11,918,316 | 2,649,631 | 2,905,462 | 14,004,217 | 14,823,773 |
| Second Quarter | 35,400,671 | 39,848,445 | 7,942,593 | 9,139,895 | 43,343,264 | 48,988,340 |
| July | 11,699,635 | 14,119,449 | 2,715,116 | 3,076,769 | 14,414,751 | 17,196,213 |
| August | 12,704,855 | 13,165,059 | 2,993,293 | 3,147,171 | 15,698,148 | 16,312,230 |
| September | 11,868,182 | 13,158,397 | 2,690,490 | 3,071,634 | 14,558,672 | 16,230,031 |
| Third Quarter | 36,272,672 | 40,442,905 | 8,398,899 | 9,295,574 | 44,671,571 | 49,738,479 |
| October | 13,298,822 | 14,087,970 | 2,967,060 | 3,266,883 | 16,265,882 | 17,354,853 |
| November | 12,445,608 | 13,927,366 | 2,789,542 | 2,951,145 | 15,235,150 | 16,878,511 |
| December | 11,258,772 | 13,352,278 | 2,618,023 | 2,762,024 | 13,876,795 | 16,114,302 |
| Fourth Quarter | 37,003,202 | 41,367,614 | 8,374,625 | 8,980,052 | 45,377,827 | 50,347,666 |
| ANNUAL | 142,826,131 | 160,312,094 | 31,608,159 | 36,039,011 | 174,434,290 | 196,351,105 |

TABLE 10: STATEWIDE VEHICLE MILES AND VEHICLE HOURS
BY MONTHS AND QUARTERS-1984 and 1985

| | Regular Route Vehicle Miles | | Charter/Other Vehicle Miles | | Total Vehicle Miles | | Regular Route Vehicle Hours | | Charter/Other Vehicle Hours | | Total Vehicle Hours | |
|----------------|--------------------------------|------------|--------------------------------|-----------|------------------------|------------|--------------------------------|-----------|--------------------------------|---------|------------------------|-----------|
| | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 |
| January | 6,338,488 | 6,817,329 | 455,388 | 455,460 | 6,793,876 | 7,272,789 | 442,723 | 565,492 | 36,516 | 35,866 | 479,239 | 601,358 |
| February | 6,295,294 | 6,374,262 | 493,206 | 433,914 | 6,788,500 | 6,808,176 | 439,727 | 528,930 | 36,235 | 32,291 | 475,962 | 561,221 |
| March | 6,722,563 | 6,892,796 | 501,869 | 333,776 | 7,224,432 | 7,226,572 | 469,236 | 570,946 | 37,625 | 22,356 | 506,861 | 593,302 |
| First Quarter | 19,356,345 | 20,084,387 | 1,450,463 | 1,223,150 | 20,806,808 | 21,307,537 | 1,351,686 | 1,665,368 | 110,376 | 90,513 | 1,462,062 | 1,755,881 |
| April | 6,484,709 | 6,988,041 | 549,331 | 493,192 | 7,034,040 | 7,481,233 | 451,368 | 577,785 | 40,753 | 37,805 | 492,121 | 615,590 |
| May | 6,823,726 | 7,134,239 | 546,641 | 217,006 | 7,370,367 | 7,351,245 | 475,982 | 524,363 | 42,638 | 20,352 | 518,620 | 544,715 |
| June | 6,639,088 | 7,170,389 | 424,242 | 142,117 | 7,063,330 | 7,312,506 | 464,182 | 486,372 | 32,921 | 18,302 | 497,103 | 504,674 |
| Second Quarter | 19,947,523 | 21,292,669 | 1,520,214 | 852,315 | 21,467,737 | 22,144,984 | 1,391,532 | 1,588,520 | 116,312 | 76,459 | 1,507,844 | 1,664,979 |
| July | 6,477,705 | 7,534,928 | 403,290 | 141,310 | 6,880,995 | 7,676,238 | 455,140 | 526,674 | 32,026 | 18,990 | 487,166 | 545,664 |
| August | 6,793,450 | 7,741,020 | 458,271 | 138,784 | 7,251,721 | 7,879,804 | 474,399 | 536,877 | 41,542 | 15,466 | 515,941 | 552,343 |
| September | 6,599,786 | 7,219,921 | 480,634 | 210,281 | 7,080,420 | 7,430,202 | 472,149 | 505,019 | 38,524 | 19,259 | 510,673 | 524,278 |
| Third Quarter | 19,870,941 | 22,495,869 | 1,342,195 | 490,375 | 21,213,136 | 22,986,244 | 1,401,688 | 1,568,570 | 112,092 | 53,715 | 1,513,780 | 1,622,285 |
| October | 6,897,764 | 8,055,235 | 538,271 | 268,162 | 7,436,035 | 8,323,397 | 503,866 | 539,062 | 42,986 | 26,996 | 546,852 | 566,058 |
| November | 6,932,233 | 7,139,286 | 460,747 | 223,596 | 7,392,980 | 7,362,882 | 517,670 | 497,678 | 35,798 | 22,332 | 553,468 | 520,010 |
| December | 6,965,382 | 7,206,560 | 459,734 | 180,534 | 7,425,116 | 7,387,094 | 519,993 | 531,106 | 35,489 | 14,264 | 555,482 | 545,370 |
| Fourth Quarter | 20,795,379 | 22,401,081 | 1,458,752 | 672,292 | 22,254,131 | 23,073,373 | 1,541,529 | 1,567,846 | 114,273 | 63,592 | 1,655,802 | 1,631,438 |
| ANNUAL | 79,970,188 | 86,274,006 | 5,771,624 | 3,238,132 | 85,741,812 | 89,512,138 | 5,686,435 | 6,390,304 | 453,053 | 284,279 | 6,139,488 | 6,674,583 |

TABLE 11: STATEWIDE REVENUE AND EXPENSE
BY MONTHS AND QUARTERS - 1984 and 1985

| | Farebox | | Charter | | Other | | Total Operating Revenue | | Total Operating Expense | | Net Operating Income | |
|----------------|--------------|--------------|-------------|-------------|--------------|--------------|-------------------------|---------------|-------------------------|---------------|----------------------|-----------------|
| | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 |
| January | \$ 4,966,434 | \$ 5,768,713 | \$ 452,684 | \$ 479,444 | \$2,469,917 | \$ 3,728,643 | \$ 7,889,035 | \$ 9,976,800 | \$ 19,224,348 | \$22,660,462 | (\$11,335,313) | (\$12,683,662) |
| February | 5,163,729 | 5,703,521 | 482,835 | 422,635 | 2,704,893 | 3,583,878 | 8,351,457 | 9,710,034 | 18,327,923 | 22,049,524 | (9,976,466) | (12,339,490) |
| March | 5,686,098 | 6,180,544 | 543,897 | 469,935 | 2,931,804 | 3,690,933 | 9,161,799 | 10,341,412 | 20,005,922 | 22,256,646 | (10,844,123) | (11,915,234) |
| First Quarter | \$15,816,261 | \$17,652,778 | \$1,479,416 | \$1,372,014 | \$8,106,614 | \$11,003,454 | \$25,402,291 | \$30,028,246 | \$ 57,558,193 | \$66,966,632 | (\$32,155,902) | (\$36,938,386) |
| April | 5,836,788 | 6,248,357 | 614,410 | 579,089 | 2,960,455 | 3,594,153 | 9,411,653 | 10,421,599 | 19,099,714 | 23,600,402 | (9,688,061) | (13,178,803) |
| May | 5,812,342 | 6,672,613 | 671,407 | 490,006 | 3,077,967 | 3,654,723 | 9,561,716 | 10,817,342 | 20,614,353 | 24,641,115 | (11,052,637) | (13,823,773) |
| June | 5,655,301 | 6,110,812 | 443,002 | 494,287 | 3,458,374 | 3,902,872 | 9,556,677 | 10,507,971 | 20,236,373 | 22,415,909 | (10,679,696) | (11,907,938) |
| Second Quarter | \$17,304,431 | \$19,031,782 | \$1,728,819 | \$1,563,382 | \$9,496,796 | \$11,151,748 | \$28,530,046 | \$31,746,912 | \$ 59,950,440 | \$70,657,426 | (\$31,420,394) | (\$38,910,514) |
| July | 5,930,283 | 6,429,569 | 399,097 | 343,770 | 3,396,568 | 3,552,265 | 9,725,948 | 10,325,604 | 20,116,373 | 24,483,605 | (10,390,425) | (14,158,001) |
| August | 6,349,088 | 6,645,278 | 662,028 | 257,190 | 3,716,493 | 3,746,693 | 10,727,609 | 10,649,161 | 22,623,898 | 25,643,038 | (11,896,289) | (14,993,877) |
| September | 5,789,948 | 6,561,334 | 496,708 | 443,114 | 3,813,049 | 3,716,610 | 10,099,705 | 10,721,058 | 23,359,719 | 27,173,730 | (13,260,014) | (16,452,672) |
| Third Quarter | \$18,069,319 | \$19,636,181 | \$1,557,833 | \$1,044,074 | \$10,926,110 | \$11,015,568 | \$30,553,262 | \$31,695,823 | \$ 66,099,990 | \$77,300,373 | (\$35,546,728) | (\$45,604,550) |
| October | 6,256,130 | 6,982,760 | 690,845 | 695,262 | 3,763,828 | 3,985,521 | 10,710,803 | 11,663,543 | 20,754,693 | 24,835,822 | (10,043,890) | (13,172,279) |
| November | 5,882,875 | 6,237,496 | 504,531 | 547,019 | 3,951,093 | 4,270,344 | 10,338,499 | 11,054,859 | 21,743,197 | 26,429,499 | (11,404,698) | (15,374,640) |
| December | 5,518,784 | 6,043,463 | 455,791 | 336,471 | 3,915,053 | 3,921,884 | 9,889,628 | 10,301,818 | 21,189,488 | 27,437,413 | (11,299,860) | (17,135,595) |
| Fourth Quarter | \$17,657,789 | \$19,263,719 | \$1,651,167 | \$1,578,752 | \$11,629,974 | \$12,177,749 | \$30,938,930 | \$33,020,220 | \$ 63,687,378 | \$78,702,734 | (\$32,748,448) | (\$45,682,514) |
| ANNUAL | \$68,847,800 | \$75,584,460 | \$6,417,235 | \$5,558,222 | \$40,159,494 | \$45,348,519 | \$115,424,529 | \$126,491,201 | \$247,296,001 | \$293,627,165 | (\$131,871,472) | (\$167,135,964) |

TABLE 12: TEXAS TRANSIT STATISTICS BY SYSTEM
Calendar Years 1984 and 1985

| | ABILENE | | | |
|---|------------|------------|------------|------------|
| | 1984 | | 1985 | |
| Total Passengers | 437,719 | | 423,416 | |
| Regular Route | | 351,996 | | 336,154 |
| Transfers | | 85,723 | | 87,262 |
| Total Vehicle Miles | 449,640 | | 472,131 | |
| Regular Route | | 447,325 | | 468,491 |
| Charter/Other | | 2,315 | | 3,640 |
| Total Vehicle Hours | 32,004 | | 32,764 | |
| Regular Route | | 31,624 | | 32,328 |
| Charter/Other | | 380 | | 436 |
| Average No. of Buses on Regular Routes | 12 | | 13 | |
| Average No. of Total Serviceable Buses | 17 | | 16 | |
| Average No. Employees | 26 | | 25 | |
| Total Operating Revenues | \$ 129,220 | | \$ 145,599 | |
| Farebox | | \$ 116,829 | | \$ 132,134 |
| Charter | | 12,369 | | 13,465 |
| Other | | 22 | | 0 |
| Total Operating Expense | \$ 794,228 | | \$ 840,752 | |
| Net Public Operating Cost | \$ 665,008 | | \$ 695,153 | |
| Total Public Capital Cost | \$ 3,609 | | \$ 6,751 | |
| TOTAL PUBLIC EXPENSE | \$ 668,617 | | \$ 701,904 | |

| | AMARILLO | | | |
|---|-------------|------------|-------------|------------|
| | 1984 | | 1985 | |
| Total Passengers | 842,068 | | 839,434 | |
| Regular Route | | 656,159 | | 650,887 |
| Transfers | | 185,909 | | 188,547 |
| Total Vehicle Miles | 765,305 | | 744,382 | |
| Regular Route | | 731,317 | | 728,738 |
| Charter/Other | | 33,988 | | 15,644 |
| Total Vehicle Hours | 51,593 | | 50,143 | |
| Regular Route | | 48,772 | | 48,752 |
| Charter/Other | | 2,821 | | 1,391 |
| Average No. of Buses on Regular Routes | 14 | | 14 | |
| Average No. of Total Serviceable Buses | 29 | | 37 | |
| Average No. Employees | 43 | | 43 | |
| Total Operating Revenues | \$ 348,082 | | \$ 281,607 | |
| Farebox | | \$ 202,097 | | \$ 200,455 |
| Charter | | 120,822 | | 62,231 |
| Other | | 25,163 | | 18,921 |
| Total Operating Expense | \$1,052,128 | | \$1,063,134 | |
| Net Public Operating Cost | \$ 704,046 | | \$ 781,527 | |
| Total Public Capital Cost | \$ 0 | | \$ 783,740 | |
| TOTAL PUBLIC EXPENSE | \$ 704,046 | | \$1,565,267 | |

| | AUSTIN(1) | |
|---|-------------|-----------------|
| | 1984 | 1985 |
| Total Passengers | 5,048,309 | 5,778,005 |
| Regular Route | 3,782,395 | 5,337,627(2) |
| Transfers | 1,265,914 | 440,378 |
| Total Vehicle Miles | 3,086,637 | 4,010,310 |
| Regular Route | 2,704,382 | 3,523,411 |
| Charter/Other | 382,255 | 486,899 |
| Total Vehicle Hours | 232,827 | 311,674 |
| Regular Route | 194,712 | 258,972 |
| Charter/Other | 38,115 | 52,702 |
| Average No. of Buses on Regular Routes | 67 | 97 |
| Average No. of Total Serviceable Buses | 94 | 125 |
| Average No. Employees | 225 | 348 |
| Total Operating Revenues | \$1,966,119 | \$ 2,376,568 |
| Farebox | \$1,719,676 | \$2,080,962 |
| Charter | 198,668 | 242,666 |
| Other | 47,775 | 52,940 |
| Total Operating Expense | \$7,833,896 | \$11,092,623 |
| Net Public Operating Cost | \$5,867,777 | \$ 8,716,055 |
| Total Public Capital Cost | \$ 99,116 | \$ 5,840,268 |
| TOTAL PUBLIC EXPENSE | \$5,966,893 | \$14,556,323(3) |

- (1) On July 1, 1985, the Capital Metropolitan Transportation Authority assumed responsibility for transit service for the Austin Metropolitan Area.
- (2) Transfer passengers were included in the regular route category for the last 8 months of the year.
- (3) The M.T.A. received approximately \$12,662,332 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

| | BEAUMONT | | | |
|---|-------------|-----------|-------------|-----------|
| | 1984 | | 1985 | |
| Total Passengers | 1,466,626 | | 1,380,762 | |
| Regular Route | | 1,163,989 | | 1,096,915 |
| Transfers | | 302,637 | | 283,847 |
| Total Vehicle Miles | 678,675 | | 676,816 | |
| Regular Route | | 659,175 | | 665,115 |
| Charter/Other | | 19,500 | | 11,701 |
| Total Vehicle Hours | 65,311 | | 63,833 | |
| Regular Route | | 63,553 | | 62,556 |
| Charter/Other | | 1,758 | | 1,277 |
| Average No. of Buses on Regular Routes | 16 | | 16 | |
| Average No. of Total Serviceable Buses | 28 | | 28 | |
| Average No. Employees | 43 | | 42 | |
| Total Operating Revenues | \$ 468,731 | | \$ 436,562 | |
| Farebox | | \$420,884 | | \$401,971 |
| Charter | | 47,547 | | 34,591 |
| Other | | 300 | | 0 |
| Total Operating Expense | \$1,493,920 | | \$1,538,271 | |
| Net Public Operating Cost | \$1,025,189 | | \$1,101,709 | |
| Total Public Capital Cost | \$ 0 | | \$ 0 | |
| TOTAL PUBLIC EXPENSE | \$1,025,189 | | \$1,101,709 | |

| | BROWNSVILLE | | | |
|---|-------------|---------------------------|-------------|--------------------------|
| | 1984 | | 1985 | |
| Total Passengers Regular Route Transfers | 1,706,543 | 1,706,543 0 | 1,826,353 | 1,826,353 0 |
| Total Vehicle Miles Regular Route Charter/Other | 838,350 | 807,062 31,288 | 918,593 | 887,623 30,970 |
| Total Vehicle Hours Regular Route Charter/Other | 68,000 | 59,320 8,680 | 80,346 | 72,300 8,046 |
| Average No. of Buses on Regular Routes | 14 | | 16 | |
| Average No. of Total Serviceable Buses | 26 | | 26 | |
| Average No. Employees | 74 | | 77 | |
| Total Operating Revenues Farebox Charter Other | \$ 826,273 | \$722,166 0 104,107 | \$ 853,090 | \$754,827 0 98,263 |
| Total Operating Expense | \$1,634,088 | | \$1,932,010 | |
| Net Public Operating Cost | \$ 807,815 | | \$1,078,920 | |
| Total Public Capital Cost | \$ 235,890 | | \$1,858,516 | |
| TOTAL PUBLIC EXPENSE | \$1,043,705 | | \$2,937,436 | |

| | CORPUS CHRISTI* | | | |
|---|-----------------|-----------|-------------|-----------|
| | 1984 | | 1985 | |
| Total Passengers | 1,557,506 | | 1,565,615 | |
| Regular Route | | 1,199,169 | | 1,200,173 |
| Transfers | | 358,337 | | 365,442 |
| Total Vehicle Miles | 1,286,664 | | 1,236,739 | |
| Regular Route | | 1,007,144 | | 1,022,930 |
| Charter/Other | | 279,520 | | 213,809 |
| Total Vehicle Hours | 98,037 | | 94,796 | |
| Regular Route | | 77,604 | | 78,597 |
| Charter/Other | | 20,433 | | 16,199 |
| Average No. of Buses on Regular Routes | 29 | | 27 | |
| Average No. of Total Serviceable Buses | 41 | | 51 | |
| Average No. Employees | 93 | | 93 | |
| Total Operating Revenues | \$1,893,606 | | \$ 876,499 | |
| Farebox | | \$574,155 | | \$535,791 |
| Charter | | 372,454 | | 340,708 |
| Other | | 946,997 | | 0 |
| Total Operating Expense | \$3,091,111 | | \$3,943,521 | |
| Net Public Operating Cost | \$1,197,505 | | \$3,067,022 | |
| Total Public Capital Cost | \$ 410,188 | | \$ 513,316 | |
| TOTAL PUBLIC EXPENSE | \$1,607,693 | | \$3,580,338 | |

* On August 10, 1985, the Corpus Christi Regional Transit Authority was approved by the voters of Nueces County to become effective January 1, 1986.

| | DALLAS | |
|---|---------------|----------------|
| | 1984 | 1985 |
| Total Passengers | 43,585,216 | 47,484,700 |
| Regular Route | 37,469,600 | 38,003,491 |
| Transfers | 6,115,616 | 9,481,209 |
| Total Vehicle Miles | 16,656,607 | 20,515,266 |
| Regular Route | 16,304,522 | 20,262,180 |
| Charter/Other | 352,085 | 253,086 |
| Total Vehicle Hours | 1,180,463 | 1,433,542 |
| Regular Route | 1,121,651 | 1,392,584 |
| Charter/Other | 58,812 | 40,958 |
| Average No. of Buses on Regular Routes | 459 | 548 |
| Average No. of Total Serviceable Buses | 636 | 695 |
| Average No. Employees | 1,290 | 1,670 |
| Total Operating Revenues | \$21,551,619 | \$22,998,704 |
| Farebox | \$18,588,983 | \$20,799,836 |
| Charter | 2,115,645 | 1,384,226 |
| Other | 846,991 | 814,642 |
| Total Operating Expense | \$53,345,073 | \$69,714,504 |
| Net Public Operating Cost | \$31,793,454 | \$46,715,800 |
| Total Public Capital Cost | \$ 8,069,023 | \$34,566,486 |
| TOTAL PUBLIC EXPENSE | \$39,862,477* | \$81,282,286** |

* The M.T.A. received approximately \$103,285,694 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

** The M.T.A. received approximately \$155,169,249 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

| | EL PASO | |
|---|-------------|-------------|
| | 1984 | 1985 |
| Total Passengers | 9,260,994 | 9,683,832 |
| Regular Route | 8,446,101 | 8,751,856 |
| Transfers | 814,893 | 931,976 |
| Total Vehicle Miles | 4,229,164 | 4,343,462 |
| Regular Route | 4,175,142 | 4,271,229 |
| Charter/Other | 54,022 | 72,233 |
| Total Vehicle Hours | 299,213 | 302,804 |
| Regular Route | 293,955 | 296,725 |
| Charter/Other | 5,258 | 6,079 |
| Average No. of Buses on Regular Routes | 89 | 92 |
| Average No. of Total Serviceable Buses | 139 | 118 |
| Average No. Employees | 309 | 317 |
| Total Operating Revenues | \$3,784,595 | \$4,072,492 |
| Farebox | \$3,558,902 | \$3,934,502 |
| Charter | 190,321 | 96,580 |
| Other | 35,372 | 41,410 |
| Total Operating Expense | \$8,339,316 | \$9,618,332 |
| Net Public Operating Cost | \$4,554,721 | \$5,545,840 |
| Total Public Capital Cost | \$ 10,961 | \$ 246,818 |
| TOTAL PUBLIC EXPENSE | \$4,565,682 | \$5,792,658 |

| | FORT WORTH | |
|---|---------------|----------------|
| | 1984 | 1985 |
| Total Passengers | 5,393,768 | 5,377,947 |
| Regular Route | 4,510,123 | 4,475,967 |
| Transfers | 883,645 | 901,980 |
| Total Vehicle Miles | 3,703,825 | 3,854,497 |
| Regular Route | 3,566,500 | 3,736,196 |
| Charter/Other | 137,325 | 118,301 |
| Total Vehicle Hours | 293,517 | 307,275 |
| Regular Route | 277,582 | 292,414 |
| Charter/Other | 15,935 | 14,861 |
| Average No. of Buses on Regular Routes | 101 | 101 |
| Average No. of Total Serviceable Buses | 137 | 138 |
| Average No. Employees | 284 | 312 |
| Total Operating Revenues | \$ 6,088,975 | \$6,417,316 |
| Farebox | \$3,023,223 | \$2,944,665 |
| Charter | 337,130 | 265,248 |
| Other | 2,728,622 | 3,207,403 |
| Total Operating Expense | \$ 8,673,462 | \$10,361,969 |
| Net Public Operating Cost | \$ 2,584,487 | \$ 3,944,653 |
| Total Public Capital Cost | \$ 2,215,423 | \$ 1,852,111 |
| TOTAL PUBLIC EXPENSE | \$ 4,799,910* | \$ 5,796,764** |

* The M.T.A. received approximately \$4,038,678 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

** The M.T.A. received approximately \$8,086,906 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

| | GALVESTON | | | |
|---|------------|-----------|--------------|-----------|
| | 1984 | | 1985 | |
| Total Passengers | 846,137 | | 665,073 | |
| Regular Route | | 720,449 | | 610,770 |
| Transfers | | 125,688 | | 54,303 |
| Total Vehicle Miles | 433,441 | | 379,136 | |
| Regular Route | | 430,011 | | 367,616 |
| Charter/Other | | 3,430 | | 11,520 |
| Total Vehicle Hours | 43,115 | | 37,212 | |
| Regular Route | | 42,754 | | 36,050 |
| Charter/Other | | 361 | | 1,162 |
| Average No. of Buses on Regular Routes | 10 | | 8 | |
| Average No. of Total Serviceable Buses | 15 | | 15 | |
| Average No. Employees | 31 | | 30 | |
| Total Operating Revenues | \$ 392,056 | | \$ 296,123 | |
| Farebox | | \$370,754 | | \$257,192 |
| Charter | | 21,044 | | 38,700 |
| Other | | 258 | | 231 |
| Total Operating Expense | \$ 971,455 | | \$ 919,646 | |
| Net Public Operating Cost | \$ 579,399 | | \$ 623,523 | |
| Total Public Capital Cost | \$ 326,324 | | \$ 399,628 | |
| TOTAL PUBLIC EXPENSE | \$ 905,723 | | \$ 1,023,151 | |

| | HOUSTON | |
|---|----------------|-----------------|
| | 1984 | 1985 |
| Total Passengers | 60,245,097 | 77,801,419 |
| Regular Route | 45,531,001 | 61,062,577 |
| Transfers | 14,714,096 | 16,738,842 |
| Total Vehicle Miles | 34,623,814 | 33,285,290 |
| Regular Route | 31,149,032 | 32,227,179 |
| Charter/Other | 3,474,782 | 1,058,111 |
| Total Vehicle Hours | 2,402,823 | 2,587,924 |
| Regular Route | 2,179,363 | 2,519,923 |
| Charter/Other | 223,460 | 68,001 |
| Average No. of Buses on Regular Routes | 562 | 731 |
| Average No. of Total Serviceable Buses | 700 | 840 |
| Average No. Employees | 2,435 | 2,802 |
| Total Operating Revenues | \$ 58,441,213 | \$ 67,545,889 |
| Farebox | \$27,923,838 | \$31,440,791 |
| Charter | 141,525 | 277,697 |
| Other | 30,375,850 | 35,827,401 |
| Total Operating Expense | \$118,450,619 | \$138,501,812 |
| Net Public Operating Cost | \$ 60,009,406 | \$ 70,955,923 |
| Total Public Capital Cost | \$ 66,610,728 | \$ 70,510,570 |
| TOTAL PUBLIC EXPENSE | \$126,620,134* | \$141,466,493** |

* The M.T.A. received approximately \$166,512,585 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

** The M.T.A. received approximately \$173,130,187 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

| | LAREDO | | | |
|---|--------------|-------------|--------------|-------------|
| | 1984 | | 1985 | |
| Total Passengers | 3,354,940 | | 3,377,342 | |
| Regular Route | | 3,048,643 | | 3,053,034 |
| Transfers | | 306,297 | | 324,308 |
| Total Vehicle Miles | 859,581 | | 854,384 | |
| Regular Route | | 857,900 | | 853,239 |
| Charter/Other | | 1,681 | | 1,145 |
| Total Vehicle Hours | 88,830 | | 89,827 | |
| Regular Route | | 88,589 | | 89,547 |
| Charter/Other | | 241 | | 280 |
| Average No. of Buses on Regular Routes | 18 | | 18 | |
| Average No. of Total Serviceable Buses | 26 | | 26 | |
| Average No. Employees | 70 | | 72 | |
| Total Operating Revenues | \$ 1,269,650 | | \$ 1,285,095 | |
| Farebox | | \$1,198,845 | | \$1,221,571 |
| Charter | | 7,201 | | 12,333 |
| Other | | 63,604 | | 51,191 |
| Total Operating Expense | \$ 1,832,246 | | \$ 2,202,574 | |
| Net Public Operating Cost | \$ 562,596 | | \$ 917,479 | |
| Total Public Capital Cost | \$ 0 | | \$ 149,128 | |
| TOTAL PUBLIC EXPENSE | \$ 562,596 | | \$ 1,066,607 | |

| | LUBBOCK | | | |
|---|--------------|--------------------------|--------------|--------------------------|
| | 1984 | | 1985 | |
| Total Passengers Regular Route Transfers | 2,489,416 | 2,242,687 246,729 | 2,547,324 | 2,279,221 268,103 |
| Total Vehicle Miles Regular Route Charter/Other | 1,145,794 | 1,128,842 16,952 | 1,107,681 | 1,093,864 13,817 |
| Total Vehicle Hours Regular Route Charter/Other | 78,786 | 75,851 2,935 | 79,328 | 77,046 2,282 |
| Average No. of Buses on Regular Routes | 27 | | 30 | |
| Average No. of Total Serviceable Buses | 41 | | 40 | |
| Average No. Employees | 74 | | 71 | |
| Total Operating Revenues Farebox Charter Other | \$ 743,988 | \$681,749 62,239 0 | \$ 758,859 | \$700,091 58,768 0 |
| Total Operating Expense | \$ 1,762,205 | | \$ 1,583,841 | |
| Net Public Operating Cost | \$ 1,018,217 | | \$ 824,982 | |
| Total Public Capital Cost | \$ 4,325,690 | | \$ 414,214 | |
| TOTAL PUBLIC EXPENSE | \$ 5,343,907 | | \$ 1,239,196 | |

| | PORT ARTHUR | | | |
|---|-------------|-----------|------------|-----------|
| | 1984 | | 1985 | |
| Total Passengers | 307,164 | | 342,664 | |
| Regular Route | | 273,550 | | 285,140 |
| Transfers | | 33,614 | | 57,524 |
| Total Vehicle Miles | 205,561 | | 294,703 | |
| Regular Route | | 205,382 | | 285,497 |
| Charter/Other | | 179 | | 9,206 |
| Total Vehicle Hours | 14,714 | | 21,043 | |
| Regular Route | | 14,690 | | 20,133 |
| Charter/Other | | 24 | | 910 |
| Average No. of Buses on Regular Routes | 5 | | 6 | |
| Average No. of Total Serviceable Buses | 10 | | 10 | |
| Average No. Employees | 19 | | 22 | |
| Total Operating Revenues | \$ 140,875 | | \$ 134,693 | |
| Farebox | | \$116,894 | | \$128,213 |
| Charter | | 743 | | 6,480 |
| Other | | 23,238 | | 0 |
| Total Operating Expense | \$ 732,291 | | \$ 757,246 | |
| Net Public Operating Cost | \$ 591,416 | | \$ 622,553 | |
| Total Public Capital Cost | \$ 68,762 | | \$ 163,746 | |
| TOTAL PUBLIC EXPENSE | \$ 660,178 | | \$ 786,299 | |

| | SAN ANGELO | | | |
|---|------------|----------|------------|----------|
| | 1984 | | 1985 | |
| Total Passengers | 449,930 | | 434,692 | |
| Regular Route | | 311,825 | | 290,767 |
| Transfers | | 138,105 | | 143,925 |
| Total Vehicle Miles | 313,718 | | 311,148 | |
| Regular Route | | 312,418 | | 310,098 |
| Charter/Other | | 1,300 | | 1,050 |
| Total Vehicle Hours | 22,545 | | 22,295 | |
| Regular Route | | 22,320 | | 22,104 |
| Charter/Other | | 225 | | 191 |
| Average No. of Buses on Regular Routes | 6 | | 6 | |
| Average No. of Total Serviceable Buses | 12 | | 10 | |
| Average No. Employees | 13 | | 13 | |
| Total Operating Revenues | \$ 108,008 | | \$ 100,422 | |
| Farebox | | \$94,228 | | \$95,359 |
| Charter | | 5,609 | | 4,510 |
| Other | | 8,171 | | 553 |
| Total Operating Expense | \$ 490,430 | | \$ 475,154 | |
| Net Public Operating Cost | \$ 382,422 | | \$ 374,732 | |
| Total Public Capital Cost | \$ 25,485 | | \$ 210,946 | |
| TOTAL PUBLIC EXPENSE | \$ 407,907 | | \$ 585,678 | |

| | SAN ANTONIO | |
|---|---------------|----------------|
| | 1984 | 1985 |
| Total Passengers | 36,625,061 | 36,002,997 |
| Regular Route | 30,768,130 | 30,410,851 |
| Transfers | 5,856,931 | 5,592,146 |
| Total Vehicle Miles | 15,832,517 | 15,882,792 |
| Regular Route | 14,861,505 | 14,954,925 |
| Charter/Other | 971,012 | 927,867 |
| Total Vehicle Hours | 1,118,309 | 1,110,677 |
| Regular Route | 1,046,088 | 1,042,498 |
| Charter/Other | 72,221 | 68,179 |
| Average No. of Buses on Regular Routes | 433 | 442 |
| Average No. of Total Serviceable Buses | 502 | 471 |
| Average No. Employees | 971 | 988 |
| Total Operating Revenues | \$16,889,902 | \$17,504,418 |
| Farebox | \$ 9,189,870 | \$ 9,614,353 |
| Charter | 2,747,008 | 2,680,395 |
| Other | 4,953,024 | 5,209,670 |
| Total Operating Expense | \$35,512,218 | \$37,709,789 |
| Net Public Operating Cost | \$18,622,316 | \$20,205,371 |
| Total Public Capital Cost | \$13,989,040 | \$ 6,345,149 |
| TOTAL PUBLIC EXPENSE | \$32,611,356* | \$26,550,520** |

* The M.T.A. received approximately \$27,323,804 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

** The M.T.A. received approximately \$31,129,294 from the State Comptroller in sales tax revenue collected specifically for transit purposes.

| | WACO | | | |
|---|------------|-----------|--|------------|
| | 1984 | | | 1985 |
| Total Passengers | 599,682 | | | 609,746 |
| Regular Route | | 450,597 | | 448,926 |
| Transfers | | 149,085 | | 160,820 |
| Total Vehicle Miles | 351,248 | | | 350,085 |
| Regular Route | | 343,087 | | 342,827 |
| Charter/Other | | 8,161 | | 7,258 |
| Total Vehicle Hours | 30,025 | | | 29,785 |
| Regular Route | | 28,833 | | 28,696 |
| Charter/Other | | 1,192 | | 1,089 |
| Average No. of Buses on Regular Routes | 10 | | | 10 |
| Average No. of Total Serviceable Buses | 20 | | | 17 |
| Average No. Employees | 29 | | | 30 |
| Total Operating Revenues | \$ 225,482 | | | \$ 250,475 |
| Farebox | | \$188,647 | | \$185,182 |
| Charter | | 36,835 | | 39,399 |
| Other | | 0 | | 25,894 |
| Total Operating Expense | \$ 848,310 | | | \$ 944,617 |
| Net Public Operating Cost | \$ 622,828 | | | \$ 694,142 |
| Total Public Capital Cost | \$ 11,606 | | | \$ 0 |
| TOTAL PUBLIC EXPENSE | \$ 634,434 | | | \$ 694,142 |

| | WICHITA FALLS | | | |
|---|-------------------|-----------|-------------------|-----------|
| | 1984 | | 1985 | |
| Total Passengers | 218,114 | | 209,784 | |
| Regular Route | | 193,174 | | 191,385 |
| Transfers | | 24,940 | | 18,399 |
| Total Vehicle Miles | 281,271 | | 274,723 | |
| Regular Route | | 279,442 | | 272,848 |
| Charter/Other | | 1,829 | | 1,875 |
| Total Vehicle Hours | 19,376 | | 19,315 | |
| Regular Route | | 19,174 | | 19,079 |
| Charter/Other | | 202 | | 236 |
| Average No. of Buses on Regular Routes | 9 | | 8 | |
| Average No. of Total Serviceable Buses | 9 | | 8 | |
| Average No. Employees | 16 | | 16 | |
| Total Operating Revenues | \$ 156,135 | | \$ 156,790 | |
| Farebox | | \$156,060 | | \$156,565 |
| Charter | | 75 | | 225 |
| Other | | 0 | | 0 |
| Total Operating Expense | \$ 439,005 | | \$ 427,370 | |
| Net Public Operating Cost | \$ 282,870 | | \$ 270,580 | |
| Total Public Capital Cost | \$ 0 | | \$ 0 | |
| TOTAL PUBLIC EXPENSE | \$ 282,870 | | \$ 270,580 | |

TABLE 13: NET OPERATING INCOME PER PASSENGER BY SYSTEM
Calendar Year 1985

| System | Total Passengers | Total Opr. Rev./ Passenger | Total Opr. Exp./ Passenger | Net Opr. Income/ Passenger | Percent * Farebox Recovery |
|----------------|------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Abilene | 423,416 | .34 | 1.99 | (1.65) | 15.7% |
| Amarillo | 839,434 | .34 | 1.27 | (.93) | 18.9% |
| Austin | 5,778,005 | .41 | 1.92 | (1.51) | 18.8% |
| Beaumont | 1,380,762 | .32 | 1.11 | (.79) | 26.1% |
| Brownsville | 1,826,353 | .47 | 1.06 | (.59) | 39.1% |
| Corpus Christi | 1,565,615 | .56 | 2.52 | (1.96) | 13.6% |
| Dallas | 47,484,700 | .48 | 1.47 | (.99) | 29.8% |
| El Paso | 9,683,832 | .42 | .99 | (.57) | 40.9% |
| Fort Worth | 5,377,947 | 1.19 | 1.93 | (.74) | 28.4% |
| Galveston | 665,073 | .45 | 1.38 | (.93) | 28.0% |
| Houston | 77,801,419 | .87 | 1.78 | (.91) | 22.7% |
| Laredo | 3,377,342 | .38 | .65 | (.27) | 55.5% |
| Lubbock | 2,547,324 | .30 | .62 | (.32) | 44.2% |
| Port Arthur | 342,664 | .39 | 2.21 | (1.82) | 16.9% |
| San Angelo | 434,692 | .23 | 1.09 | (.86) | 20.1% |
| San Antonio | 36,002,997 | .49 | 1.05 | (.56) | 25.5% |
| Waco | 609,746 | .41 | 1.55 | (1.14) | 19.6% |
| Wichita Falls | 209,784 | .75 | 2.04 | (1.29) | 36.6% |

* Percent Farebox Recovery is the ratio of Farebox Revenue to Total Operating Expense.

TABLE 14: NET OPERATING INCOME PER VEHICLE MILE BY SYSTEM
Calendar Year 1985

| System | Total Pass./Veh. Mile | Total Opr. Rev./Veh. Mile | Total Opr. Exp./Veh. Mile | Net Opr. Income/ Veh. Mile |
|----------------|-----------------------|---------------------------|---------------------------|----------------------------|
| Abilene | 0.9 | .31 | 1.78 | (1.47) |
| Amarillo | 1.1 | .38 | 1.43 | (1.05) |
| Austin | 1.4 | .59 | 2.77 | (2.18) |
| Beaumont | 2.0 | .65 | 2.27 | (1.62) |
| Brownsville | 2.0 | .93 | 2.10 | (1.17) |
| Corpus Christi | 1.3 | .71 | 3.19 | (2.48) |
| Dallas | 2.3 | 1.12 | 3.40 | (2.28) |
| El Paso | 2.2 | .94 | 2.21 | (1.27) |
| Fort Worth | 1.4 | 1.66 | 2.69 | (1.03) |
| Galveston | 1.8 | .78 | 2.43 | (1.65) |
| Houston | 2.3 | 2.03 | 4.16 | (2.13) |
| Laredo | 4.0 | 1.50 | 2.58 | (1.08) |
| Lubbock | 2.3 | .69 | 1.43 | (.74) |
| Port Arthur | 1.2 | .46 | 2.57 | (2.11) |
| San Angelo | 1.4 | .32 | 1.53 | (1.21) |
| San Antonio | 2.3 | 1.10 | 2.37 | (1.27) |
| Waco | 1.7 | .72 | 2.70 | (1.98) |
| Wichita Falls | 0.8 | .57 | 1.56 | (.99) |

TABLE 15: NET OPERATING INCOME PER VEHICLE HOUR BY SYSTEM
 Calendar Year 1985

| System | Total Pass./Veh. Hour | Total Opr. Rev./ Veh. Hr. | Total Opr. Exp./ Veh. Hr. | Net Opr. Income/ Veh. Hr. |
|----------------|-----------------------------|---------------------------------|---------------------------------|---------------------------------|
| Abilene | 12.9 | 4.44 | 25.66 | (21.22) |
| Amarillo | 16.7 | 5.62 | 21.20 | (15.58) |
| Austin | 18.5 | 7.63 | 35.59 | (27.96) |
| Beaumont | 21.6 | 6.84 | 24.10 | (17.26) |
| Brownsville | 22.7 | 10.62 | 24.05 | (13.43) |
| Corpus Christi | 16.5 | 9.25 | 41.60 | (32.35) |
| Dallas | 33.1 | 16.04 | 48.63 | (32.59) |
| El Paso | 32.0 | 13.45 | 31.76 | (18.31) |
| Fort Worth | 17.5 | 20.88 | 33.72 | (12.84) |
| Galveston | 17.9 | 7.96 | 24.71 | (16.75) |
| Houston | 30.1 | 26.10 | 53.52 | (27.42) |
| Laredo | 37.6 | 14.31 | 24.52 | (10.21) |
| Lubbock | 32.1 | 9.57 | 19.97 | (10.40) |
| Port Arthur | 16.3 | 6.40 | 35.99 | (29.59) |
| San Angelo | 19.5 | 4.50 | 21.31 | (16.81) |
| San Antonio | 32.4 | 15.76 | 33.95 | (18.19) |
| Waco | 20.5 | 8.41 | 31.71 | (23.30) |
| Wichita Falls | 10.9 | 8.12 | 22.13 | (14.01) |

TABLE 16: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS BY SYSTEM
Calendar Years 1984 and 1985

| 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 | |
|----------------|---------------------------------|--------|------------------------------------|--------|------------------------------------|---------|--------------------------------|-------|----------------------------------|-------|----------------------------------|-------|------------------------------------|--------|---------------------------------------|--------|---------------------------------------|---------|
| | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 | 1984 | 1985 |
| Abilene | \$1.52 | \$1.64 | \$1.48 | \$1.47 | \$20.78 | \$21.22 | \$.01 | \$.02 | \$.01 | \$.01 | \$.11 | \$.21 | \$1.53 | \$1.66 | \$1.49 | \$1.48 | \$20.89 | \$21.43 |
| Amarillo | .84 | .93 | .92 | 1.05 | 13.65 | 15.59 | .00 | .93 | .00 | 1.05 | .00 | 15.63 | .84 | 1.86 | .92 | 2.10 | 13.65 | 31.22 |
| Austin | 1.16 | 1.51 | 1.90 | 2.17 | 25.20 | 27.97 | .02 | 1.01 | .03 | 1.46 | .43 | 18.74 | 1.18 | 2.52 | 1.93 | 3.63 | 25.63 | 46.71 |
| Beaumont | .70 | .80 | 1.51 | 1.63 | 15.70 | 17.26 | .00 | .00 | .00 | .00 | .00 | .00 | .70 | .80 | 1.51 | 1.63 | 15.70 | 17.26 |
| Brownsville | .47 | .59 | .96 | 1.17 | 11.88 | 13.43 | .14 | 1.02 | .28 | 2.02 | 3.47 | 23.13 | .61 | 1.61 | 1.24 | 3.19 | 15.35 | 36.56 |
| Corpus Christi | .77 | 1.96 | .93 | 2.48 | 12.21 | 32.35 | .26 | .33 | .32 | .42 | 4.18 | 5.41 | 1.03 | 2.29 | 1.25 | 2.90 | 16.40 | 37.76 |
| Dallas | .73 | .98 | 1.91 | 2.28 | 26.93 | 32.59 | .19 | .73 | .48 | 1.68 | 6.84 | 24.11 | .91 | 1.71 | 2.39 | 3.96 | 33.77 | 56.70 |
| El Paso | .49 | .57 | 1.08 | 1.28 | 15.22 | 18.31 | .00 | .03 | .00 | .06 | .04 | .82 | .49 | .60 | 1.08 | 1.34 | 15.26 | 19.13 |
| Fort Worth | .48 | .73 | .70 | 1.02 | 8.81 | 12.84 | .41 | .34 | .60 | .48 | 7.55 | 6.03 | .89 | 1.07 | 1.30 | 1.50 | 16.35 | 18.87 |
| Galveston | .68 | .94 | 1.34 | 1.64 | 13.44 | 16.76 | .39 | .60 | .75 | 1.05 | 7.57 | 10.74 | 1.07 | 1.54 | 2.09 | 2.69 | 21.01 | 27.50 |
| Houston | 1.00 | .91 | 1.73 | 2.13 | 24.97 | 27.42 | 1.11 | .91 | 1.92 | 2.12 | 27.72 | 27.25 | 2.10 | 1.82 | 3.66 | 4.25 | 52.70 | 54.67 |
| Laredo | .17 | .27 | .65 | 1.07 | 6.33 | 10.21 | .00 | .04 | .00 | .17 | .00 | 1.66 | .17 | .31 | .65 | 1.24 | 6.33 | 11.87 |
| Lubbock | .41 | .32 | .89 | .74 | 12.92 | 10.40 | 1.74 | .16 | 3.78 | .37 | 54.90 | 5.22 | 2.15 | .48 | 4.66 | 1.11 | 67.83 | 15.62 |
| Port Arthur | 1.93 | 1.82 | 2.88 | 2.11 | 40.19 | 29.58 | .22 | .48 | .33 | .56 | 4.67 | 7.78 | 2.15 | 2.30 | 3.21 | 2.67 | 44.87 | 37.36 |
| San Angelo | .85 | .86 | 1.22 | 1.20 | 16.96 | 16.81 | .06 | .49 | .08 | .68 | 1.13 | 9.46 | .91 | 1.35 | 1.30 | 1.88 | 18.09 | 26.27 |
| San Antonio | .51 | .56 | 1.18 | 1.27 | 16.65 | 18.19 | .38 | .18 | .88 | .40 | 12.51 | 5.71 | .89 | .74 | 2.06 | 1.67 | 29.16 | 23.90 |
| Waco | 1.04 | 1.14 | 1.77 | 1.98 | 20.74 | 23.31 | .02 | .00 | .03 | .00 | .39 | .00 | 1.06 | 1.14 | 1.81 | 1.98 | 21.13 | 23.31 |
| Wichita Falls | 1.30 | 1.29 | 1.01 | .98 | 14.60 | 14.01 | .00 | .00 | .00 | .00 | .00 | .00 | 1.30 | 1.29 | 1.01 | .98 | 14.60 | 14.01 |

ACKNOWLEDGEMENTS

The information presented on transit operations in this report are a tabulation of the data provided by the transit systems. 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.

