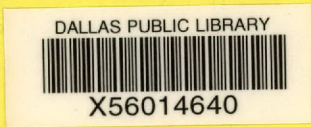


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1978 TEXAS TRANSIT STATISTICS

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**STATE DEPARTMENT
OF HIGHWAYS AND
PUBLIC TRANSPORTATION**

1978 TEXAS TRANSIT STATISTICS

PREPARED BY:

TRANSPORTATION PLANNING DIVISION,

**STATE DEPARTMENT OF HIGHWAYS AND
PUBLIC TRANSPORTATION**

IN COOPERATION WITH:

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

OCTOBER 1979

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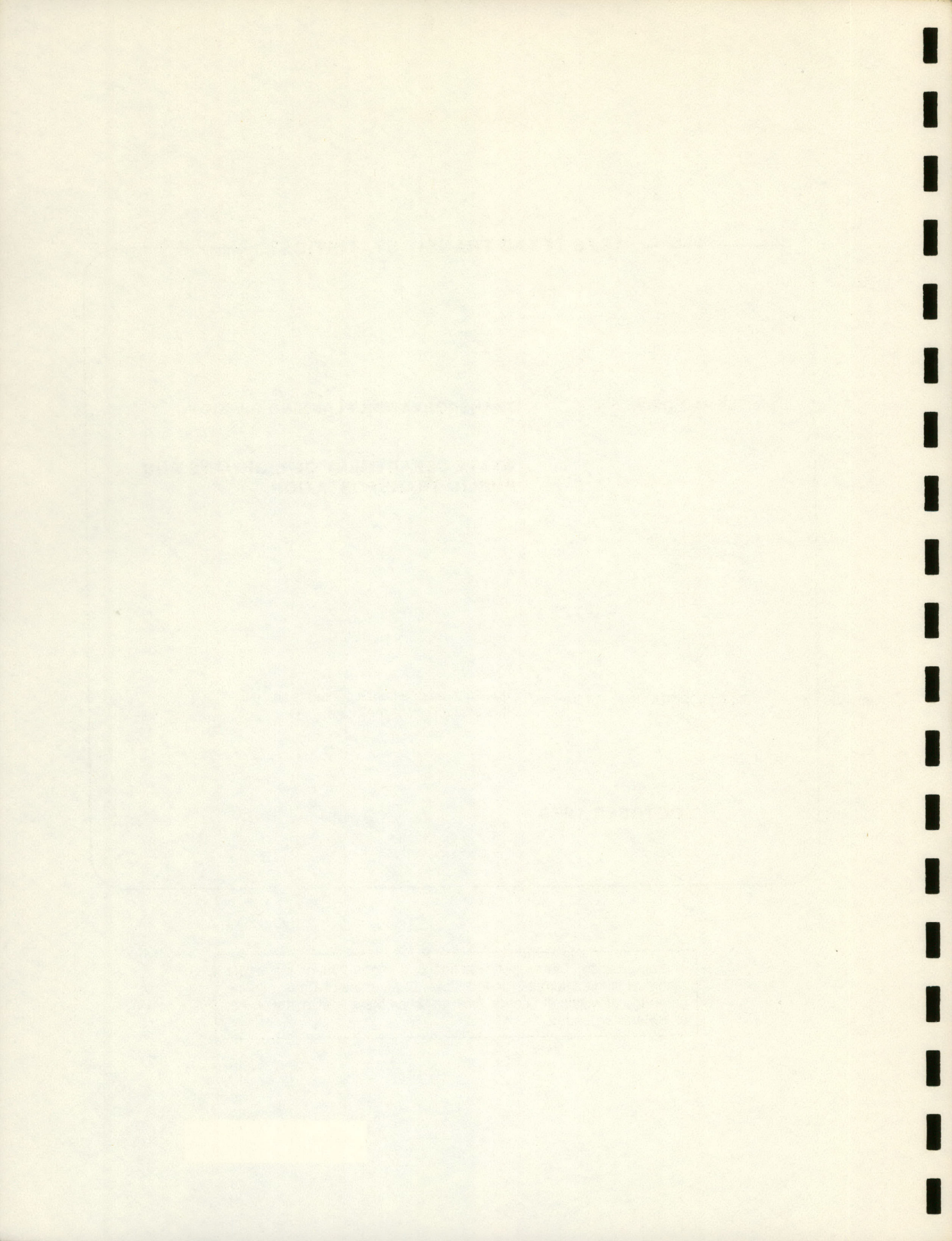


TABLE OF CONTENTS

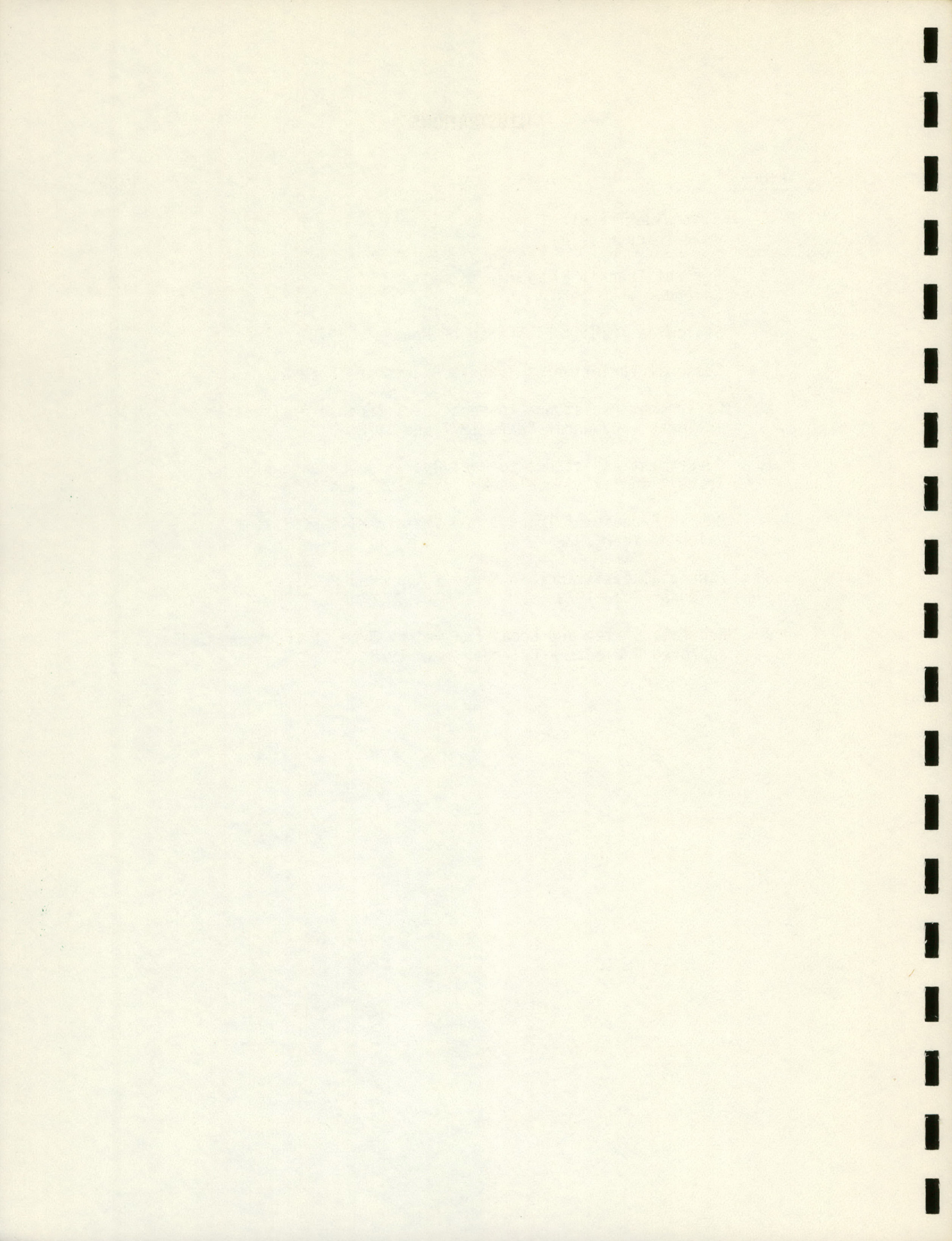
	<u>Page</u>
Introduction	1
Summary	3
Transit Ridership in Texas	5
Operating Statistics in Texas	11
Total Public Expense of Transit in Texas	14
Federal and State Commitments to Texas Transit	22
Appendices	
A - Statewide Transit Statistics by Months and Quarters of 1978	A-1
B - Transit Statistics By System	B-1

TABULATIONS

<u>Table</u>	<u>Page</u>
1 Statewide Transit Ridership For 1974 - 1978	5
2 Transit Passengers and Vehicle Miles Per Capita in Texas-1975 Through 1978	10
3 Total Texas Transit Statistics Calendar Years 1977 and 1978	11
4 Net Operating Income Per Passenger, Vehicle Mile, and Vehicle Hour - Calendar Year 1978	12
5 Statewide Total Operating Revenues and Total Operating Expenses Per Vehicle Mile - 1973 Through 1978	13
6 Texas Transit Finances (Publicly-Owned Systems) Calendar Years 1977 and 1978	15
7 Total Public Expense of Transit in Texas (Publicly-Owned Systems) Calendar Years 1977 and 1978	19
8 Financial Assistance To Texas - 1978	24
A-1 Statewide Ridership by Months and Quarters 1977 and 1978	A-3
A-2 Statewide Vehicle Miles and Vehicle Hours by Months and Quarters - 1977 and 1978	A-4
A-3 Statewide Revenue and Expense by Months and Quarters 1977 and 1978	A-5
B-1 Texas Transit Statistics by System Calendar Years 1977 and 1978	B-3
B-2 Net Operating Income Per Passenger by System Calendar Year 1978	B-20
B-3 Net Operating Income Per Vehicle Mile by System Calendar Year 1978	B-21
B-4 Net Operating Income Per Vehicle Hour by System Calendar Year 1978	B-22
B-5 Total Public Expense of Transit in Texas by System Calendar Years 1977 and 1978 - (Publicly-Owned Systems)	B-23

ILLUSTRATIONS

<u>Figure</u>		<u>Page</u>
1	Statewide Transit Ridership 1974 Through 1978	6
2	Percent Transit Ridership by System Calendar Year 1978	7
3	Statewide Transit Ridership by Months - 1978	8
4	Seasonal Variation of Transit Ridership in Texas	9
5	Government Assistance to Meet Total Expense of Transit in Texas - Calendar Years 1977 and 1978	16
6	Government Assistance to Meet Operating Expense of Transit in Texas - Calendar Years 1977 and 1978	17
7	Public Expense of Transit Per Vehicle Mile by System Calendar Year 1978	20
8	Financial Assistance to Texas - Approved Projects Calendar Year 1978	25
9	Federal, State, and Local Funding by Type of Grant Approved Projects - Calendar Year 1978	27



INTRODUCTION

Eighteen urbanized areas in Texas were served by significant transit systems in the year 1978. A significant transit system is defined as one which operates five or more buses on scheduled routes. Valley Transit Company, which is a privately-owned and operated system based in Harlingen and operating in the Rio Grande Valley, is one of these systems. However, it serves several smaller cities and falls under the definition of "intercity" service as well as "intracity"; therefore, statistics on this system were not included in this year's report.

The remaining 17 systems were either publicly-owned and/or operated in 1978 or became public during the year. The City of Brownsville acquired the two previously private transit companies which had been operating during the year; one in the month of July and the other in September.

Fifteen of the transit systems may be defined as "municipal transit" as they are operated by or through the city government with a service area limited to the city boundaries. However, legislation passed by the Texas Legislature which authorized the Houston-Harris County area and the San Antonio-Bexar County area to create a special purpose government (regional transit authority) to plan and operate a public transportation system, including the authority to levy taxes, was approved by local voters in both areas.

On November 8, 1977, the voters of Bexar County created the San Antonio Metropolitan Transit Authority by casting their vote in favor of the transition from the San Antonio Transit System (SATS) to the transit authority thereby accepting the proposed one-half percent levy in city sales tax. On March 6, 1978, the transition became a reality when the system was officially designated the San Antonio Metropolitan Transit

Authority, more commonly known as "VIA Metropolitan Transit."

On August 12, 1978, voters of Harris County confirmed a Metropolitan Transit Authority (M.T.A.) and approved a limited one-cent sales tax to finance it. On October 1, 1978, the M.T.A. assumed financial responsibility for the regional transit service, but the M.T.A. was not formally implemented until January 1, 1979.

This is a comprehensive annual report on transit operations of the 17 publicly-owned and/or operated systems in the State of Texas during 1978. The information presented on transit operations in this report are a tabulation of the data provided from the 17 reporting urbanized areas in the State or a determination of various calculated indicators. Estimates of some data was 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, the annual report would not have been possible.

SUMMARY

In the year 1978, 136.2 million passengers were carried on Texas transit systems. This is a 6.4 percent increase from 128.1 million passengers carried in 1977. Total statewide transit ridership has increased by about 16.6 percent from 116.9 million passengers in 1974. This rise in transit patronage is encouraging as it indicates public interest is growing in transit as a transportation alternative. Although consumers found it fairly convenient to purchase gasoline at reasonable prices and were also purchasing smaller economy cars; total transit ridership increased in the State of Texas in the last four years. Another reason for this growth may be the added emphasis many transit properties are placing on better equipment and higher service levels as well as promoting the systems to the public. Transit vehicle miles driven increased by about 12 percent, from 54.2 million miles in 1977 to approximately 61.0 million miles in 1978, indicating additional transit service within the State.

Transit operators still face a continuing problem of increasing general operating costs, as indicated by a 73 percent increase in net public operating costs from \$28.8 million in 1977 to \$49.8 million in 1978. Additionally, total operating revenues per vehicle mile declined approximately 6.5 percent and operating expenses per vehicle mile increased 18.5 percent.

The total public expense of transit almost tripled from 1977 when it was \$33.6 million to \$89.8 million in 1978. This large increase is due in part to the rise in capital expense from \$4.8 million in 1977 to \$40.0 million in 1978. The total public expense includes the capital cost of \$40.0 million and operating costs of \$49.8 million.

Public transportation funds which have been committed to Texas both by the state and federal government almost doubled in dollar value from approximately \$85.1 million in 1977 to \$165.2 million in 1978. Committed funds are for Urban Mass Transportation Administration Section 3 and 5 Capital Grants; Section 5 Operating Grants; Section 9 Technical Studies; Section 16b(2), Elderly and Handicapped Programs; Section 6 Research, Development, and Demonstration Grants; Section 10 Managerial Training Grants; and Section 11 Research and Training in Urban Transportation Problems.

TRANSIT RIDERSHIP IN TEXAS

The last four years have shown a marked increase in transit patronage in Texas (See Table 1 and Figure 1). Total statewide ridership has increased by about 16.6 percent from the year 1974. It is interesting to note that this rise in patronage occurred even though there were significant service interruptions during employee strikes in three systems in the year 1974 and an employee strike in Houston during the last 38 days of 1976 and the first 17 days of 1977. The largest increase was in the last year with a 6.4 percent rise from 128.1 million passengers carried in 1977 to 136.2 million passengers carried in 1978. There were no service interruptions in 1978.

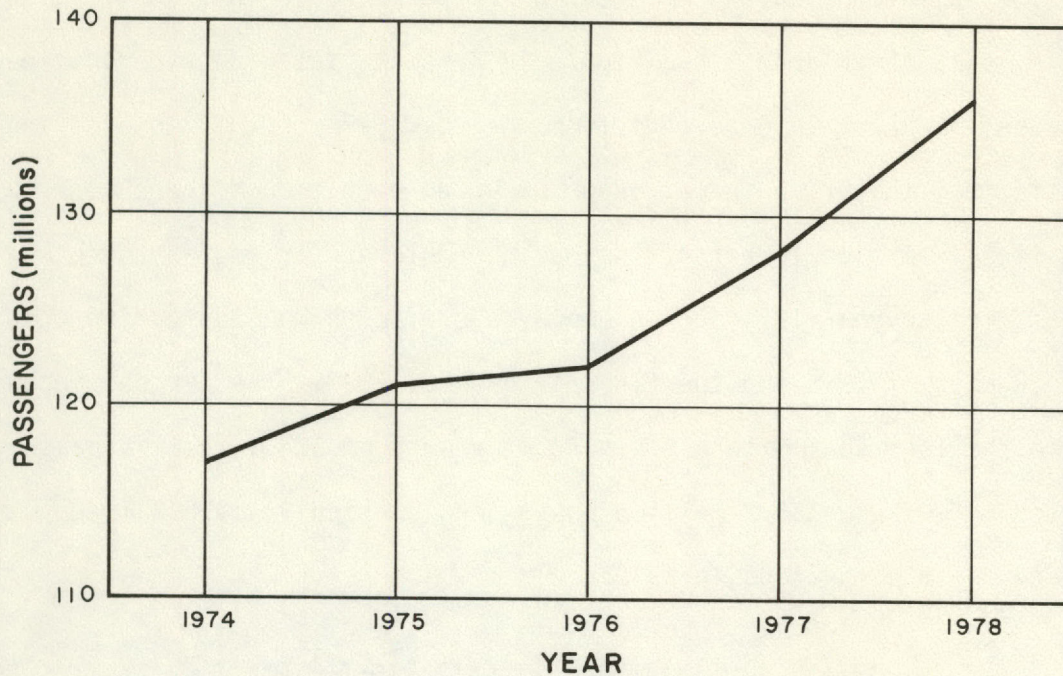
TABLE 1: STATEWIDE TRANSIT RIDERSHIP
FOR 1974 - 1978

Year	On Urban Systems	% 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%

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.

**FIGURE I: STATEWIDE TRANSIT RIDERSHIP
1974 - 1978**



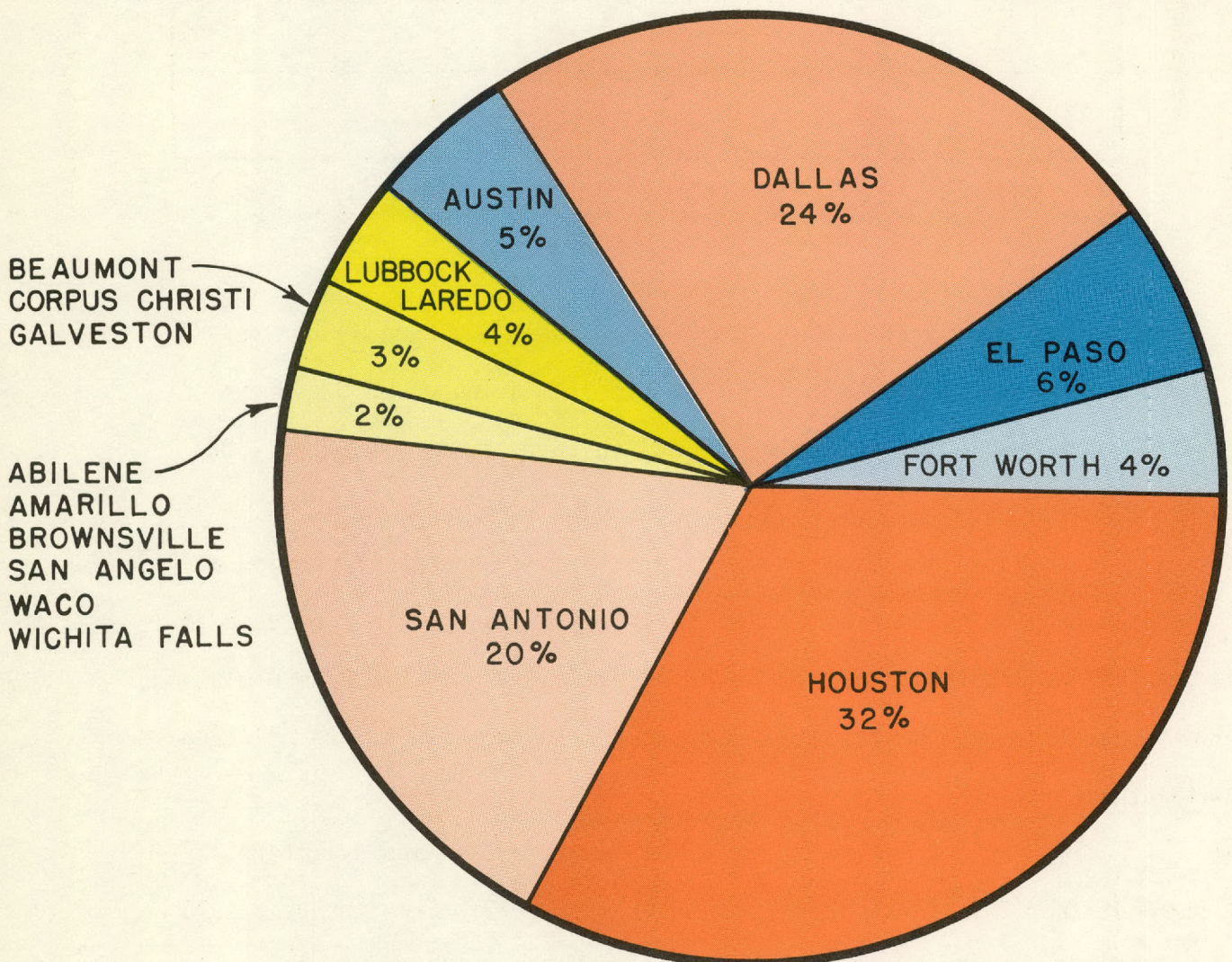
Approximately 76 percent of all transit patronage occurred in the three largest Texas cities; Houston with 32 percent of the passengers, Dallas with 24 percent and San Antonio with 20 percent in 1978 (See Figure 2).

Figure 3 is a graphic presentation of ridership by months during 1978. October was the highest ridership month with 12.1 million passengers carried. January was the low ridership month with approximately 10.2 million passengers carried. The seasonal variation of ridership was measured for Texas utilizing data from the years 1974 through 1978 in order to gain a better understanding of transit ridership trends (See Figure 4).

Seasonal variation is defined as those repeating patterns within a time series caused by seasonal influences. A seasonal index of 12 numbers (one for each month) is constructed as the indicator of the way in which seasonal influences affect the ridership in the year. Each of these 12

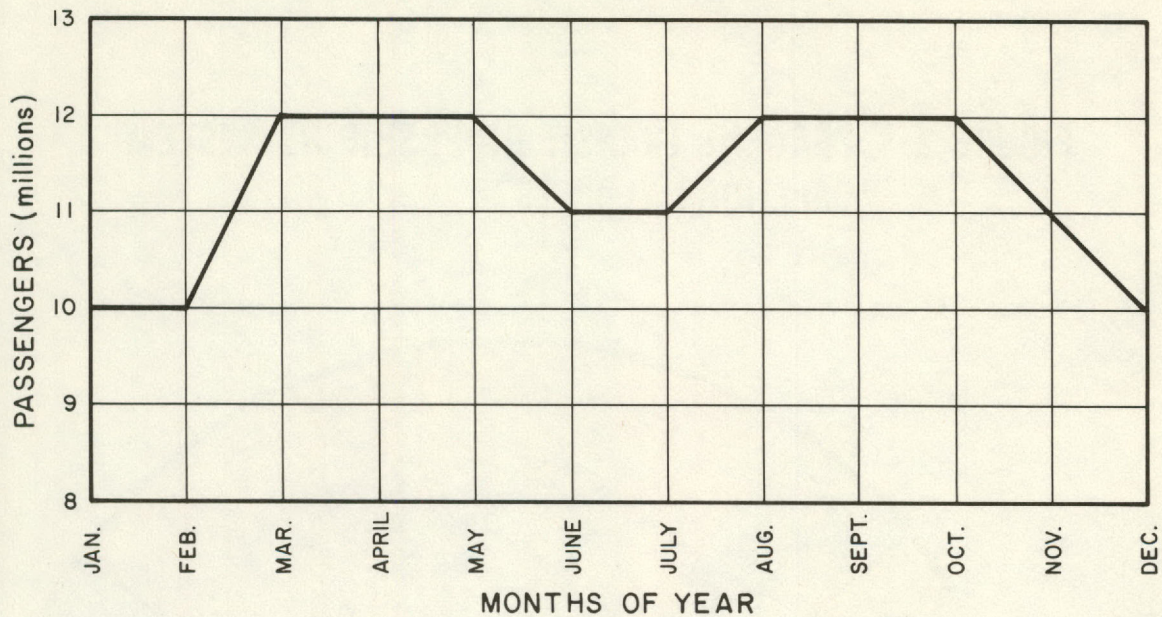
numbers express that particular month's ridership as a percentage of that of an "average" or "typical" month's ridership.

**FIGURE 2: PERCENT TRANSIT RIDERSHIP BY SYSTEM
CALENDAR YEAR 1978**



100% = \$136,252,667

**FIGURE 3: STATEWIDE TRANSIT RIDERSHIP BY MONTHS
1978**



The seasonal variation of transit ridership in Texas is not very wide as indicated by Figure 4. It ranges from a low of 93.0 percent of the average month (measured at 1.00) in February to a high of 1.06 percent in March.

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. Population estimates from the Bureau of the Census for the year 1975 were utilized for these ratios.

Passengers per capita in the state has increased approximately six percent from 24.9 in the year 1977 to 26.4 in 1978. From the year 1975 to 1978, passengers per capita has increased about 13 percent. Transit service offered, measured by vehicle miles operated per capita, to the citizens of Texas has increased about 12 percent in the last year alone. The increase from 1975 has been about 17 percent.

FIGURE 4: SEASONAL VARIATION OF TRANSIT RIDERSHIP IN TEXAS

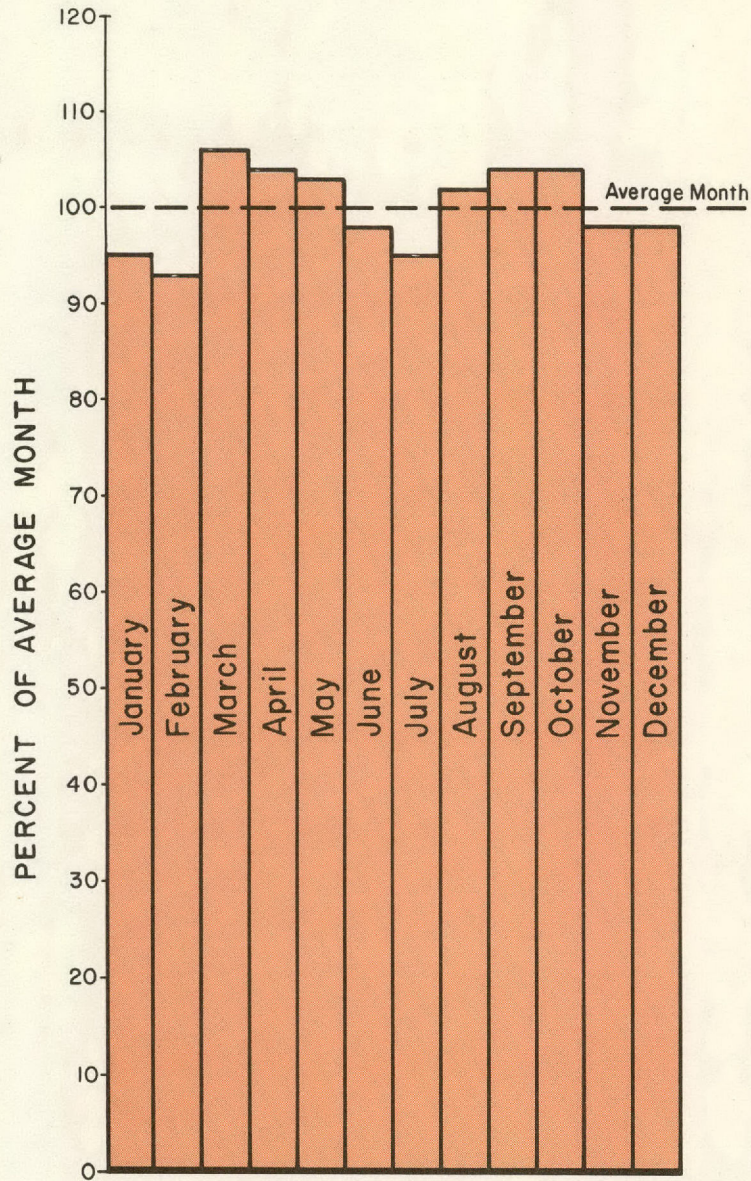


TABLE 2: TRANSIT PASSENGERS AND VEHICLE MILES PER CAPITA IN TEXAS
1975, 1976, 1977 AND 1978

URBANIZED AREA	1975 ESTIMATED URBANIZED POPULATION (1) (1000's)	PASSENGERS (1,000's) AND PER CAPITA RATIOS								VEHICLE MILES (1,000's) AND PER CAPITA RATIOS							
		1975		1976		1977		1978		1975		1976		1977		1978	
Abilene	96	181	1.9	182	1.9	254	2.7	289	3.0	222	2.3	234	2.4	278	2.9	318	3.3
Amarillo	139	1255	9.0	997	7.2	671	4.8	627	4.5	802	5.8	838	6.0	893	6.4	845	6.1
Austin	301	5031	16.7	6067	20.2	6199	20.6	6016	20.0	2517	8.4	2544	8.5	2888	9.6	2845	9.5
Beaumont	114	1148	10.1	1126	9.9	1293	11.3	1239	10.9	570	5.0	698	6.1	588	5.2	561	4.9
Brownsville	72	411	5.7	383	5.3	465	6.5	801	11.1	277	3.9	274	3.8	389	5.4	488	6.8
Corpus Christi	215	1768	8.2	1506	7.0	1950	9.1	1811	8.4	1317	6.1	1334	6.2	1476	6.9	1280	6.0
Dallas	813	31833	39.2	29344	36.1	31451	38.7	32919	40.5	13187	16.2	12615	15.5	12824	15.8	13818	17.0
El Paso	386	9609	24.9	9562	24.8	8843	22.9	8696	22.5	4045	10.5	4119	10.7	3839	10.0	3984	10.3
Fort Worth	358	4490	12.5	4507	12.6	5071	14.2	5205	14.5	3007	8.6	2950	8.2	3040	8.5	3090	8.6
Galveston	60	1095	18.3	1077	18.0	1225	20.4	1341	22.4	461	7.7	514	8.6	510	8.5	533	8.9
Houston	1327	34512	26.0	37355	28.2	39864	30.0	43252	32.6	15968	12.0	14783	11.1	16136	12.2	16908	12.8
Laredo	77	2128	27.6	1853	24.1	2445	31.8	2787	36.2	666	8.7	603	7.8	657	8.5	734	9.5
Lubbock	164	2449(2)	14.9	2586(2)	15.8	2924	17.8	2324	14.2	722(3)	4.4	794(3)	4.8	1251(3)	7.6	985	6.0
San Angelo	66	218	3.3	197	3.0	268	4.1	282	4.3	237	3.6	242	3.7	256	3.9	273	4.1
San Antonio	773	23608	30.5	24419	31.6	24248	31.4	27840	36.0	7366	9.5	7364	9.5	8467	11.0	13564	17.5
Waco	98	735	7.5	715	7.3	651	6.6	566	5.8	520	5.3	480	4.9	458	4.7	482	4.9
Wichita Falls	95	263	2.8	309	3.3	286	3.0	258	2.7	289	3.0	291	3.1	285	3.0	292	3.1
TOTAL	5154	120734	23.4	122185	23.7	128108	24.9	136253	26.4	52173	10.1	50677	9.8	54235	10.5	61000	11.8

NOTES: (1) Current Population Reports - Population Estimates And Projections, U.S. Department of Commerce, Bureau of the Census, Issued April, 1977.

(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 12 percent from 54.2 million miles in 1977 to approximately 61.0 million miles in 1978. Of this total, 95 percent were regular route vehicle miles. The average number of total serviceable buses increased by 218 in the last year for a total fleet of 1,837 in 1978 with 1,436 vehicles operating on regular routes. Regular route vehicle hours increased approximately seven percent over last year and total vehicle hours numbered about 4.5 million. The average number of total employees increased by 403 in the last year for a 1978 total of 3,983.

The operating revenue and expense figures presented in Table 3 include the Brownsville figures for the six and one-half months it was private. In 1978, operating expenses exceeded operating revenue by

TABLE 3: TOTAL TEXAS TRANSIT STATISTICS
Calendar Years 1977 - 1978

	1977		1978	
Total Passengers	128,108,465		136,252,667	
Regular Route		102,593,544		109,157,009
Transfers		25,514,921		27,095,658
Total Vehicle Miles	54,234,867		60,999,981	
Regular Route		50,987,916		57,810,319
Charter/Other		3,246,951		3,189,662
Total Vehicle Hours	-		4,797,727	
Regular Route		4,222,762		4,499,921
Charter/Other		-		297,806
Average No. of Buses on Regular Routes	1,327		1,436	
Average No. of Total Serviceable Buses	1,619		1,837	
Average No. of Employees	3,580		3,983	
Total Operating Revenue	\$41,708,007		\$44,135,214	
Farebox		\$32,194,442		\$35,602,527
Charter		4,599,901		4,762,028
Other		4,913,664		3,770,659
Total Operating Expenses	\$70,521,114		\$93,893,933	
Net Operating Income	(\$28,813,107)		(\$49,758,719)	

about \$49.8 million; a 73 percent increase from approximately \$28.8 million reported in 1977. However, operating expenses rose about 33 percent from \$70.5 million in 1977 to \$93.9 million in 1978 while operating revenue only rose approximately six percent from \$41.7 million reported in 1977 to \$44.1 million in 1978. The net operating income per passenger statewide was minus 37 cents and the net operating income per vehicle mile was minus 82 cents. Net operating income per vehicle hour was minus \$10.37 (See Table 4). Table 5 indicates that total operating revenue per vehicle mile has declined 6.5 percent from 1977 while total operating expenses per vehicle mile has risen 18.5 percent.

TABLE 4: NET OPERATING INCOME PER PASSENGER,
VEHICLE MILE AND VEHICLE HOUR
Calendar Year 1978

PER PASSENGER	
Total Operating Revenue Per Passenger	\$.32
Total Operating Expenses Per Passenger	.69
Net Operating Income Per Passenger	(.37)
PER VEHICLE MILE	
Total Operating Revenue Per Vehicle Mile	\$.72
Total Operating Expenses Per Vehicle Mile	1.54
Net Operating Income Per Vehicle Mile	(.82)
PER VEHICLE HOUR	
Total Operating Revenue Per Vehicle Hour	\$ 9.20
Total Operating Expenses Per Vehicle Hour	19.57
Net Operating Income Per Vehicle Hour	(10.37)

TABLE 5: STATEWIDE TOTAL OPERATING REVENUES
AND TOTAL OPERATING EXPENSES PER VEHICLE MILE
1973 THROUGH 1978

CALENDAR YEAR	TOTAL OPERATING REVENUE/ VEHICLE MILE	% CHANGE	TOTAL OPERATING EXPENSES/ VEHICLE MILE	% CHANGE
1973	\$.70		\$.72	
1974	.77	+10.0%	.90	+25.0%
1975	.71	- 7.8%	1.06	+18.0%
1976	.70	- 1.4%	1.19	+12.0%
1977	.77	+10.0%	1.30	+ 9.0%
1978	.72	- 6.5%	1.54	+18.5%

TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS

Total Texas transit finances for publicly-owned systems rose approximately 78 percent from \$75.1 million in calendar year 1977 to \$133.8 million in 1978 (See Table 6). Total operating revenue rose approximately six percent from \$41.5 million reported in 1977 to about \$44.0 million in 1978. Farebox revenue rose 11 percent from 1977 while charter revenue rose about four percent in the same year. However, other income revenue declined approximately 23 percent to about \$3.8 million. Total capital revenue showed a large gain from approximately \$4.8 million in 1977 to \$40.0 million in 1978. This 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.

Total transit revenue covered about 55 percent of the total transit expenses in 1977 and about 33 percent of total transit expense in 1978 (See Figure 5). This total expense includes approximately \$93.8 million in operating costs and \$40.0 million in capital costs. Figure 6 indicates that in 1977 approximately 46 percent of the total operating expense of \$70.3 million was covered by farebox revenue alone. However, with charter revenue and other income included with farebox revenue, approximately 59 percent of the total operating expense of transit in Texas was covered by total transit revenue in 1977. Federal operating assistance provided 20 percent of the total operating costs and the local contribution was the remaining 21 percent of the total operating expenses in 1977. In 1978, approximately 38 percent of total operating expenses were covered by farebox revenue. Total transit revenue covered approximately 47 percent with federal operating assistance covering about 24 percent and the remaining 29 percent of the operating expenses being provided by local areas.

TABLE 6: TEXAS TRANSIT FINANCES
(Publicly-Owned Systems)
Calendar Years 1977 and 1978

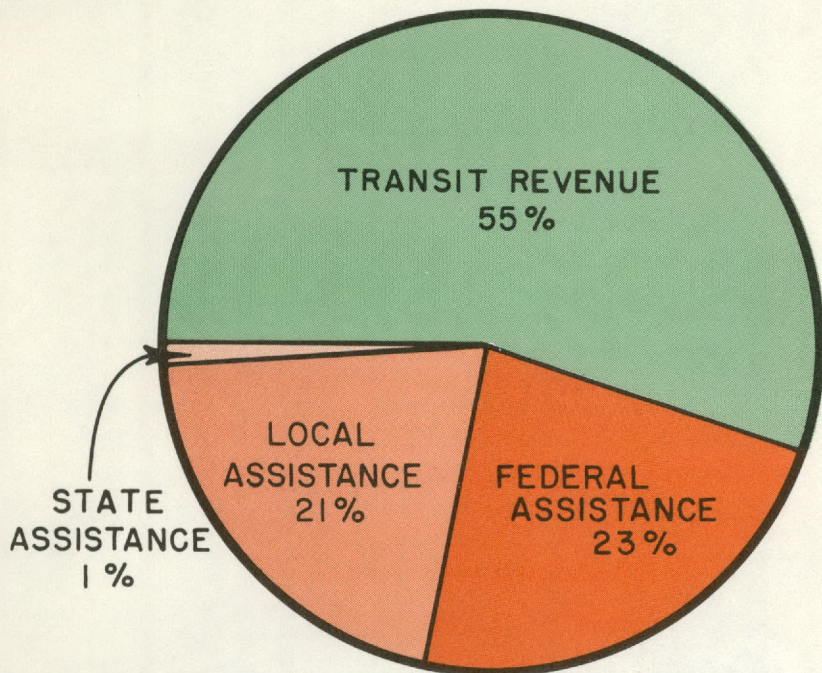
	<u>1977</u>	REVENUES	<u>1978</u>
Total Operating Revenue & Assistance	\$70,318,532		\$ 93,771,905
Farebox		\$32,060,818	\$35,483,200
Charter		4,531,105	4,730,380
Other Operating Income		4,913,664	3,770,659
Federal Operating Assistance (1)		13,732,302	22,085,410
Local Operating Assistance		15,080,643	27,702,256
Total Capital Revenue (1)	\$ 4,755,831		\$ 40,034,383
Federal		\$ 3,696,613	\$30,411,308
State		674,731	5,584,543
Local		384,487	4,038,532
TOTAL REVENUE	<u>\$75,074,363</u>		<u>\$133,806,288</u>
		EXPENSES	
Total Operating Expense	\$ 70,318,532		\$ 93,771,905
Total Capital Expense	4,755,831		40,034,383
TOTAL EXPENSE	<u>\$75,074,363</u>		<u>\$133,806,288</u>

NOTES:

- (1) The Federal operating assistance and capital revenue are monies actually received in calendar years 1977 and 1978.
- (2) Brownsville became a public system July 13, 1978; therefore, only statistics from that date are included here for Brownsville.

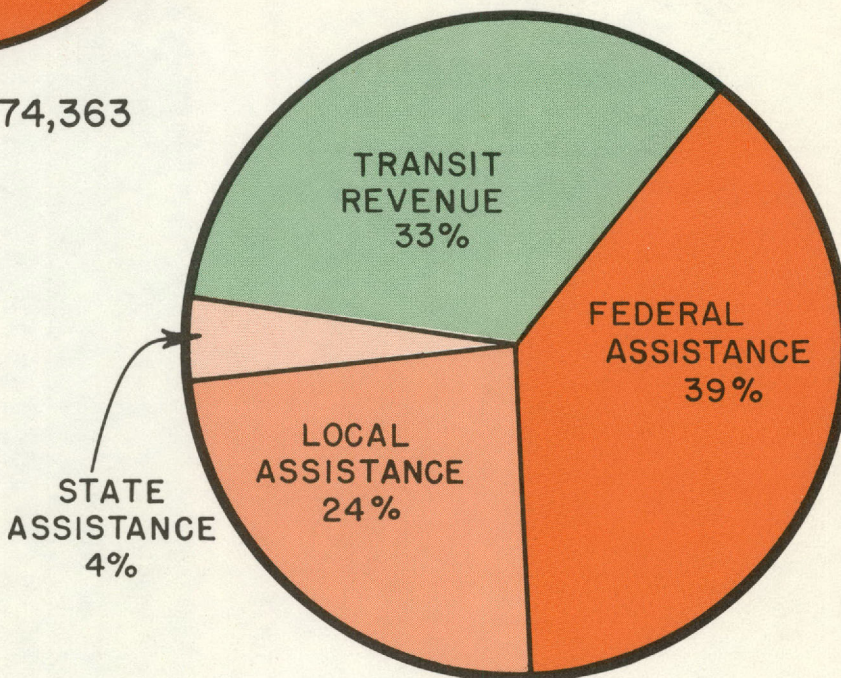
FIGURE 5: GOVERNMENT ASSISTANCE TO MEET TOTAL EXPENSE OF TRANSIT IN TEXAS - CALENDAR YEARS 1977 AND 1978

1977



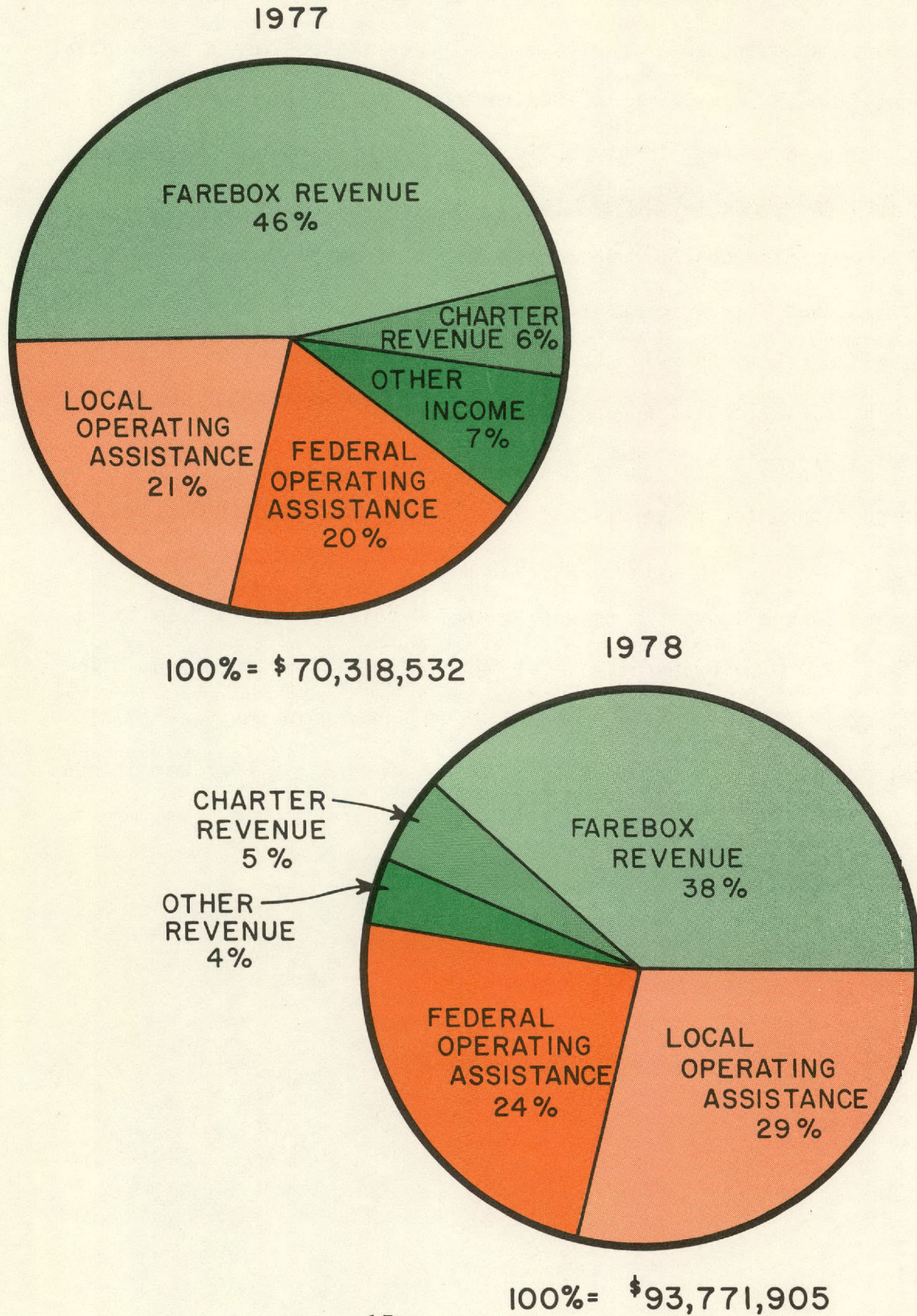
100% = \$75,074,363

1978



100% = \$133,806,288

FIGURE 6: GOVERNMENT ASSISTANCE TO MEET OPERATING EXPENSE OF TRANSIT IN TEXAS - CALENDAR YEARS 1977 AND 1978



The total public expense of transit almost tripled from 1977 when it was \$33.6 million to the year 1978 when it rose to \$89.8 million (See Table 7). This large increase in the last year was due in most part to the rise in capital expense from about \$4.8 million to \$40.0 million. However, total public operating cost also rose a substantial amount from \$28.8 million in 1977 to about \$49.8 million in 1978; a 73 percent increase. Total public expense per passenger more than doubled from 26 cents in 1977 to 66 cents in the year 1978. However, public operating cost per passenger rose 68 percent over 1977 from 22 cents in that year to 37 cents in 1978. Total public expense per vehicle mile was 62 cents in 1977 and rose to \$1.48 in the last year.

The capital costs presented here are total cost figures, not considering depreciation. Figure 7 indicates a much larger total public expense figure for those systems which made large capital purchases in the year 1978. This total expense figure will fluctuate from year to year and system to system depending on the total amount of capital purchases. Net public operating cost per vehicle mile ranged from a low of 30 cents in El Paso to a high of \$1.36 in Houston in the year 1978. Total public expense ranged from a low of 40 cents in Fort Worth to a high of \$2.25 per vehicle mile in Houston.

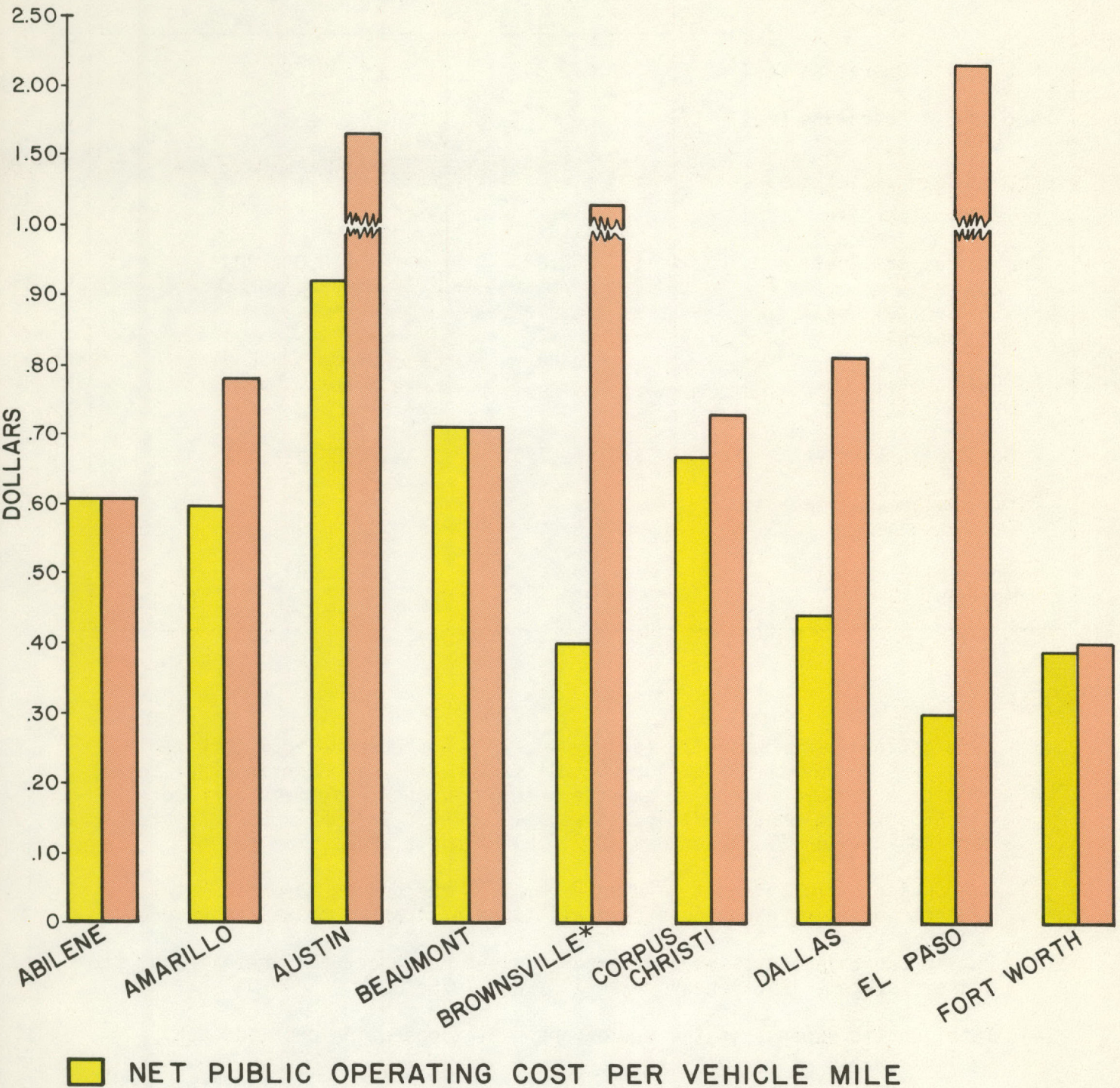
TABLE 7: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS
(Publicly-Owned Systems)
Calendar Years 1977 and 1978

	1977	1978
Net Public Operating Cost	\$28,812,945	\$49,787,666
Net Public Operating Cost Per Passenger	22¢	37¢
Net Public Operating Cost Per Vehicle Mile	53¢	82¢
Public Capital Cost	\$ 4,755,831	\$40,034,383
Public Capital Cost Per Passenger	4¢	29¢
Public Capital Cost Per Vehicle Mile	9¢	66¢
Total Public Expense	\$33,568,776	\$89,822,049
Total Public Expense Per Passenger	26¢	66¢
Total Public Expense Per Vehicle Mile	62¢	\$1.48

NOTES:

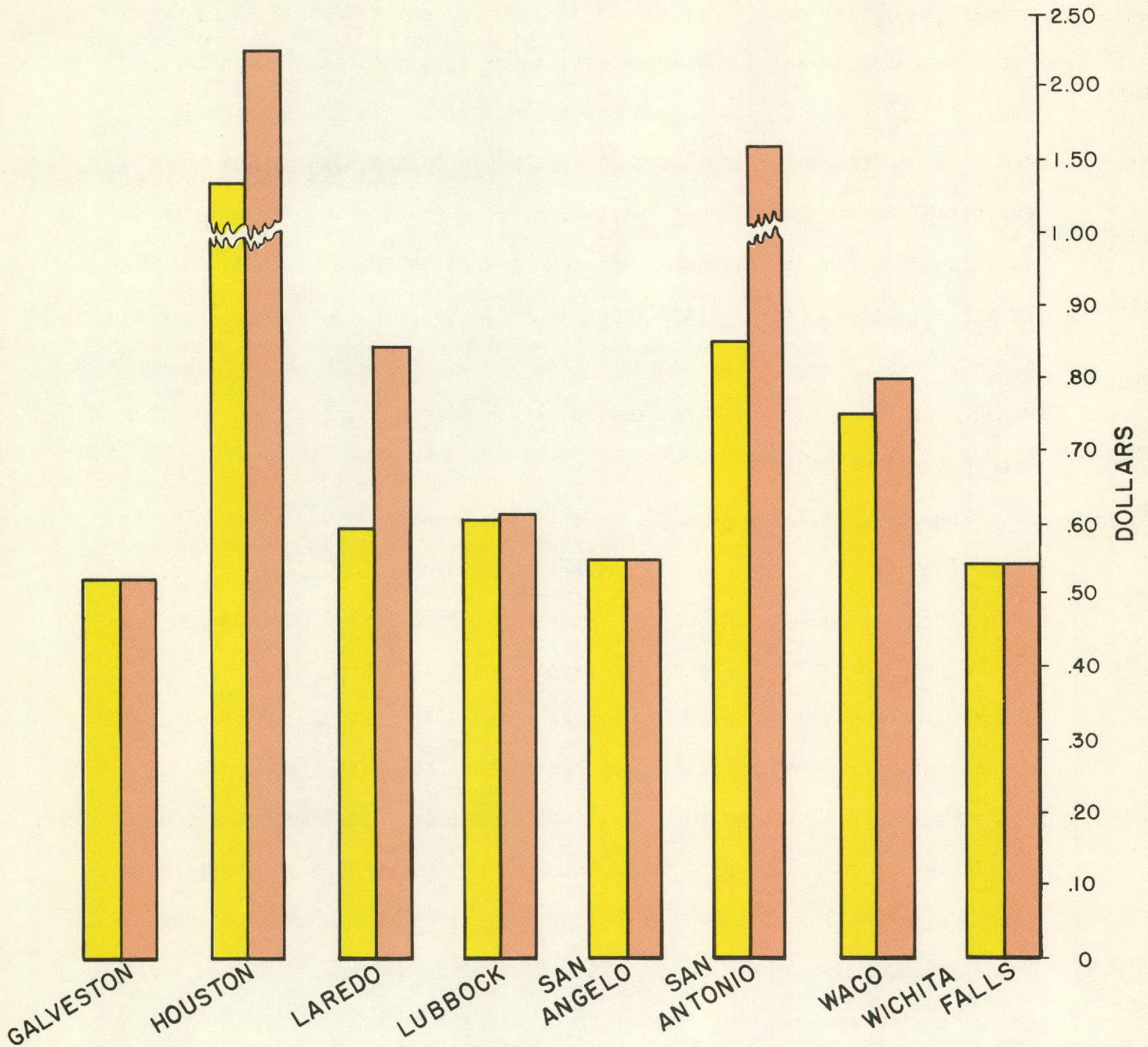
- (1) Information for Brownsville to July 13, 1978 was deleted from this table as it was a private system during that time. This was done in order to provide a review of public expense. In 1977, public systems carried 127,643,014 passengers 53,846,264 vehicle miles. In 1978, public systems carried 135,911,757 passengers 60,715,994 vehicle miles.
- (2) Net public operating cost as used herein, is the degree to which total transit operating expenses exceed all types of transit operating revenue.
- (3) Public Capital Cost as used herein, is grant money actually received by the transit systems in calendar years 1977 and 1978.
- (4) Total public expense is the sum of net public operating cost and public capital cost.

FIGURE 7: PUBLIC EXPENSE OF TRANSIT PER



* Public System after July 1978

VEHICLE MILES BY SYSTEM - CALENDAR YEAR 1978



TOTAL PUBLIC EXPENSE (OPERATING AND CAPITAL) PER VEHICLE MILE

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. Other federal grant programs include UMTA Section 6 - Research, Development, and Demonstration Grants; UMTA Section 10 - Managerial Training; and UMTA Section 11 - Research and Training in Urban Transportation Problems.

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. Another \$30 million was appropriated for fiscal years 1978 and 1979. However, in January of 1979 when the 66th Texas Legislature convened, there was approximately \$37.7 million in the PTF not committed. 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 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 two 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, almost doubled in dollar value from about \$85.1 million in CY 1977 to \$165.2 million in the year 1978 (See Table 8). Federal participation accounts for 58 percent of this total committed funding, state participation accounts for six percent and local participation accounts for 36 percent. Capital grants account for 49 percent of this total and 48 percent is for operating assistance leaving about three percent for "other" funding (See Figure 8). "Other" funding includes Technical Studies; Research, Development, and Demonstration Grants; Managerial Training Grants; and Research and Training in Urban Transportation Problems. 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 total committed funding is primarily for capital grants at 99 percent.

Federal operating assistance grants are on a 50 percent federal and 50 percent local match basis. In CY 1978, about \$27.8 million in operating assistance was approved by the Federal government which is an 87 percent increase from the level of operating assistance approved in CY 1977.

Grants for operating assistance to urban areas that were submitted to the Urban Mass Transportation Administration but were still pending approval in calendar year 1978 amounted to another \$1.6 million.

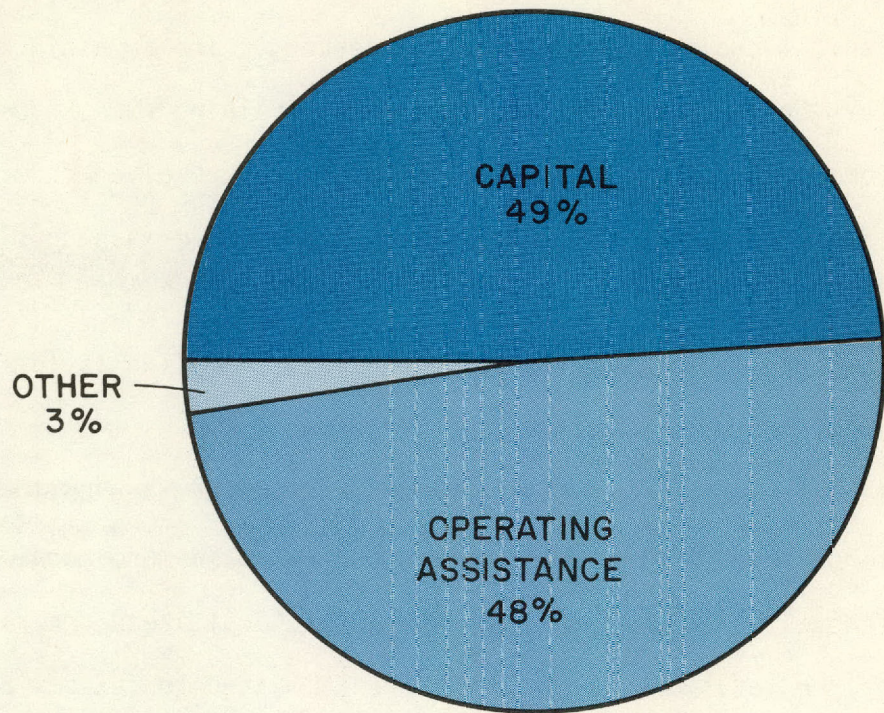
TABLE 8: FINANCIAL ASSISTANCE TO TEXAS - 1978

	Sections 3 & 5 Capital	Section 5 Operating	Section 6 R. D. & D. ⁽¹⁾	Section 9 Technical Studies	Section 10 Managerial Training	Section 11 Research & Training	Total
Urban Systems	\$62,228,033	\$27,778,189			\$ 5,000		\$ 90,011,222
Section 16b(2) ⁽²⁾	1,390,931						1,390,931
R. D. & D. Total			\$ 542,594				542,594
Technical Studies				\$ 2,467,700			2,467,700
SDH & PT ⁽³⁾				310,000			310,000
Managerial Training State					5,000		5,000
Research & Training						\$ 200,611	200,611
TOTAL FEDERAL	63,618,964	27,778,189	542,594	2,777,700	10,000	200,611	94,928,058
TOTAL STATE	10,298,309	-0-	-0-	139,500 ⁽⁵⁾	3,578 ⁽⁷⁾	-0-	10,441,387
TOTAL LOCAL	7,595,683 ⁽⁴⁾	51,665,812	-0-	611,425 ⁽⁶⁾	2,734	-0-	59,875,654
TOTAL PROJECTS	\$81,512,956	\$79,444,001	\$ 542,594	\$ 3,528,625	\$ 16,312	\$ 200,611	\$165,245,099

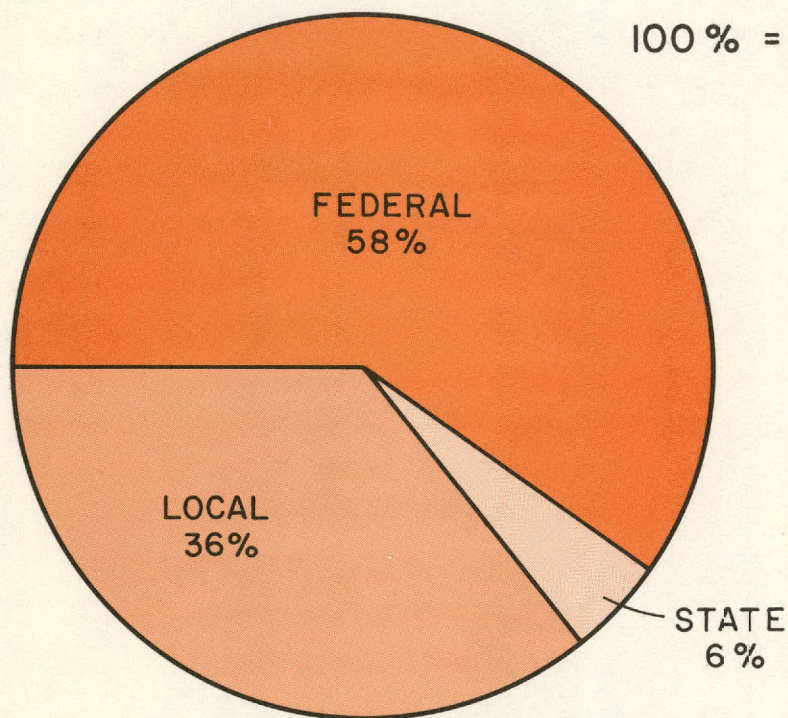
NOTES:

- (1) Section 6, Research, Development, and Demonstration Grants.
- (2) The purpose of the UMTA Section 16b(2) program is to furnish assistance to private non-profit organizations providing transportation to the elderly and handicapped.
- (3) This technical study grant is set out separately because it was made directly to a state agency for planning and study purposes.
- (4) Local participation includes the local match of \$347,733 for the Section 16b(2) Program.
- (5) This is the 20 percent match for the technical studies grant made to SDHPT.
- (6) This is the local match for technical studies.
- (7) This is the match required for a Managerial Training Grant approved for the State.

**FIGURE 8: FINANCIAL ASSISTANCE TO TEXAS - APPROVED PROJECTS -
CALENDAR YEAR 1978**



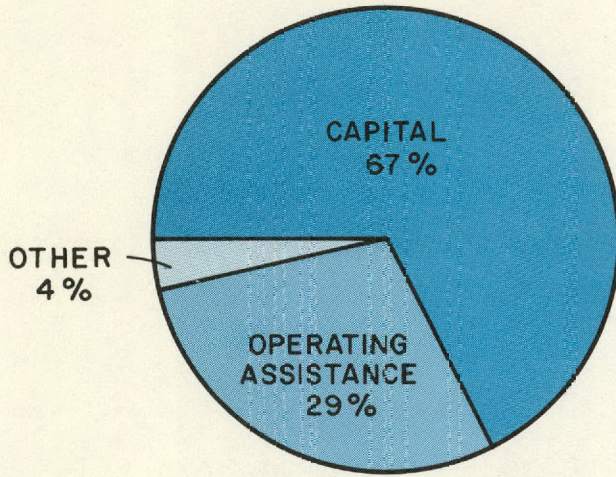
100 % = \$165,245,099



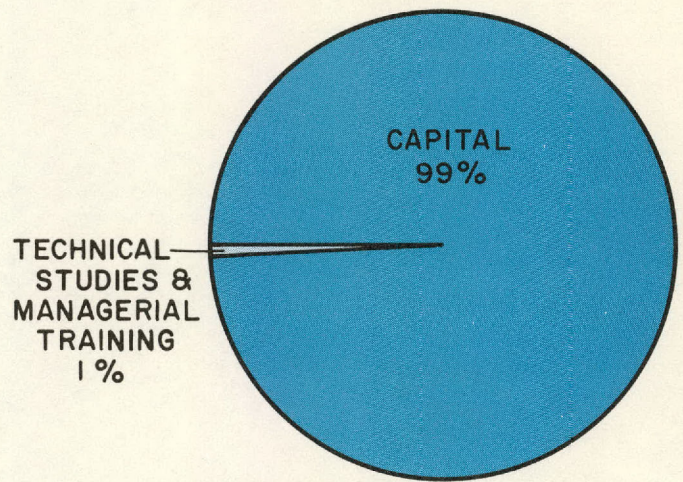
The total local commitment to public transportation has more than doubled from \$25.5 million in 1977 to \$59.9 million in 1978. Operating assistance accounts for 86 percent of the total local commitment while capital projects account for 13 percent. The remaining one percent is for Technical Studies and Managerial Training (See Figure 9). The local commitment to capital projects which have received federal approval in CY 1978 totaled about \$7.6 million which is more than double the level of local commitment in 1977 at \$3.4 million. Of the total local funding approved in CY 1978, approximately \$51.7 million is for operating assistance; a 142 percent increase over 1977.

It is apparent that the availability of the Public Transportation Fund for capital assistance matching has released more local funds to match federal operating assistance grants. Local areas contributed 65 percent of the total operating assistance committed to Texas (\$79.4 million in CY 1978 - See Table 8). In CY 1977, local areas contributed 59 percent of the total operating assistance committed to Texas of \$36.3 million. The local areas contributed approximately \$7.6 million toward capital grants and the State contributed \$10.3 million for a total match of \$17.9 million or approximately 22 percent of the total committed capital assistance to Texas in 1978.

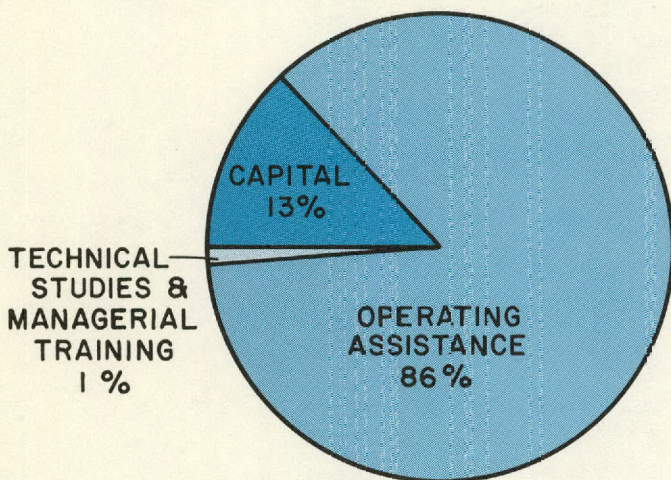
FIGURE 9: FEDERAL, STATE AND LOCAL FUNDING BY TYPE OF GRANT APPROVED PROJECTS - CALENDAR YEAR 1978



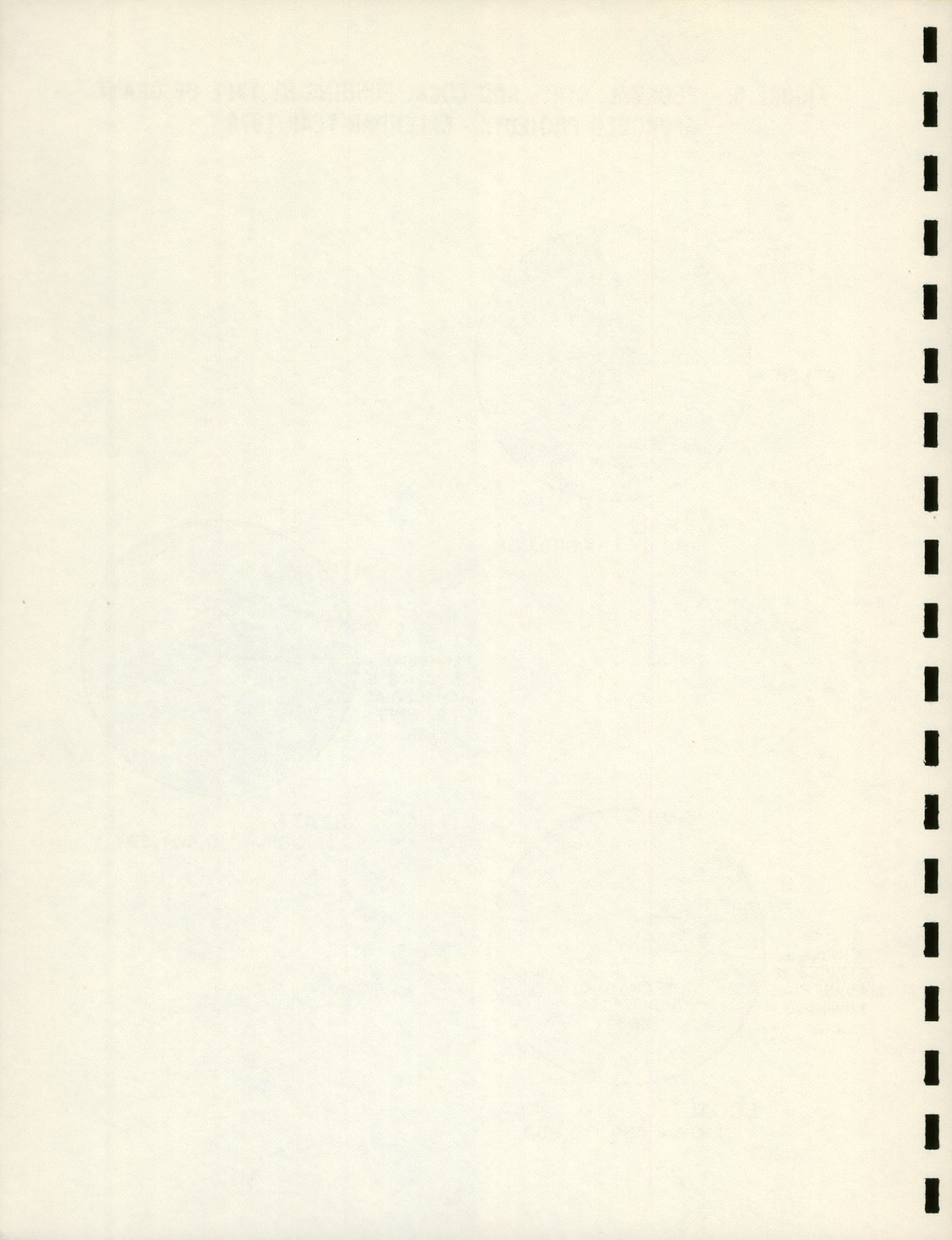
FEDERAL
100% = \$ 94,928,058



STATE
100% = \$ 10,441,387



LOCAL
100% = \$ 59,875,654



APPENDIX A

STATEWIDE TRANSIT STATISTICS
BY MONTHS AND QUARTERS
OF 1978

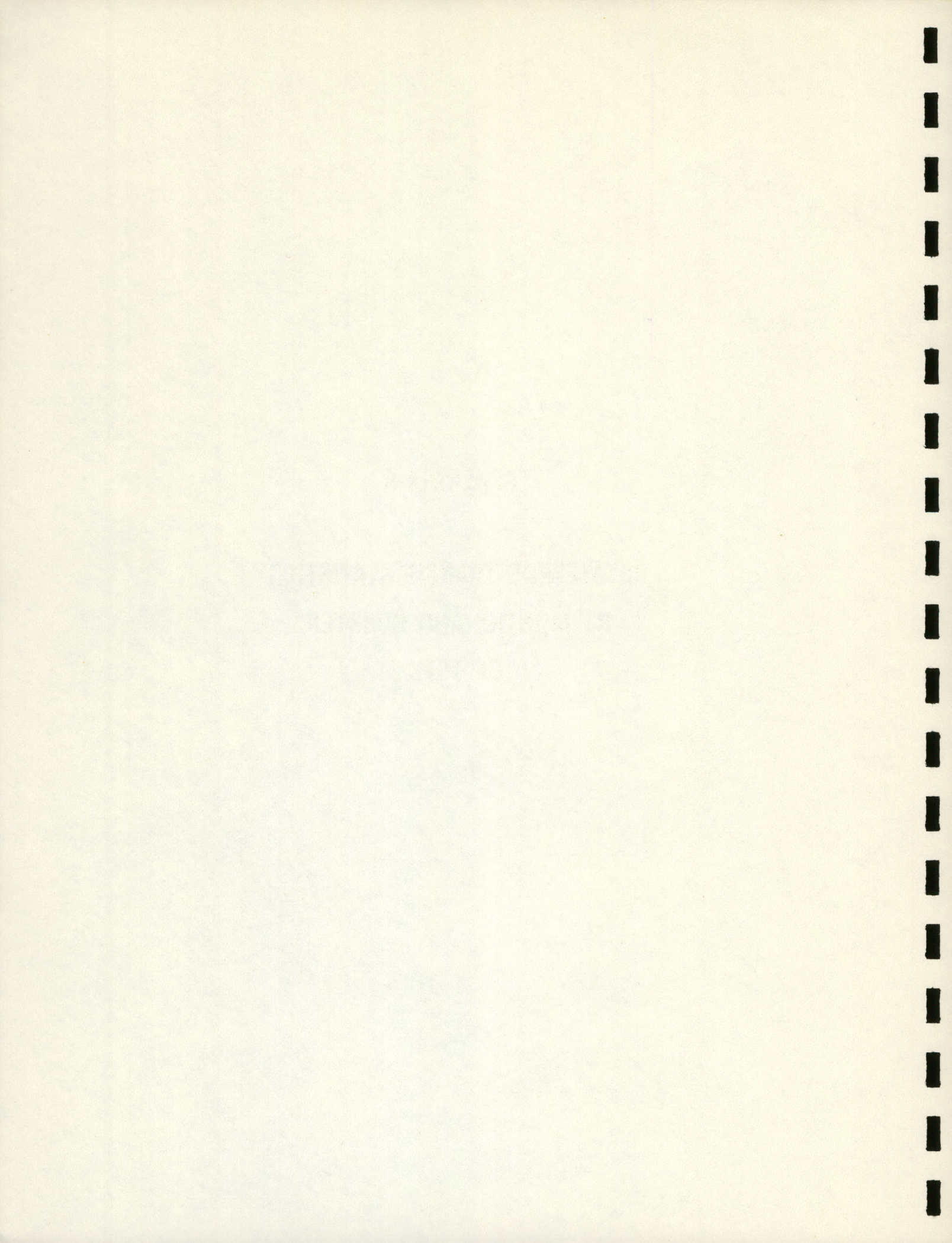


TABLE A-1: STATEWIDE RIDERSHIP BY MONTHS AND QUARTERS
1977 - 1978

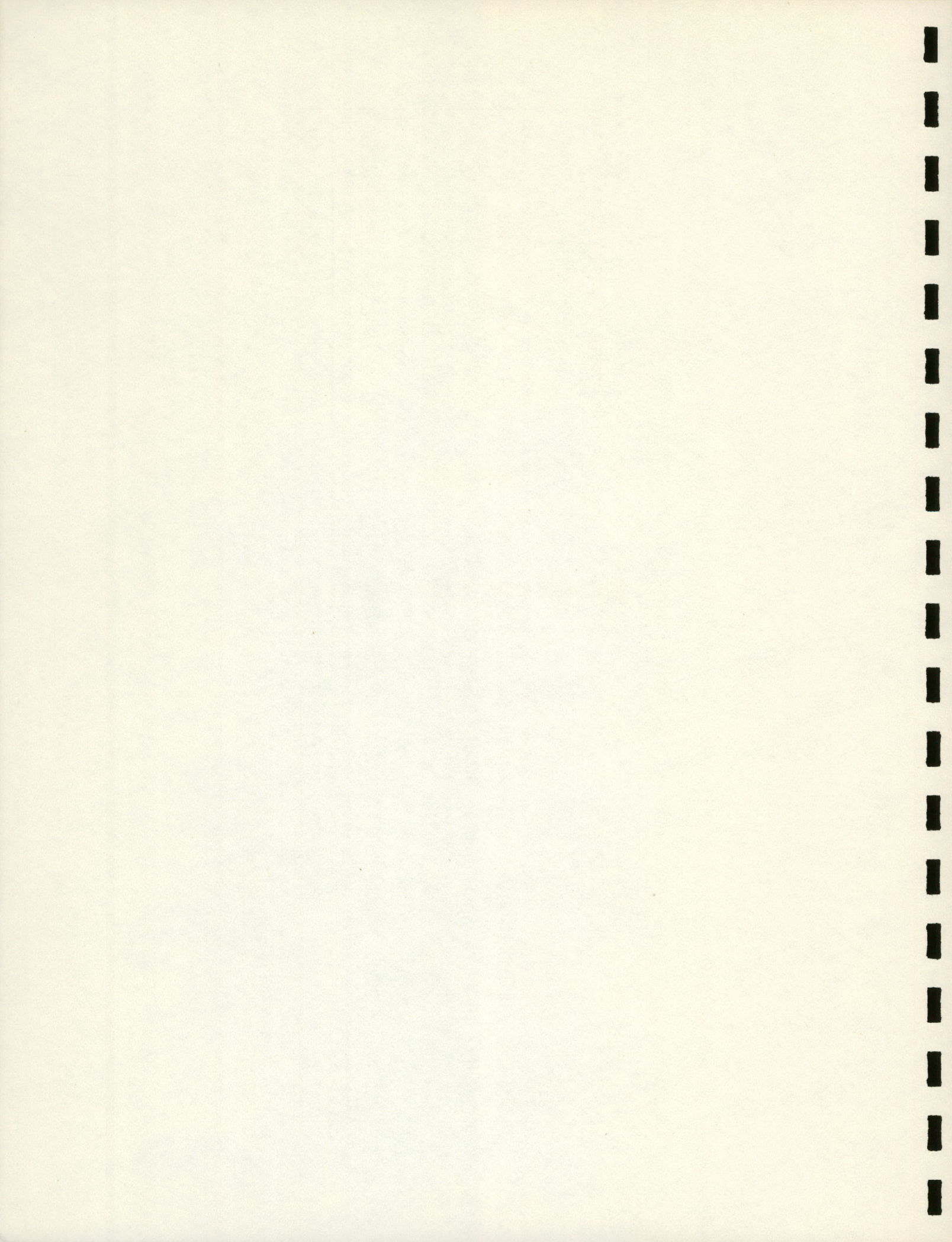
	Regular Route Passengers		Transfers		Total Passengers	
	1977	1978	1977	1978	1977	1978
January	6,368,669	8,095,923	1,560,887	2,098,262	7,929,556	10,194,185
February	7,954,200	8,184,392	1,947,070	2,091,947	9,901,270	10,276,339
March	9,139,597	9,509,855	2,211,152	2,460,892	11,350,749	11,970,747
First Quarter	23,462,466	25,790,170	5,719,109	6,651,101	29,181,575	32,441,271
April	8,755,448	9,512,281	2,159,902	2,310,163	10,915,350	11,822,444
May	8,714,574	9,472,140	2,178,003	2,339,581	10,892,577	11,811,721
June	8,586,433	9,107,300	2,170,708	2,340,483	10,757,141	11,447,783
Second Quarter	26,056,455	28,091,721	6,508,613	6,990,227	32,565,068	35,081,948
July	8,322,478	8,862,579	2,116,147	2,266,300	10,438,625	11,128,879
August	8,944,091	9,563,628	2,221,572	2,343,599	11,165,663	11,907,227
September	9,248,159	9,395,692	2,228,434	2,303,164	11,476,593	11,698,856
Third Quarter	26,514,728	27,821,899	6,566,153	6,913,063	33,080,881	34,734,962
October	9,508,343	9,796,557	2,229,449	2,330,040	11,737,792	12,126,597
November	8,588,287	9,117,480	2,238,565	2,167,959	10,826,852	11,285,439
December	8,463,265	8,539,182	2,253,032	2,043,268	10,716,297	10,582,450
Fourth Quarter	26,559,895	27,453,219	6,721,046	6,541,267	33,280,941	33,994,486
ANNUAL	102,593,544	109,157,009	25,514,921	27,095,658	128,108,465	136,252,667

TABLE A-2: STATEWIDE VEHICLE MILES AND VEHICLE HOURS
BY MONTHS AND QUARTERS -- 1977 and 1978

	Regular Route Vehicle Miles		Charter/Other Vehicle Miles		Total Vehicle Miles		Regular Route Vehicle Hours		Charter/Other Vehicle Hours		Total Vehicle Hours	
	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978
January	3,426,645	4,285,317	295,798	342,182	3,722,443	4,627,499	275,162	337,845	-	30,106	-	367,951
February	4,057,496	4,063,747	219,735	272,465	4,277,231	4,336,212	336,619	320,322	-	23,847	-	344,169
March	4,554,228	5,026,714	270,909	243,800	4,825,137	5,270,514	377,467	388,391	-	21,344	-	409,735
First Quarter	12,038,369	13,375,778	786,442	858,447	12,824,811	14,234,225	989,248	1,046,558	-	75,297	-	1,121,855
April	4,341,079	4,774,077	243,185	287,901	4,584,264	5,061,978	358,593	370,821	-	26,619	-	397,440
May	4,385,536	5,086,088	291,139	316,244	4,676,675	5,402,332	358,312	395,289	-	30,580	-	425,869
June	4,335,927	4,978,268	233,090	201,056	4,569,017	5,179,324	361,985	386,629	-	19,231	-	405,860
Second Quarter	13,062,542	14,838,433	767,414	805,201	13,829,956	15,643,634	1,078,890	1,152,739	-	76,430	-	1,229,169
July	4,231,321	4,780,603	229,566	243,518	4,460,887	5,024,121	352,650	370,011	-	20,964	-	390,975
August	4,495,584	5,159,110	234,534	222,457	4,730,118	5,381,567	371,304	400,517	-	21,474	-	421,991
September	4,205,923	4,868,685	304,200	226,095	4,510,123	5,094,780	351,239	380,915	-	23,275	-	404,190
Third Quarter	12,932,828	14,808,398	768,300	692,070	13,701,128	15,500,468	1,075,193	1,151,443	-	65,713	-	1,217,156
October	4,335,195	5,107,243	424,847	296,962	4,760,042	5,404,205	361,279	395,114	-	28,848	-	423,962
November	4,254,772	4,842,314	271,306	302,441	4,526,078	5,144,755	352,964	376,967	-	29,628	-	406,595
December	4,364,210	4,838,153	228,642	234,541	4,592,852	5,072,694	365,188	377,100	-	21,890	-	398,990
Fourth Quarter	12,954,177	14,787,710	924,795	833,944	13,878,972	15,621,654	1,079,431	1,149,181	-	80,366	-	1,229,547
ANNUAL	50,987,916	57,810,319	3,246,951	3,189,662	54,234,867	60,999,981	4,222,762	4,499,921	-	297,806	-	4,797,727

TABLE A-3: STATEWIDE REVENUE AND EXPENSE
By Months and Quarters -- 1977 & 1978

	Farebox		Charter		Other		Total Operating Revenue		Total Operating Expense		Net Operating Income	
	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978
January	\$ 1,827,959	\$ 2,598,012	\$ 397,634	\$ 495,806	\$ 404,996	\$ 569,988	\$ 2,630,589	\$ 3,663,806	\$ 4,679,377	\$ 6,656,420	(\$ 2,048,788)	(\$ 2,992,614)
February	2,383,170	2,645,960	262,260	395,751	358,361	512,681	3,003,791	3,554,392	5,188,522	6,581,189	(2,184,731)	(3,026,797)
March	2,746,065	3,106,177	382,879	367,292	316,468	186,579	3,445,412	3,660,048	5,649,196	7,593,205	(2,203,784)	(3,933,157)
First Quarter	\$ 6,957,194	\$ 8,350,149	\$1,042,773	\$1,258,849	\$1,079,825	\$1,269,248	\$ 9,079,792	\$10,878,246	\$15,517,095	\$20,830,814	(\$ 6,437,303)	(\$ 9,952,568)
April	2,737,449	3,027,294	339,900	454,601	370,312	226,479	3,447,661	3,708,374	5,711,980	7,162,145	(2,264,319)	(3,453,771)
May	2,753,817	3,053,568	427,867	545,695	369,016	264,969	3,550,700	3,864,232	5,864,120	7,720,215	(2,313,420)	(3,855,983)
June	2,778,388	3,015,170	308,354	286,425	414,896	232,516	3,501,638	3,534,111	5,793,019	7,679,144	(2,291,381)	(4,145,033)
Second Quarter	\$ 8,269,654	\$ 9,096,032	\$1,076,121	\$1,286,721	\$1,154,224	\$ 723,964	\$10,499,999	\$11,106,717	\$17,369,119	\$22,561,504	(\$ 6,869,120)	(\$11,454,787)
July	2,713,999	2,921,084	342,709	315,892	338,794	214,169	3,395,502	3,451,145	6,143,282	7,629,636	(2,747,780)	(4,178,491)
August	2,954,150	3,212,445	334,614	294,041	471,356	298,136	3,760,120	3,804,622	6,163,032	7,731,296	(2,402,912)	(3,926,674)
September	2,823,778	3,035,618	447,375	367,287	395,856	292,333	3,667,009	3,695,238	6,336,899	8,964,536	(2,669,890)	(5,269,298)
Third Quarter	\$ 8,491,927	\$ 9,169,147	\$1,124,698	\$ 977,220	\$1,206,006	\$ 804,638	\$10,822,631	\$10,951,005	\$18,643,213	\$24,325,468	(\$ 7,820,582)	(\$13,374,463)
October	2,948,229	3,212,681	655,257	463,150	468,078	317,783	4,071,564	3,993,614	6,275,321	8,097,257	(2,203,757)	(4,103,643)
November	2,766,181	2,933,922	394,264	446,922	426,951	352,209	3,587,396	3,733,053	6,180,324	8,067,782	(2,592,928)	(4,334,729)
December	2,761,257	2,840,596	306,788	329,166	578,580	302,817	3,646,625	3,472,579	6,536,042	10,011,108	(2,889,417)	(6,538,529)
Fourth Quarter	\$ 8,475,667	\$ 8,987,199	\$1,356,309	\$1,239,238	\$1,473,609	\$ 972,809	\$11,305,585	\$11,199,246	\$18,991,687	\$26,176,147	(\$ 7,686,102)	(\$14,976,901)
ANNUAL	\$32,194,442	\$35,602,527	\$4,599,901	\$4,762,028	\$4,913,664	\$3,770,659	\$41,708,007	\$44,135,214	\$70,521,114	\$93,893,933	(\$28,813,107)	(\$49,758,719)



APPENDIX B

TRANSIT STATISTICS BY SYSTEM

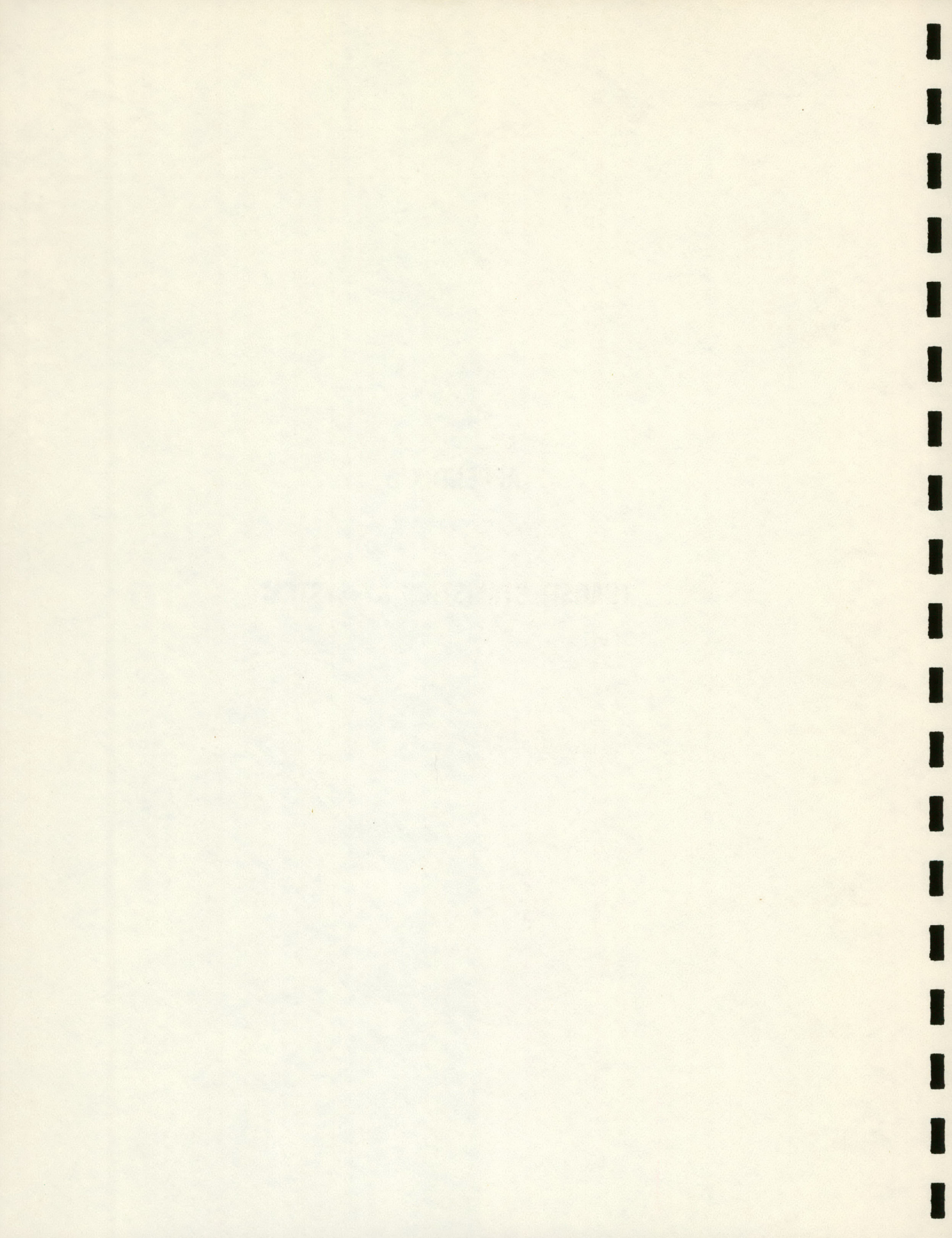


TABLE B-1: TEXAS TRANSIT STATISTICS
 BY SYSTEM
 Calendar Years 1977 and 1978

	ABILENE			
	1977		1978	
Total Passengers	254,402		288,750	
Regular Route		184,458		205,036
Transfers		69,944		83,714
Total Vehicle Miles	277,705		317,669	
Regular Route		266,565		308,941
Charter/Other		11,140		8,728
Total Vehicle Hours	-		20,678	
Regular Route		16,991		19,576
Charter/Other		-		1,102
Average No. of Buses on Regular Routes	6		6	
Average No. of Total Serviceable Buses	12		12	
Average No. Employees	13		15	
Total Operating Revenues	\$ 49,662		\$ 47,965	
Farebox		\$ 33,918		\$ 36,689
Charter		15,744		11,276
Other		-0-		-0-
Total Operating Expense	\$181,355		\$240,862	
Net Public Operating Cost	\$131,693		\$192,897	
Public Capital Cost	-0-		-0-	
Federal		-0-		-0-
State		-0-		-0-
Local		-0-		-0-
TOTAL PUBLIC EXPENSE	\$131,693		\$192,897	

	AMARILLO			
	1977		1978	
Total Passengers*	670,928		626,647	
Regular Route		670,928		558,148
Transfers		-0-		68,499
Total Vehicle Miles	893,099		845,190	
Regular Route		709,087		696,744
Charter/Other		184,012		148,446
Total Vehicle Hours	-		60,156	
Regular Route		51,552		49,770
Charter/Other		-		10,386
Average No. of Buses on Regular Routes	14		14	
Average No. of Total Serviceable Buses	36		35	
Average No. Employees	42		40	
Total Operating Revenues	\$268,606		\$251,876	
Farebox		\$123,943		\$122,812
Charter		43,086		48,237
Other		101,577		80,827
Total Operating Expense	\$697,588		\$756,273	
Net Public Operating Cost	\$428,982		\$504,397	
Public Capital Cost	\$258,369		\$152,670	
Federal		\$206,695		\$122,136
State		33,588		19,847
Local		18,086		10,687
TOTAL PUBLIC EXPENSE	\$687,351		\$657,067	

* Regular Route, Transfers and Total Passengers are estimated for November and December of 1978.

	AUSTIN			
	1977		1978	
Total Passengers	6,199,344		6,016,524	
Regular Route		4,172,633		4,012,059
Transfers		2,026,711		2,004,465
Total Vehicle Miles	2,887,674		2,844,565	
Regular Route		2,519,160		2,504,508
Charter/Other		368,514		340,057
Total Vehicle Hours	-		230,919	
Regular Route		186,593		196,738
Charter/Other		-		34,181*
Average No. of Buses on Regular Routes	44		56	
Average No. of Total Serviceable Buses	68		75	
Average No. Employees	182		192	
Total Operating Revenues	\$1,115,976		\$1,022,067	
Farebox		\$ 835,995		\$ 775,477
Charter		181,859		159,609
Other		98,122		86,981
Total Operating Expense	\$3,141,218		\$3,649,372	
Net Public Operating Cost	\$2,025,242		\$2,627,305	
Public Capital Cost	\$ 11,920		\$2,117,147	
Federal		\$ 9,536		\$1,693,716
State		1,550		275,229
Local		834		148,202
TOTAL PUBLIC EXPENSE	\$2,037,162		\$4,744,452	

* First 6 months are estimated

	BEAUMONT			
	1977		1978	
Total Passengers	1,293,266		1,238,641	
Regular Route		1,011,758		964,293
Transfers		281,508		274,348
Total Vehicle Miles	588,047		561,414	
Regular Route		580,698		556,175
Charter/Other		7,349		5,239
Total Vehicle Hours	-		53,673	
Regular Route		52,725		52,728
Charter/Other		-		945
Average No. of Buses on Regular Routes	14		13	
Average No. of Total Serviceable Buses	25		25	
Average No. Employees	35		36	
Total Operating Revenues	\$ 272,984		\$ 264,035	
Farebox		\$ 258,038		\$250,059
Charter		14,494		13,880
Other		452		96
Total Operating Expense	\$ 635,406		\$ 661,958	
Net Public Operating Cost	\$ 362,422		\$ 397,923	
Public Capital Cost	\$ 815,253		-0-	
Federal		\$ 650,820		-0-
State		105,983		-0-
Local		58,450		-0-
TOTAL PUBLIC EXPENSE	\$1,177,675		\$ 397,923	

BROWNSVILLE

	1977 (Private)		1978 (Public) 7-13-78 Thru 12-31-78		(Total)
	Total Passengers	465,451		460,236	
Regular Route		465,451		460,236	801,146
Transfers		-0-		-	-
Total Vehicle Miles	388,603		204,224	488,211	
Regular Route		337,758		179,053	442,487
Charter/Other		50,845		25,171	45,724
Total Vehicle Hours	-		22,176	43,004	
Regular Route		22,694		18,144	35,998
Charter/Other		-		4,032	7,006
Average No. of Buses on Regular Routes	10		10	12	
Average No. of Total Serviceable Buses	13		17	17	
Average No. of Employees	18		59	41	
Total Operating Revenue	\$202,420		\$208,077		
Farebox		\$133,624		\$152,533	
Charter		68,796		-0-	
Other		-0-		55,544	
Total Operating Expense	\$202,582		\$290,598		
Deficit	\$ 162		-		
Profit					
Net Public Operating Cost			\$ 82,521		
Public Capital Cost			155,151		
Federal				\$124,120	
State				20,170	
Local				10,861	
TOTAL PUBLIC EXPENSE			\$237,672		

NOTES:

- (1) The year 1977 and the first half of 1978 reflect the operations of one private transit company in the city of Brownsville.
- (2) The first 12 days of July are estimated by SDH & PT.
- (3) The City of Brownsville acquired two private transit companies (July, 1978 & September 1978).

	CORPUS CHRISTI			
	1977		1978	
Total Passengers	1,950,384		1,810,691	
Regular Route		1,498,299		1,411,993
Transfers		452,085		398,698
Total Vehicle Miles	1,475,713		1,279,983	
Regular Route		1,284,019		1,165,090
Charter/Other		191,694		114,893
Total Vehicle Hours	-		94,353	
Regular Route		92,885		85,282
Charter/Other		-		9,071
Average No. of Buses on Regular Routes	29		26	
Average No. of Total Serviceable Buses	49		48	
Average No. Employees	82		79	
Total Operating Revenues	\$ 905,922		\$1,059,454	
Farebox		\$ 354,707		\$ 369,694
Charter		180,112		193,201
Other		371,103		496,559
Total Operating Expense	\$1,697,440		\$1,923,037	
Net Public Operating Cost	\$ 791,518		\$ 863,583	
Public Capital Cost	\$ 116,008		\$ 65,752	
Federal		\$ 46,694		\$ 52,601
State		45,054		8,548
Local		24,260		4,603
TOTAL PUBLIC EXPENSE	\$ 907,526		\$ 929,335	

	DALLAS			
	1977		1978	
Total Passengers	31,451,152		32,918,560	
Regular Route		24,576,738		25,557,634
Transfers		6,874,414		7,360,926
Total Vehicle Miles	12,824,137		13,818,451	
Regular Route		12,108,126		13,061,397
Charter/Other		716,011		757,054
Total Vehicle Hours	-		1,018,623	
Regular Route		863,620		934,230
Charter/Other		-		84,393
Average No. of Buses on Regular Routes	344		376	
Average No. of Total Serviceable Buses	406		439	
Average No. Employees	847		899	
Total Operating Revenues	\$11,355,341		\$13,201,996	
Farebox		\$ 9,203,920		\$10,673,357
Charter		1,589,227		1,426,112
Other		562,194		1,102,527
Total Operating Expense	\$17,127,635		\$19,319,963	
Net Public Operating Cost	\$ 5,772,294		\$ 6,117,967	
Public Capital Cost	\$ 126,149		\$ 5,100,030	
Federal		\$ 100,919		\$ 3,048,560
State		14,823		663,004
Local		10,407		1,388,466
TOTAL PUBLIC EXPENSE	\$ 5,898,443		\$11,217,997	

	EL PASO			
	1977		1978	
Total Passengers	8,843,284		8,696,204	
Regular Route		8,391,958		8,226,670
Transfers		451,326		469,534
Total Vehicle Miles	3,839,350		3,983,601	
Regular Route		3,826,426		3,973,097
Charter/Other		12,924		10,504
Total Vehicle Hours	-		440,198	
Regular Route		442,909		434,432
Charter/Other		-		5,766
Average No. of Buses on Regular Routes	69		69	
Average No. of Total Serviceable Buses	89		89	
Average No. Employees	220		245	
Total Operating Revenues	\$2,725,091		\$2,875,613	
Farebox		\$2,648,508		\$2,836,547
Charter		75,950		39,066
Other		633		-0-
Total Operating Expense	\$2,769,224		\$4,064,834	
Net Public Operating Cost	\$ 44,133		\$1,189,221	
Public Capital Cost	\$2,227,643		\$7,415,856	
Federal		\$1,782,114		\$5,932,684
State		278,308		964,061
Local		167,221		519,111
TOTAL PUBLIC EXPENSE	\$2,271,776		\$8,605,077	

NOTE:

(1) The City of El Paso receives revenue from a toll bridge which is not reflected in these transit statistics.

	FORT WORTH			
	1977		1978	
Total Passengers	5,070,943		5,205,118	
Regular Route		4,164,444		4,282,548
Transfers		906,499		922,570
Total Vehicle Miles	3,040,422		3,089,734	
Regular Route		2,883,974		2,908,379
Charter/Other		156,448		181,355
Total Vehicle Hours	-		246,486	
Regular Route		226,483		229,538
Charter/Other		-		16,948
Average No. of Buses on Regular Routes	85		86	
Average No. of Total Serviceable Buses	106		106	
Average No. Employees	215		206	
Total Operating Revenues	\$2,666,755		\$2,930,431	
Farebox		\$1,361,024		\$1,390,748
Charter		244,914		304,875
Other		1,060,817		1,234,808
Total Operating Expense	\$3,678,887		\$4,134,836	
Net Public Operating Cost	\$1,012,132		\$1,204,405	
Public Capital Cost	\$ 454,446		\$ 41,731	
Federal		\$ 302,964		\$ 27,820
State		98,463		9,042
Local		53,019		4,869
TOTAL PUBLIC EXPENSE	\$1,466,578		\$1,246,136	

	GALVESTON			
	1977		1978	
Total Passengers	1,224,627		1,341,083	
Regular Route		1,224,627		1,051,880
Transfers		-0-		289,203
Total Vehicle Miles	509,862		533,370	
Regular Route		486,597		508,224
Charter/Other		23,265		25,146
Total Vehicle Hours	-		55,007	
Regular Route		-		50,193
Charter/Other		-		4,814
Average No. of Buses on Regular Routes	15		11	
Average No. of Total Serviceable Buses	15		15	
Average No. Employees	54		32	
Total Operating Revenues	\$377,993		\$371,111	
Farebox		\$350,678		\$343,102
Charter		25,532		25,539
Other		1,783		2,470
Total Operating Expense	\$619,160		\$647,196	
Net Public Operating Cost	\$241,167		\$276,085	
Public Capital Cost	\$ 48,016		\$ 3,182	
Federal		\$ 38,413		\$ 2,545
State		6,242		414
Local		3,361		223
TOTAL PUBLIC EXPENSE	\$289,183		\$279,267	

HOUSTON

	HOUSTON ⁽¹⁾			
	1977		1978	
Total Passengers	39,863,600		43,252,180 ⁽²⁾	
Regular Route		30,136,100		32,913,708 ⁽²⁾
Transfers		9,727,500		10,338,472 ⁽²⁾
Total Vehicle Miles	16,136,312		16,908,385	
Regular Route		15,936,521		16,583,188 ⁽³⁾
Charter/Other		199,791		325,197 ⁽³⁾
Total Vehicle Hours	-		1,296,594 ⁽⁴⁾	
Regular Route		1,184,991		1,268,208 ⁽⁴⁾
Charter/Other		-		28,386 ⁽⁴⁾
Average No. of Buses on Regular Routes	362		371 ⁽⁵⁾	
Average No. of Total Serviceable Buses	429		500 ⁽⁵⁾	
Average No. Employees	1,079		1,227 ⁽⁵⁾	
Total Operating Revenues	\$11,667,455		\$13,292,367	
Farebox		\$11,285,661		\$12,617,348
Charter		381,794		601,801
Other		-0-		73,218
Total Operating Expense	\$25,726,324		\$36,333,257	
Net Public Operating Cost	\$14,058,869		\$23,040,890	
Public Capital Cost	-0-		\$14,935,428	
Federal		-0-		\$11,793,177
State		-0-		2,042,463
Local		-0-		1,099,788
TOTAL PUBLIC EXPENSE	\$14,058,869		\$37,976,318	

NOTES:

- (1) The Metropolitan Transit Authority assumed financial responsibility for transit service October 1, 1978; however, did not assume operation control until January 1, 1979. Reports including operating data were discontinued at the October 1 date. Therefore, due to this transition problem, some operating data had to be estimated for the last three months of 1978.
- (2) Metro provided this Department with estimates of ridership for the last three months of 1978.
- (3) SDHPT estimated regular route and charter vehicle miles for the last three months of 1978. However, total regular and charter miles were provided by METRO for this time period.
- (4) SDHPT estimated vehicle hours for the last three months of 1978.
- (5) SDHPT estimated the number of buses and employees for the last three months of 1978.

	LAREDO			
	1977		1978	
Total Passengers	2,444,796		2,787,304	
Regular Route		2,385,038		2,659,324
Transfers		59,758		127,980
Total Vehicle Miles	657,215		734,265	
Regular Route		657,215		733,075
Charter/Other		-0-		1,190
Total Vehicle Hours	-		79,901	
Regular Route		72,951		79,651
Charter/Other		-		250
Average No. of Buses on Regular Routes	16		16	
Average No. of Total Serviceable Buses	18		19	
Average No. Employees	58		59	
Total Operating Revenues	\$525,458		\$ 600,926	
Farebox		\$517,360		\$585,071
Charter		-0-		2,428
Other		8,098		13,427
Total Operating Expense	\$965,757		\$1,032,206	
Net Public Operating Cost	\$440,299		\$ 431,280	
Public Capital Cost	-0-		\$ 184,650	
Federal		-0-		\$147,720
State		-0-		24,004
Local		-0-		12,926
TOTAL PUBLIC EXPENSE	\$440,299		\$ 615,930	

	LUBBOCK			
	1977		1978	
Total Passengers	2,923,920		2,323,646	
Regular Route		2,811,419		2,202,972
Transfers		112,501		120,674
Total Vehicle Miles	1,250,624		985,059	
Regular Route		1,228,117		960,659
Charter/Other		22,507		24,400
Total Vehicle Hours	-		76,229	
Regular Route		85,923		71,307
Charter/Other		-		4,922
Average No. of Buses on Regular Routes	32		26	
Average No. of Total Serviceable Buses	39		39	
Average No. Employees	72		61	
Total Operating Revenues	\$ 339,688		\$ 388,326	
Farebox		\$298,033		\$338,544
Charter		41,625		49,432
Other		30		350
Total Operating Expense	\$ 970,363		\$ 992,681	
Net Public Operating Cost	\$ 630,675		\$ 604,355	
Public Capital Cost	\$ 698,027		\$ 2,083	
Federal		\$558,458		\$ 1,666
State		90,720		271
Local		48,849		146
TOTAL PUBLIC EXPENSE	\$1,328,702		\$ 606,438	

	SAN ANGELO			
	1977		1978	
Total Passengers	268,075		281,801	
Regular Route		206,475		220,601
Transfers		61,600		61,200
Total Vehicle Miles	256,381		272,549	
Regular Route		246,712		265,884
Charter/Other		9,669		6,665
Total Vehicle Hours	-		19,680	
Regular Route		18,905		18,570
Charter/Other		-		1,110
Average No. of Buses on Regular Routes	7		5	
Average No. of Total Serviceable Buses	10		10	
Average No. Employees	12		11	
Total Operating Revenues	\$ 61,783		\$ 53,731	
Farebox		\$ 42,537		\$ 44,768
Charter		8,935		7,556
Other		10,311		1,407
Total Operating Expense	\$188,243		\$203,263	
Net Public Operating Cost	\$126,460		\$149,532	
Public Capital Cost	-0-		-0-	
Federal		-0-		-0-
State		-0-		-0-
Local		-0-		-0-
TOTAL PUBLIC EXPENSE	\$126,460		\$149,532	

SAN ANTONIO

	SAN ANTONIO*		1978	
	1977			
Total Passengers	24,247,728		27,840,099	
Regular Route		19,909,579		23,417,021
Transfers		4,338,149		4,423,078
Total Vehicle Miles	8,466,719		13,563,609	
Regular Route		7,187,973		12,380,166
Charter/Other		1,278,746		1,183,443
Total Vehicle Hours	-		1,002,097	
Regular Route		562,520		915,808
Charter/Other		-		86,289
Average No. of Buses on Regular Routes	262		328	
Average No. of Total Serviceable Buses	277		382	
Average No. Employees	598		788	
Total Operating Revenues	\$8,836,538		\$7,106,090	
Farebox		\$4,455,888		\$4,674,827
Charter		1,689,590		1,813,037
Other		2,691,060		618,226
Total Operating Expense	\$11,149,901		\$18,693,571	
Net Public Operating Cost	\$2,313,363		\$11,587,481	
Public Capital Cost	-0-		\$9,834,247	
Federal		-0-		\$7,443,398
State		-0-		1,554,051
Local		-0-		836,798
TOTAL PUBLIC EXPENSE	\$2,313,363		\$21,421,728	

* San Antonio Transit became the San Antonio Metropolitan Transit Authority in March of 1978.

	WACO			
	1977		1978	
Total Passengers	650,679		566,372	
Regular Route		546,929		458,050
Transfers		103,750		108,322
Total Vehicle Miles	458,389		482,161	
Regular Route		445,301		472,560
Charter/Other		13,088		9,601
Total Vehicle Hours	-		39,140	
Regular Route		34,273		37,257
Charter/Other		-		1,883
Average No. of Buses on Regular Routes	11		13	
Average No. of Total Serviceable Buses	16		16	
Average No. Employees	32		35	
Total Operating Revenues	\$213,809		\$196,818	
Farebox		\$171,990		\$165,561
Charter		36,593		29,816
Other		5,226		1,441
Total Operating Expense	\$548,708		\$556,414	
Net Public Operating Cost	\$334,899		\$359,596	
Public Capital Cost	-0-		\$ 26,456	
Federal		-0-		\$ 21,165
State		-0-		3,439
Local		-0-		1,852
TOTAL PUBLIC EXPENSE	\$334,899		\$386,052	

	WICHITA FALLS			
	1977		1978	
Total Passengers	285,886		257,901	
Regular Route		236,710		213,926
Transfers		49,176		43,975
Total Vehicle Miles	284,615		291,765	
Regular Route		283,667		289,745
Charter/Other		948		2,020
Total Vehicle Hours	-		20,989	
Regular Route		20,559		20,635
Charter/Other		-		354
Average No. of Buses on Regular Routes	8		8	
Average No. of Total Serviceable Buses	10		10	
Average No. Employees	16		17	
Total Operating Revenues	\$122,526		\$113,356	
Farebox		\$118,618		\$106,063
Charter		1,650		4,515
Other		2,258		2,778
Total Operating Expense	\$221,323		\$271,584	
Net Public Operating Cost	\$ 98,797		\$158,228	
Public Capital Cost	-0-		-0-	
Federal		-0-		-0-
State		-0-		-0-
Local		-0-		-0-
TOTAL PUBLIC EXPENSE	\$ 98,797		\$158,228	

TABLE B-2: NET OPERATING INCOME PER
PASSENGER BY SYSTEM
Calendar Year 1978

System	Total Passengers	Total Opr. Rev./ Passenger	Total Opr. Exp./ Passenger	Net Opr. Income/ Passenger
Abilene	288,750	\$.17	\$.83	(\$.66)
Amarillo	626,647	.40	1.21	(.81)
Austin	6,016,524	.17	.61	(.44)
Beaumont	1,238,641	.21	.53	(.32)
Brownsville*	801,146	.45	.52	(.07)
Corpus Christi	1,810,691	.59	1.06	(.47)
Dallas	32,918,560	.40	.59	(.19)
El Paso	8,696,204	.33	.47	(.14)
Fort Worth	5,205,118	.56	.79	(.23)
Galveston	1,341,083	.28	.48	(.20)
Houston	43,252,180	.31	.84	(.53)
Laredo	2,787,304	.22	.37	(.15)
Lubbock	2,323,646	.17	.43	(.26)
San Angelo	281,801	.19	.72	(.53)
San Antonio	27,840,099	.26	.67	(.41)
Waco	566,372	.35	.98	(.63)
Wichita Falls	257,901	.44	1.05	(.61)

* Private until July of 1978.

TABLE B-3: NET OPERATING INCOME PER VEHICLE
MILE BY SYSTEM
Calendar Year 1978

System	Total Pass./Veh. Mile	Total Opr. Rev./Veh. Mile	Total Opr. Exp./Veh. Mile	Net Opr. Income/ Veh. Mile
Abilene	0.9	\$.15	\$.76	(\$.61)
Amarillo	0.7	.30	.89	(.59)
Austin	2.1	.36	1.28	(.92)
Beaumont	2.2	.47	1.18	(.71)
Brownsville*	1.6	.74	.85	(.11)
Corpus Christi	1.4	.83	1.50	(.67)
Dallas	2.4	.96	1.40	(.44)
El Paso	2.2	.72	1.02	(.30)
Fort Worth	1.7	.95	1.34	(.39)
Galveston	2.5	.70	1.21	(.51)
Houston	2.6	.79	2.15	(1.36)
Laredo	3.8	.82	1.41	(.59)
Lubbock	2.4	.39	1.01	(.62)
San Angelo	1.0	.20	.75	(.55)
San Antonio	2.1	.52	1.38	(.86)
Waco	1.2	.41	1.15	(.74)
Wichita Falls	0.9	.39	.93	(.54)

* Private until July of 1978.

TABLE B-4: NET OPERATING INCOME PER
VEHICLE HOUR BY SYSTEM
Calendar Year 1978

<u>System</u>	<u>Total Pass./Veh. Hour</u>	<u>Total Opr. Rev./ Veh. Hr.</u>	<u>Total Opr. Exp./ Veh. Hr.</u>	<u>Net Opr. Income/ Veh. Hr.</u>
Abilene	14.0	\$ 2.32	\$ 11.65	(\$ 9.33)
Amarillo	10.4	4.19	12.57	(8.38)
Austin	26.1	4.43	15.80	(11.37)
Beaumont	23.1	4.92	12.33	(7.41)
Brownsville*	18.6	8.35	9.60	(1.25)
Corpus Christi	19.2	11.23	20.38	(9.15)
Dallas	32.3	12.96	18.97	(6.01)
El Paso	19.8	6.53	9.23	(2.70)
Fort Worth	21.1	11.89	16.78	(4.89)
Galveston	24.4	6.75	11.77	(5.02)
Houston	33.4	10.25	28.02	(17.77)
Laredo	34.9	7.52	12.92	(5.40)
Lubbock	30.5	5.09	13.02	(7.93)
San Angelo	14.3	2.73	10.33	(7.60)
San Antonio	27.8	7.09	18.65	(11.56)
Waco	14.5	5.03	14.22	(9.19)
Wichita Falls	12.3	5.40	12.94	(7.54)

* Private until July of 1978.

TABLE B-5: TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS BY SYSTEM
 Calender Years 1977 & 1978
 (Pulicly-Owned Systems)

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 Mi.		Total Public Expense Per Vehicle Hr.	
	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978	1977	1978
Abilene	\$.52	\$.67	\$.47	\$.61	\$7.75	\$9.33	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$.52	\$.67	\$.47	\$.61	\$ 7.75	\$ 9.33
Amarillo	.64	.80	.48	.60	8.32	8.38	.39	.24	.29	.18	5.01	2.54	1.02	1.05	.77	.78	13.33	10.92
Austin	.33	.44	.70	.92	10.85	11.38	.002	.35	.004	.74	.06	9.17	.33	.79	.71	1.67	10.92	20.55
Beaumont	.28	.32	.62	.71	6.87	7.41	.63	0	1.39	0	15.46	0	.91	.32	2.00	.71	22.34	7.41
Brownsville*	*	.18	*	.40	*	3.72	*	.34	*	.76	*	7.00	*	.52	*	1.16	*	10.72
Corpus Christi	.41	.48	.54	.67	8.52	9.15	.06	.04	.08	.05	1.25	.70	.47	.51	.61	.73	9.77	9.85
Dallas	.18	.19	.45	.44	6.68	6.01	.004	.15	.01	.37	.15	5.01	.19	.34	.46	.81	6.83	11.01
El Paso	.005	.14	.01	.30	.10	2.70	.25	.85	.58	1.86	5.03	16.85	.26	.99	.59	2.16	5.13	19.55
Fort Worth	.20	.23	.33	.39	4.47	4.89	.09	.008	.15	.01	2.01	.17	.29	.24	.48	.40	6.48	5.06
Galveston	.20	.21	.47	.52	-	5.02	.04	.002	.09	.006	.17	.06	.24	.21	.57	.52	1.01	5.08
Houston	.35	.53	.87	1.36	11.86	17.77	0	.35	0	.88	0	11.52	.35	.88	.87	2.25	11.86	29.29
Laredo	.18	.15	.67	.59	6.04	5.40	0	.07	0	.25	0	2.31	.18	.22	.67	.84	6.04	7.71
Lubbock	.22	.26	.50	.61	7.34	7.93	.24	.0009	.56	.002	8.12	.03	.45	.26	1.06	.62	15.46	7.96
San Angelo	.47	.53	.49	.55	6.69	7.60	0	0	0	0	0	0	.47	.53	.49	.55	6.69	7.60
San Antonio	.10	.42	.27	.85	4.11	11.56	0	.36	0	.73	0	9.81	.10	.77	.27	1.58	4.11	21.38
Waco	.51	.63	.73	.75	9.77	9.19	0	.05	0	.05	0	.68	.51	.68	.73	.80	9.77	9.86
Wichita Falls	.35	.61	.35	.54	4.81	7.54	0	0	0	0	0	0	.35	.61	.35	.54	4.81	7.54

*Private system in the year 1977 and through June of 1978.
 These figures reflect only the time it was public.

