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REFERENCE

1977 TEXAS TRANSIT STATISTICS

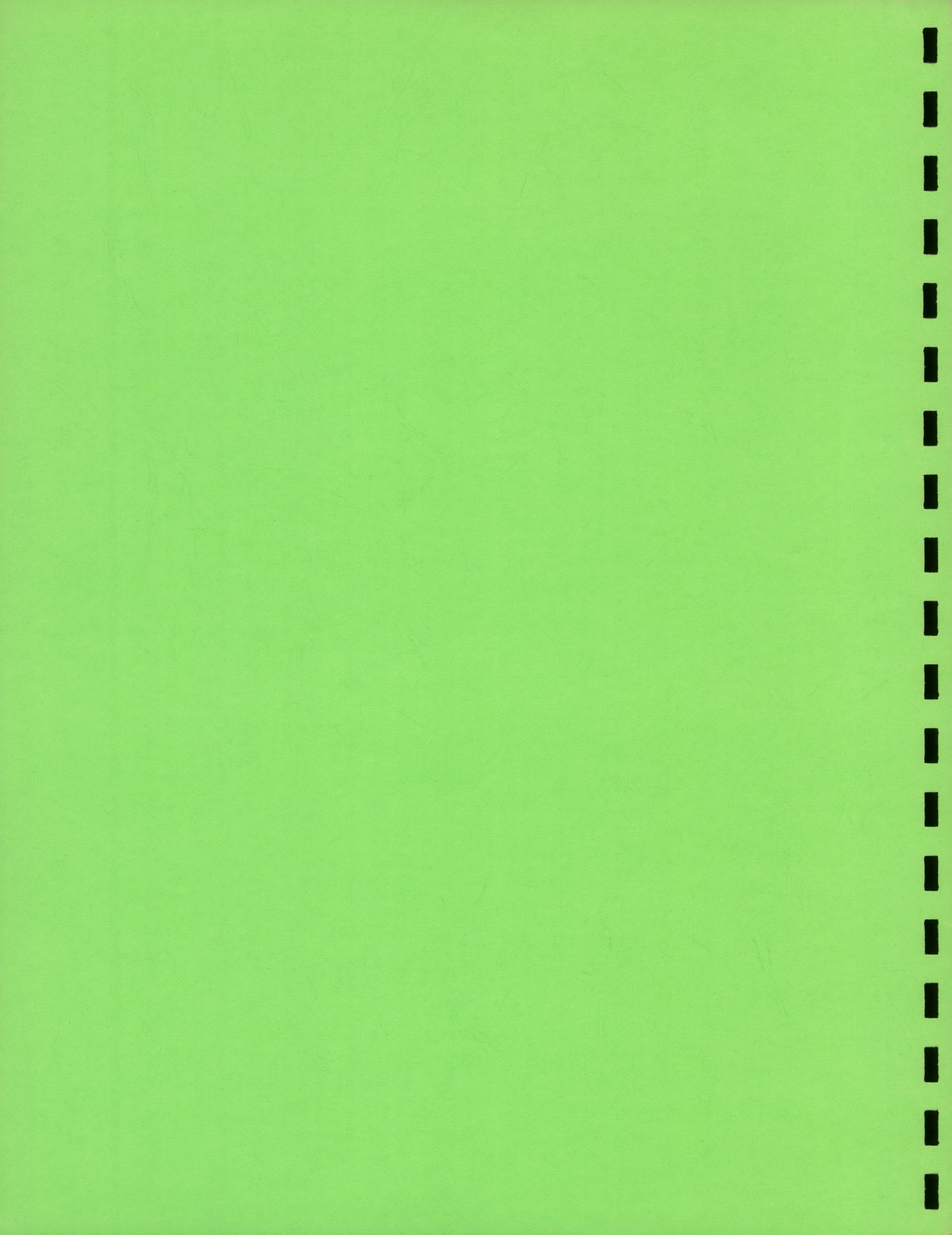
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**STATE DEPARTMENT
OF HIGHWAYS AND
PUBLIC TRANSPORTATION**



1977 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 1978

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 9 of the Urban Mass Transportation Act of 1964 as amended.

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STATE OF TEXAS
COUNTY OF DALLAS
I, the undersigned, Clerk of the County of Dallas, Texas, do hereby certify that the within and foregoing is a true and correct copy of the original as the same appears in the records of the County of Dallas, Texas.

WITNESSED my hand and the seal of the County of Dallas, Texas, this _____ day of _____, 19____.

CLERK OF COUNTY



TABLE OF CONTENTS

	<u>Page</u>
Introduction	1
Summary	3
Transit Ridership in Texas	5
Operating Statistics in Texas	12
Total Public Expense of Transit in Texas	15
Federal and State Commitments to Texas Transit	22
Appendicies	
A - Statewide Transit Statistics by Months of 1977	A-1
B - Transit Statistics By System	B-1

TABULATIONS

<u>Table</u>	<u>Page</u>
1 Statewide Transit Ridership For 1973-1977	5
2 Estimated Effect of Houston Employee Strike on Ridership and Vehicle Miles in Texas - 1977	6
3 Transit Passengers and Vehicle Miles Per Capita in Texas -- 1975, 1976 and 1977	11
4 Total Texas Transit Statistics Calendar Years 1976 and 1977	12
5 Net Operating Income Per Passenger, Vehicle Mile and Vehicle Hour-Total State - Calendar Year 1977	13
6 Statewide Total Operating Revenues and Total Operating Expenses Per Vehicle Mile-1973 Through 1977	14
7 Texas Transit Finances (Publicly-Owned Systems) Calendar Years 1976 and 1977	15
8 Total Public Expense of Transit in Texas (Publicly-Owned Systems) Calendar Years 1976-1977	18
9 Financial Assistance to Texas - 1977	24
A-1 Statewide Operating Statistics by Months of 1977	A-3
A-2 Statewide Revenue and Expense by Months of 1977	A-3
B-1 Texas Transit Statistics by System Calendar Years 1976 and 1977	B-3
B-2 Net Operating Income Per Passenger By System Calendar Year 1977	B-21
B-3 Net Operating Income Per Vehicle Mile By System Calendar Year 1977	B-22
B-4 Net Operating Income Per Vehicle Hour By System Calendar Year 1977	B-23
B-5 Total Public Expense of Transit in Texas By System (Publicly-Owned Systems) Calendar Years 1976 and 1977	B-24

ILLUSTRATIONS

<u>Figure</u>		<u>Page</u>
1	Percent Transit Ridership By System Calendar Year 1977	7
2	Statewide Transit Ridership By Months - 1977	8
3	Seasonal Variation of Total Transit Ridership	9
4	Government Assistance to Meet Total Expense of Transit in Texas Calendar Years 1976 and 1977	16
5	Government Assistance to Meet Operating Expense of Transit in Texas Calendar Years 1976 and 1977	17
6	Public Expense of Transit Per Vehicle Mile By System - Calendar Year 1977	20
7	Financial Assistance to Texas Approved Projects - Calendar Year 1977	25
8	Federal, State and Local Funding By Type of Grant - Approved Projects Calendar Year 1977	27

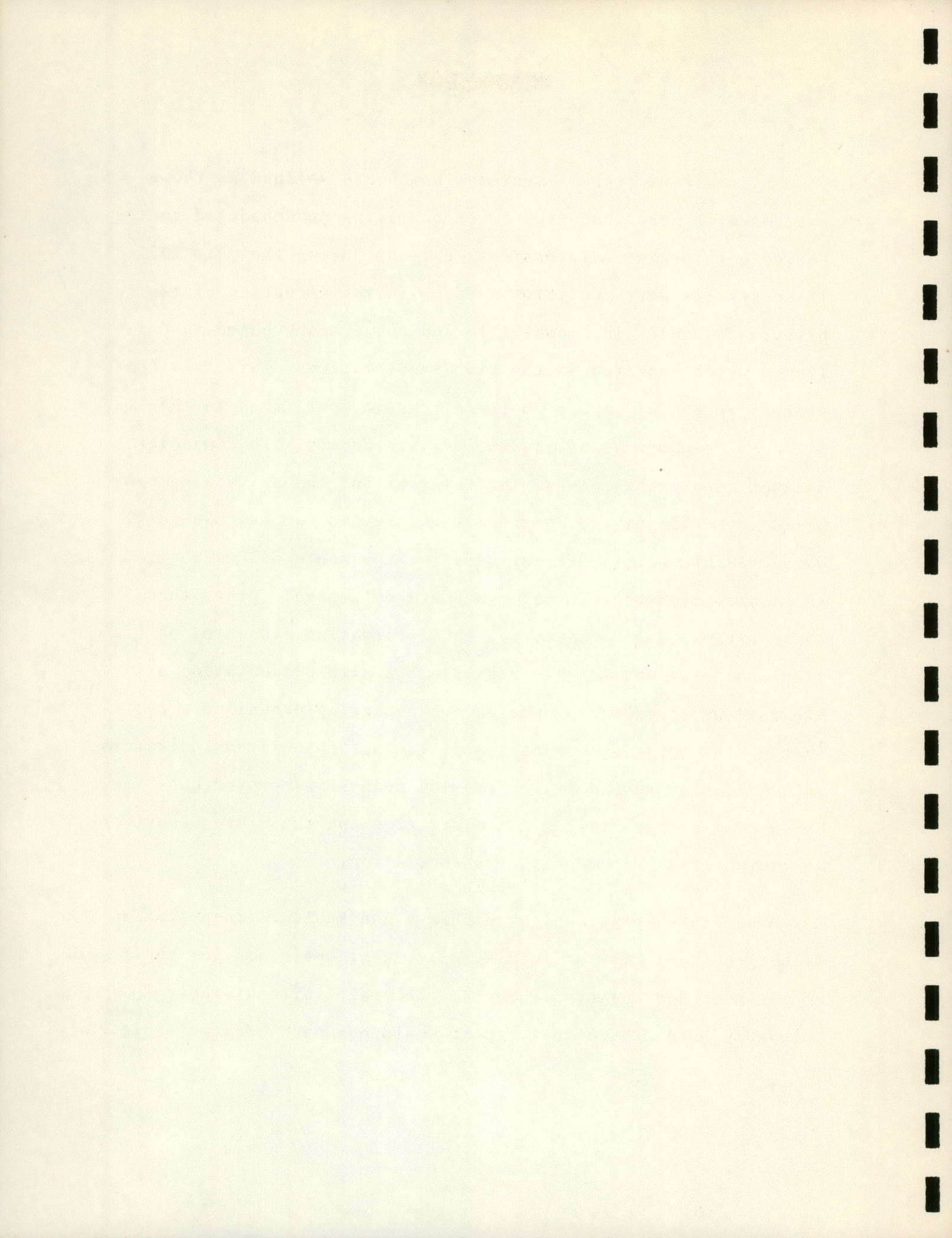
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INTRODUCTION

Significant transit systems, which are defined as those systems with more than five buses operating on scheduled routes, served eighteen urbanized areas in Texas during the year 1977. These systems were publicly-owned, with the exception of two private companies in Brownsville and one company based in Harlingen which operated in the Rio Grande Valley. This is a comprehensive annual report on these transit operations in the State of Texas. One of the two private Brownsville companies did not report any data during the year and the private company based in Harlingen did not report any revenue or expense data. Galveston did not report any data for the month of December; therefore, figures for that month are estimated. Other than these estimates for Galveston, the information presented on transit operations in this report are a simple tabulation of the data provided from the eighteen reporting urbanized areas in the State or a determination of various calculated indicators. Information on public transportation grants was provided by the Urban Mass Transportation Administration and the State Department of Highways and Public Transportation.

The State Department of Highways and Public Transportation wishes to thank City officials and transit operators for their cooperation and assistance during the year. Without their voluntary help, the annual report would not have been possible.



SUMMARY

The year 1977 has been a promising one for transit in Texas. Transit ridership showed an increase of 4.4 percent over last year. This is an 8.5 percent increase from approximately 120.2 million passengers carried in 1973 to 130.5 million carried in 1977. The number of passengers per capita in the state has increased approximately six percent from 23.4 per capita in 1975 to 24.9 in 1977.

This rise in transit patronage is encouraging in that it indicates the public is being attracted to and interest is growing in transit. In 1976, when ridership increased by approximately one percent, consumers found it convenient to purchase gasoline at reasonable prices and, at the same time, the small economy car became attractive to many people. These same trends continued in 1977. Fuel conservation and concern over the environment were not major issues; however, transit ridership had an encouraging rise in patronage.

Transit vehicle miles driven rose about six percent from 53.9 million miles in 1976 to 57.2 million miles in 1977. Transit operators continue to have the same problems of inflation of general operating costs. However, for the first time, operation revenues per vehicle mile increased at a faster rate (10 percent) than total operating expenses per vehicle mile (nine percent). However, from the year 1973 through the year 1977, operating revenues per vehicle mile increased a total

of 10 percent compared to an increase of 81 percent for operating expenses per vehicle mile in the same time period.

The total public expense of transit rose 21 percent from \$27.7 million in 1976 to \$33.6 million in 1977. Total public expense includes operating costs of \$28.8 million and capital costs of \$4.8 million for 1977.

Public transportation funds which have been committed to Texas both by the State and federal government rose 89 percent from 1976 to approximately \$85.1 million. Committed funds are for UMTA Section 3 and 5 Capital Grants, UMTA Section 5 Operating Grants, UMTA Section 9 Technical Studies and UMTA Section 16b(2), Elderly and Handicapped Programs.

TRANSIT RIDERSHIP IN TEXAS

Total statewide transit ridership showed a 4.4 percent increase from approximately 125 million passengers carried in 1976 to 130.5 million carried in 1977 (See Table 1). This is an 8.5 percent rise from about 120.2 million passengers carried statewide in the year 1973. It is significant to note that the increase in transit patronage from the years 1973 to 1976 was only about four percent and the largest single increase occurred in the last year with the 4.4 percent rise.

TABLE 1 : STATEWIDE TRANSIT RIDERSHIP
FOR 1973-1977

Year	On Urban Systems	% Change	On Urban Systems and Valley Transit ⁽¹⁾	% Change
1973	117,451,279		120,201,279	
1974	116,875,657 ⁽²⁾	-0.5%	119,830,657	-0.3%
1975	120,734,116	+3.3%	123,681,112	+3.2%
1976	122,185,246 ⁽³⁾	+1.2%	124,948,972	+1.0%
1977	128,108,465 ⁽⁴⁾	+4.8%	130,463,247	+4.4%

NOTES:

- (1) Valley Transit Company is a privately owned and operated system based in Harlingen which operates in the Rio Grande Valley.
- (2) 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.
- (3) Houston had a 38-day service interruption during an employee strike in 1976.
- (4) Houston had a 17-day service interruption during an employee strike in 1977.

As indicated in Figure 1, about 73 percent of all transit patronage occurs in the three largest Texas cities (Houston with 31 percent of the passengers, Dallas with 24 percent and San Antonio with 18 percent). Therefore, a strike in any of these three systems would have a significant impact on transit ridership in the State. A strike which began in the later part of 1976 and continued 17 days into the year 1977 did occur in Houston. It is estimated that this Houston strike reduced ridership by 2.2 million passengers for the 17 days in 1977 (See Table 2). It may be surmised then that total ridership in Texas would have been approximately 132.6 million passengers if the strike had not occurred. Estimated ridership would have then increased by about six percent over 1976 and ten percent

TABLE 2 : ESTIMATED EFFECT OF HOUSTON EMPLOYEE STRIKE ON RIDERSHIP AND VEHICLE MILES IN TEXAS - 1977⁽¹⁾

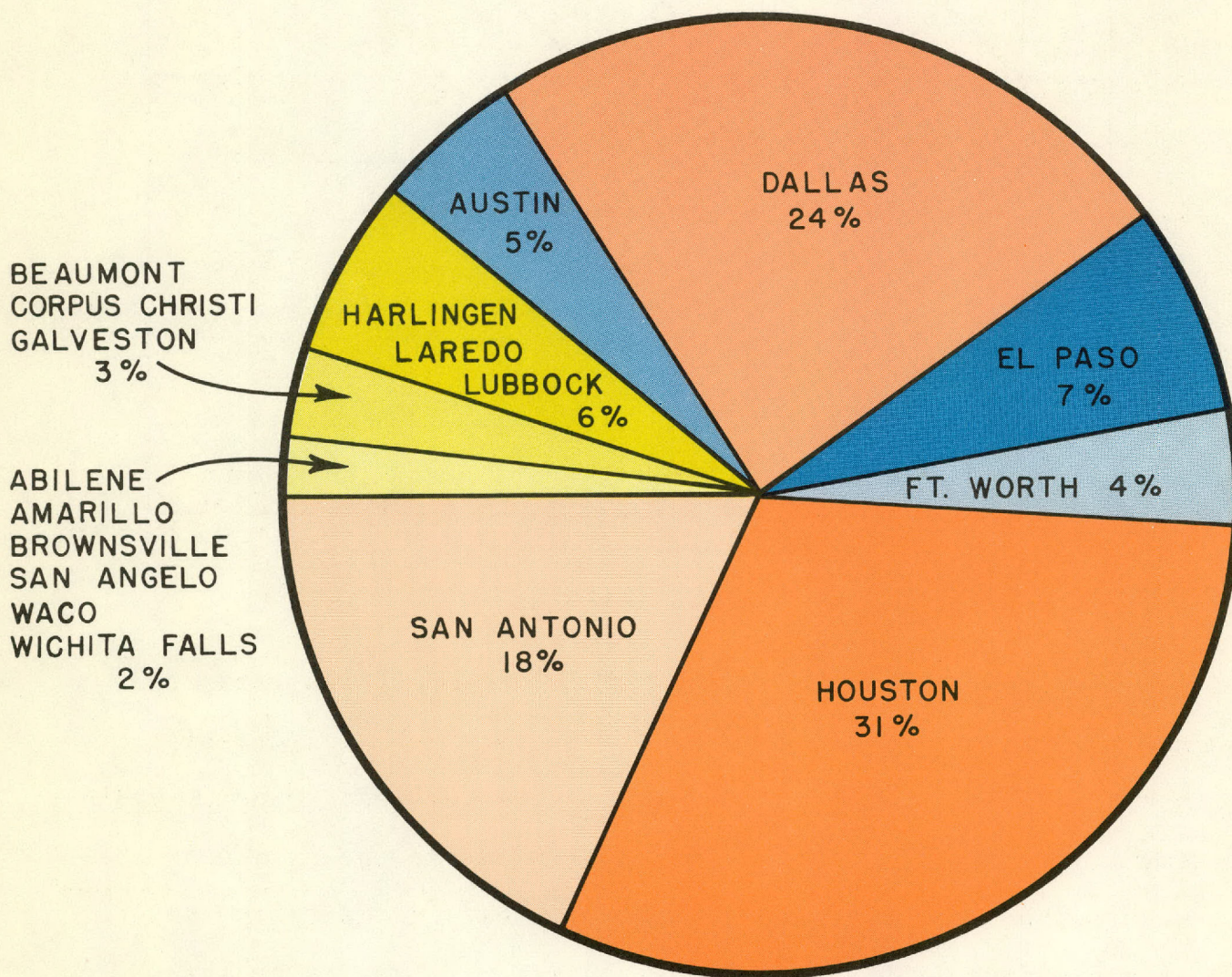
	Passengers		Vehicle Miles	
Estimated Losses due to Houston Strike ⁽²⁾	2,150,000		740,000	
Total 1977 - Urban Systems	<u>128,108,465</u>		<u>54,234,867</u>	
Sub-Total		130,258,465		54,974,867
Valley Transit		<u>2,354,782</u>		<u>2,966,814</u>
TOTAL STATE		132,613,247		57,941,681

NOTES:

(1) Houston System employees went on strike at midnight on November 23, 1976. The Strike was settled 55 days later on January 18, 1977. These losses represent only the 17 days affected in 1977.

(2) Estimates developed by State Department of Highways and Public Transportation.

FIGURE 1: PERCENT TRANSIT RIDERSHIP BY SYSTEM CALENDAR YEAR 1977



100% = \$130,463,247

from 1973. Figure 2 graphically illustrates the effect of this strike on transit ridership.

FIGURE 2: STATEWIDE TRANSIT RIDERSHIP BY MONTHS - 1977

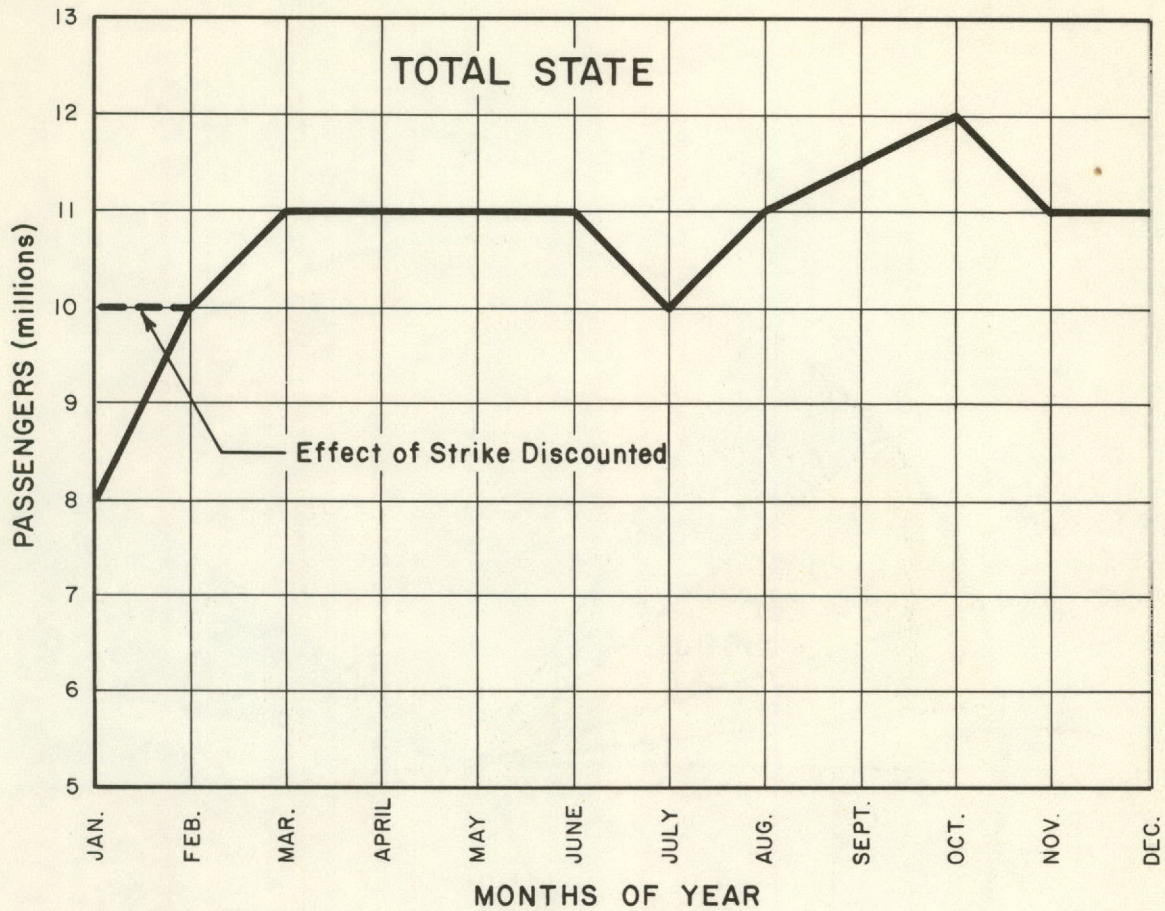
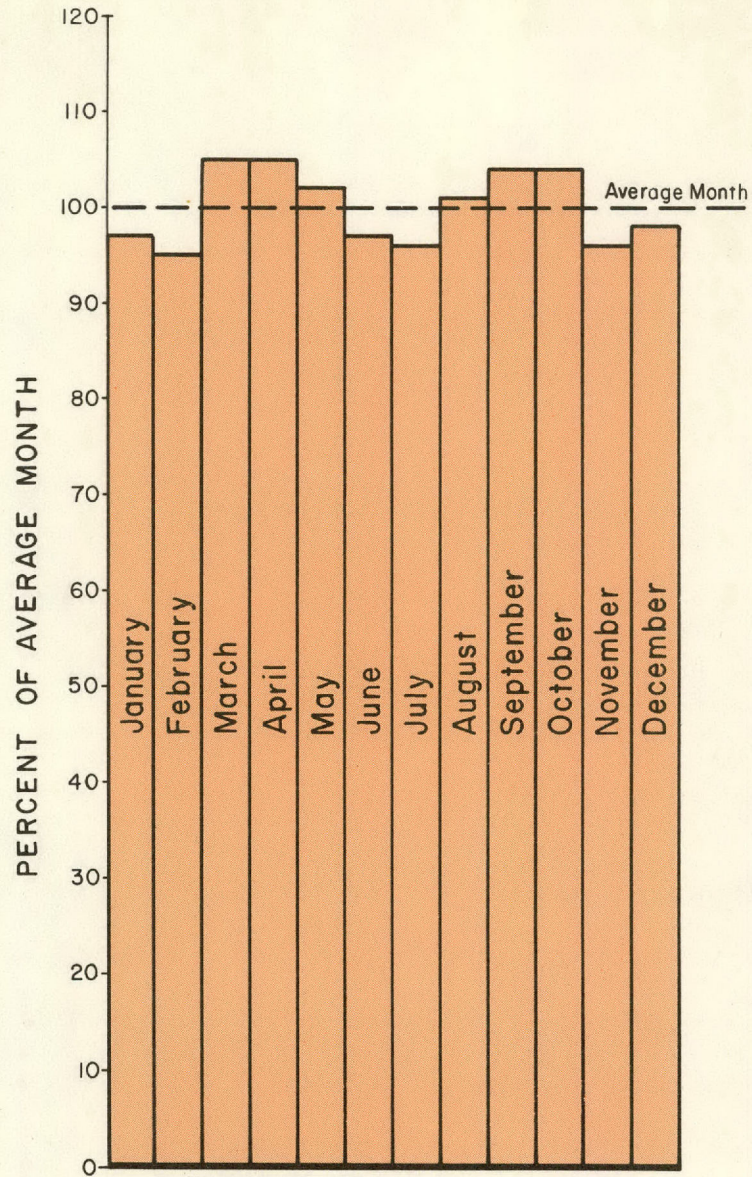


Figure 2 is also a graphic presentation of ridership by months of the year 1977. October was the highest ridership month with 11.7 million total passengers carried. January recorded the lowest number of passengers due to the strike in Houston and February rated the next lowest in ridership totals at approximately 9.9 million passengers. To gain a better understanding of transit ridership trends in Texas, the seasonal variation of ridership was measured utilizing data from the years 1974 through 1977 (See Figure 3).

FIGURE 3: SEASONAL VARIATION OF TRANSIT RIDERSHIP IN TEXAS



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 year. Each of these 12 numbers express that particular month's activity as a percentage of that of an "average" or "typical" month.

As Figure 3 indicates, there is not a very wide variation in ridership for the state as a whole. The seasonal variation in total ridership ranges from a low 95.0 percent of the average month (measured at 1.00) in February to a high of 105.2 percent in March.

Table 3 indicates the relationship between the population and passengers carried and between population and vehicle miles for each of the subject urbanized areas in Texas, excluding Harlingen. Population estimates from the Bureau of the Census for the year 1975 were utilized for these ratios.

The number of passengers per capita in the state has increased approximately six percent from 23.4 per capita in 1975 to 24.9 in the year 1977. Transit service offered to the citizens of the state has increased about four percent in this same time period from 10.1 vehicle miles per capita to 10.5 vehicle miles per capita.

TABLE 3: TRANSIT PASSENGERS AND VEHICLE MILES PER CAPITA IN TEXAS
1975, 1976 and 1977

URBANIZED AREA	1975 ESTIMATED URBANIZED POPULATION (1) (1,000's)	PASSENGERS (1,000's) AND PER CAPITA RATIOS						VEHICLE MILES (1,000's) AND PER CAPITA RATIOS					
		1975		1976		1977		1975		1976		1977	
ABILENE	96	181	1.9	182	1.9	254	2.7	222	2.3	234	2.4	278	2.9
AMARILLO	139	1,255	9.0	997	7.2	671	4.8	802	5.8	838	6.0	893	6.4
AUSTIN	301	5,031	16.7	6,067	20.2	6,199	20.6	2,517	8.4	2,544	8.5	2,888	9.6
BEAUMONT	114	1,148	10.1	1,126	9.9	1,293	11.3	570	5.0	698	6.1	588	5.2
BROWNSVILLE	72	411	5.7	383	5.3	465	6.5	277	3.9	274	3.8	389	5.4
CORPUS CHRISTI	215	1,768	8.2	1,506	7.0	1,950	9.1	1,317	6.1	1,334	6.2	1,476	6.9
DALLAS	813	31,833	39.2	29,344	36.1	31,451	38.7	13,187	16.2	12,615	15.5	12,824	15.8
EL PASO	386	9,609	24.9	9,562	24.8	8,843	22.9	4,045	10.5	4,119	10.7	3,839	10.0
FORT WORTH	358	4,490	12.5	4,507	12.6	5,071	14.2	3,007	8.6	2,950	8.2	3,040	8.5
GALVESTON	60	1,095	18.3	1,077	18.0	1,225	20.4	461	7.7	514	8.6	510	8.5
HOUSTON	1,327	34,512	26.0	37,355	28.2	39,864	30.0	15,968	12.0	14,783	11.1	16,136	12.2
LAREDO	77	2,128	27.6	1,853	24.1	2,445	31.8	666	8.7	603	7.8	657	8.5
LUBBOCK	164	2,449 ⁽²⁾	14.9	2,586 ⁽²⁾	15.8	2,924 ⁽²⁾	17.8	722 ⁽³⁾	4.4	794 ⁽³⁾	4.8	1,251 ⁽³⁾	7.6
SAN ANGELO	66	218	3.3	197	3.0	268	4.1	237	3.6	242	3.7	256	3.9
SAN ANTONIO	773	23,608	30.5	24,419	31.6	24,248	31.4	7,366	9.5	7,364	9.5	8,467	11.0
WACO	98	735	7.5	715	7.3	651	6.6	520	5.3	480	4.9	458	4.7
WICHITA FALLS	95	263	2.8	309	3.3	286	3.0	289	3.0	291	3.1	285	3.0
TOTAL	5,154	120,734	23.4	122,185	23.7	128,108	24.9	52,173	10.1	50,677	9.8	54,235	10.5

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

Transit vehicle miles driven rose about six percent from 53.9 million miles in 1976 to 57.2 million miles in 1977. Of this total, 94 percent were regular route vehicle miles. The average number of total serviceable buses was 1,619 in the year 1977 with 1,327 of these operating on regular routes. Total regular route vehicle hours numbered a little over four million in 1977 and the average number of total employees numbered 3,580. The operating revenue and expense figures in Table 4 represent private and public operations. In 1977, operating

TABLE 4: TOTAL TEXAS TRANSIT STATISTICS
Calendar Years 1976-1977

	1976		1977	
	Total Passengers	124,948,972		128,108,465
Regular Route	-			25,514,921
Transfers	-			
Total Vehicle Miles	53,869,196		54,234,867	
Regular	-			50,987,916
Charter/Other	-			3,246,951
Regular Route Vehicle Hours	-		4,222,762	
Average No. Buses on Regular Routes	-		1,327	
Average No. of Total Serviceable Buses	1,619		1,619	
Average No. of Employees	-		3,580	
Total Operating Revenue	\$35,613,977		\$41,708,007	\$32,194,442
Farebox		\$30,648,344		\$4,599,901
Charter		3,274,031		4,913,664
Other		1,691,602		
Total Operating Expenses	\$60,291,234		\$70,521,114	
Net Operating Income	(\$24,677,257)		(\$28,813,107)	

Note: Valley Transit in Harlingen is deleted from this table as the system did not report any revenue or expense data.

expenses exceeded operating revenue by \$28.8 million; a 17 percent increase from approximately \$24.7 million reported in 1976.

The net operating income per passenger statewide was minus 22 cents and the net operating income per vehicle mile was minus 53 cents. Net operating income per vehicle hour was minus \$6.82 (See Table 5). However, there is an encouraging note in these operating revenue and expense figures because for the first time, total operating revenues per vehicle mile increased at a faster rate (10 percent) than total operating expenses per vehicle mile (nine percent). However, from the year 1973 through 1977, operating revenues per vehicle mile increased a total of 10 percent compared to an increase of 81 percent

TABLE 5: NET OPERATING INCOME PER PASSENGER, VEHICLE MILE AND VEHICLE HOUR TOTAL STATE - CALENDAR YEAR 1977

PER PASSENGER	
Total Operating Revenue Per Passenger	\$.33
Total Operating Expenses Per Passenger	.55
Net Operating Income Per Passenger	(.22)
PER VEHICLE MILE	
Total Operating Revenue Per Vehicle Mile	\$.77
Total Operating Expenses Per Vehicle Mile	1.30
Net Operating Income Per Vehicle Mile	(.53)
PER VEHICLE HOUR	
Total Operating Revenue Per Vehicle Hour	\$ 9.88
Total Operating Expenses Per Vehicle Hour	16.70
Net Operating Income Per Vehicle Hour	(6.82)

for operating expenses per vehicle mile in that same time period (See Table 6).

TABLE 6 : STATEWIDE TOTAL OPERATING REVENUES
AND TOTAL OPERATING EXPENSES PER VEHICLE MILE
1973 THROUGH 1977

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%

TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS

Texas transit finances for publicly-owned systems are shown in Table 7. Total transit finances rose approximately 24 percent from \$60.4 million in calendar year 1976 to \$75.1 million in 1977. Total operating revenue rose 23 percent while farebox revenue alone rose 15 percent. Capital revenue rose from \$3.3 million in 1976 to \$4.8 million 1977. This

TABLE 7: TEXAS TRANSIT FINANCES
(Publicly-Owned-Systems)
Calendar Years 1976 and 1977

	1976	1977
	REVENUES	
Total Operating Revenue	<u>\$57,109,681</u>	<u>\$70,318,532</u>
Farebox	\$27,762,097	\$32,060,818
Charter	3,178,470	4,531,105
Other Operating Income	1,672,980	4,913,664
Federal Operating Assistance (1)	5,000,042	13,732,302
Local Operating Assistance	19,496,092	15,080,643-
Total Capital Revenue (1)	<u>\$ 3,250,048</u>	<u>4,755,831</u>
Federal	2,682,657	3,696,613
State	392,585	674,731
Local	174,806	384,487
TOTAL REVENUE	<u>\$60,359,729</u>	<u>\$75,074,363</u>
	EXPENSES	
Total Operating Expense	\$57,109,681	\$70,318,532
Total Capital Expense	3,250,048	4,755,831
TOTAL EXPENSE	<u>\$60,359,729</u>	<u>\$75,074,363</u>

NOTES:

- (1) The Federal operating assistance and capital revenue are monies actually received in calendar years 1976 and 1977.

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. Figure 4 indicates that total transit revenue covered about 54 percent of total transit expense in 1976 and about 55 percent of the total expense in 1977. The total public expense of transit

FIGURE 4: GOVERNMENT ASSISTANCE TO MEET TOTAL EXPENSE OF TRANSIT IN TEXAS CALENDAR YEARS 1976 AND 1977

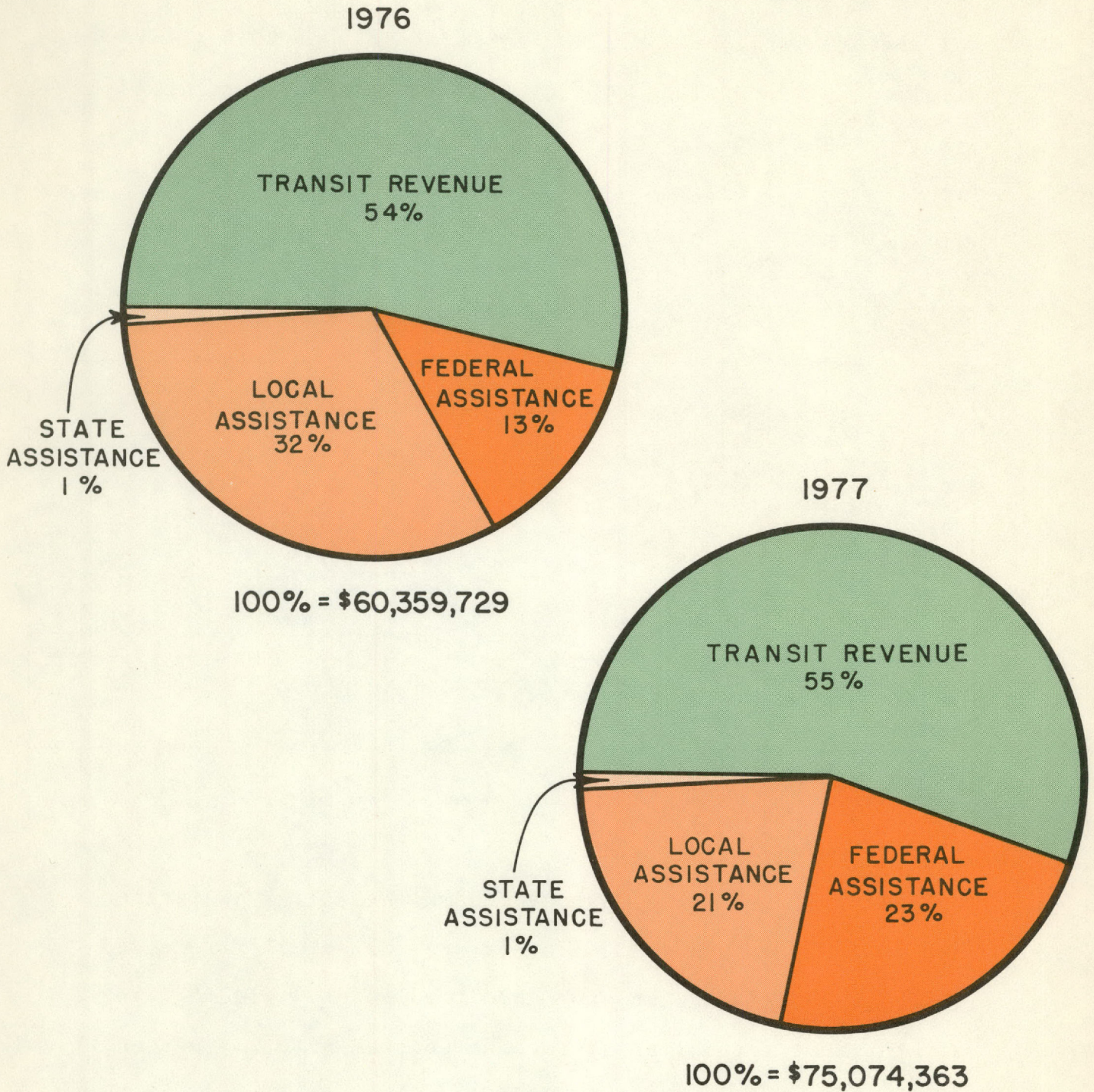
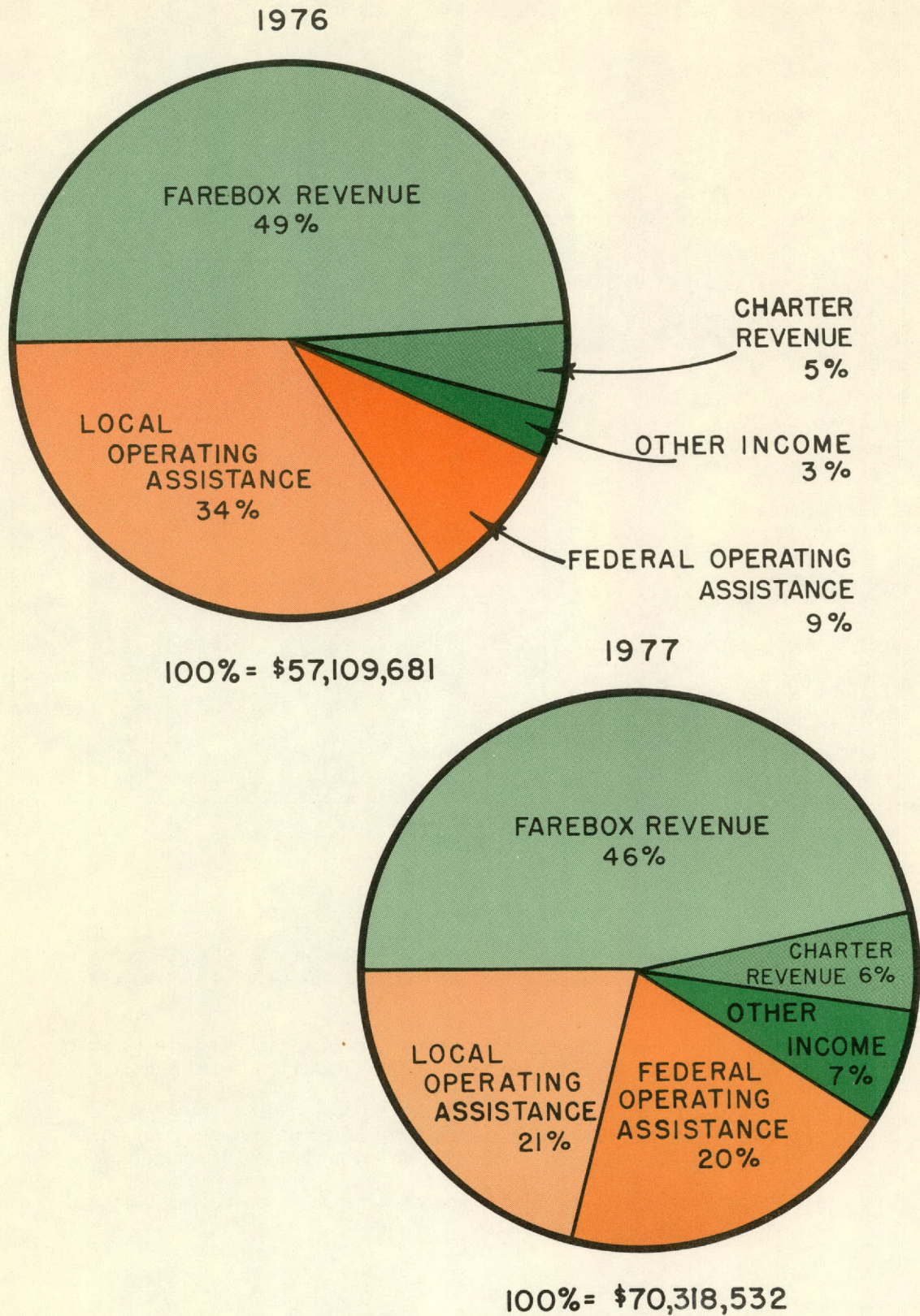


FIGURE 5: GOVERNMENT ASSISTANCE TO MEET OPERATING EXPENSE OF TRANSIT IN TEXAS CALENDAR YEARS 1976 AND 1977



in 1976 was \$27.7 million and rose to approximately \$33.6 million in 1977; a 21 percent increase. This total public expense includes operating costs of \$28.8 million and capital costs of \$4.8 million. The total public expense per passenger

Table 8 : TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS
(Publicly-Owned Systems)
Calendar Years 1976-1977

	1976	1977
Net Public Operating Cost	\$24,496,134	\$28,812,945
Net Public Operating Cost Per Passenger	22¢	22¢
Net Public Operating Cost Per Vehicle Mile	53¢	53¢
Public Capital Cost	\$ 3,250,048	\$ 4,755,831
Public Capital Cost Per Passenger	3¢	4¢
Public Capital Cost Per Vehicle Mile	7¢	9¢
Total Public Expense	\$27,746,182	\$33,568,776
Total Public Expense Per Passenger	25¢	26¢
Total Public Expense Per Vehicle Mile	60¢	62¢

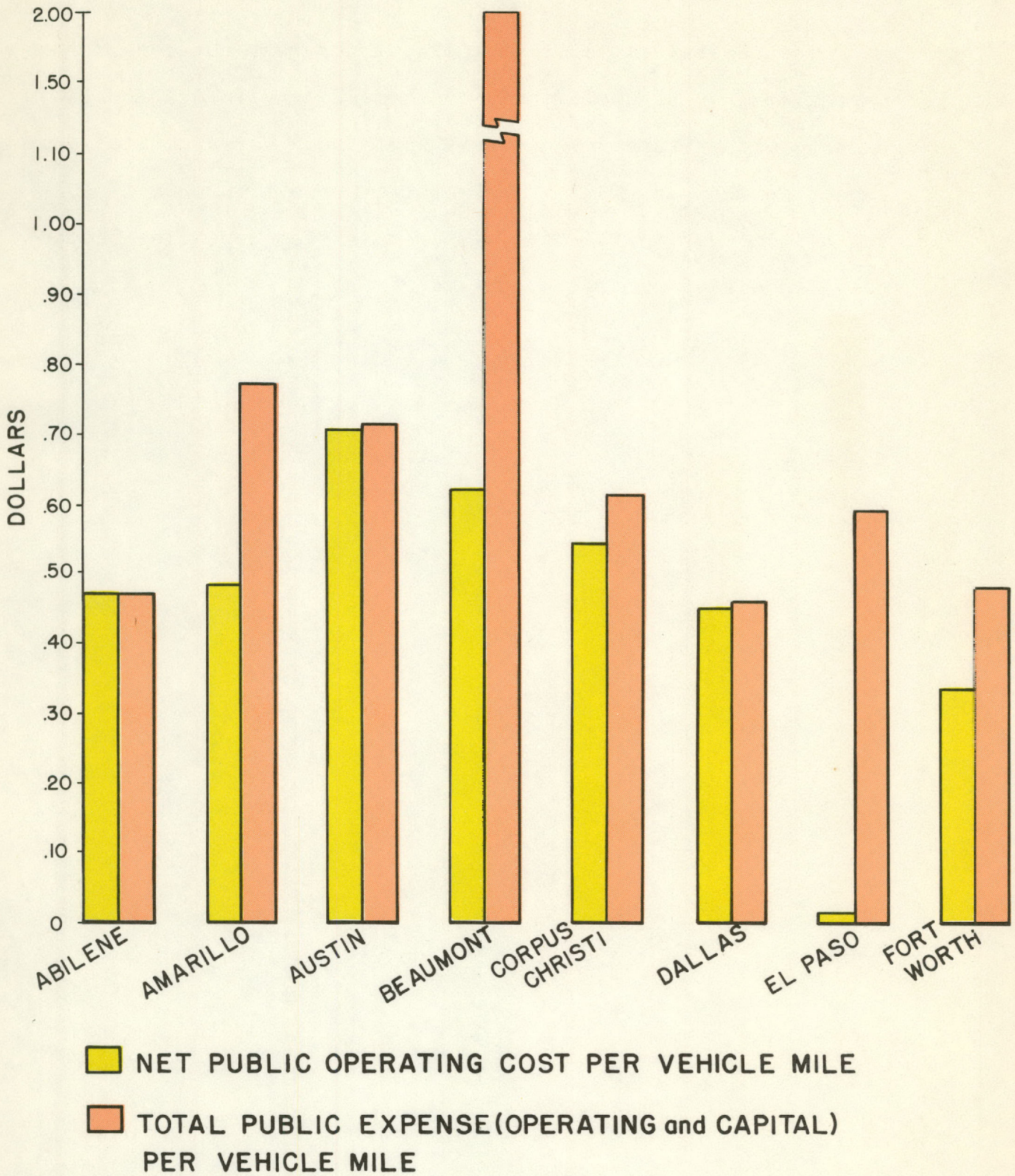
Notes:

- (1) Information for privately owned systems deleted from this table entirely in order to provide review of public expense. In 1976, public systems carried 111,363,532 passengers 45,963,859 vehicle miles. In 1977, public systems carried 127,643,014 passengers 53,846,264 vehicle miles.
- (2) Net public operating cost, as used herein, is the degree to which total transit operating expenses exceed all types of transit revenue.
- (3) Public Capital Cost, as used herein, is grant money actually received by the transit systems in Calendar Years 1976 and 1977.
- (4) Total Public Expense is the sum of net public operating cost and public capital cost.

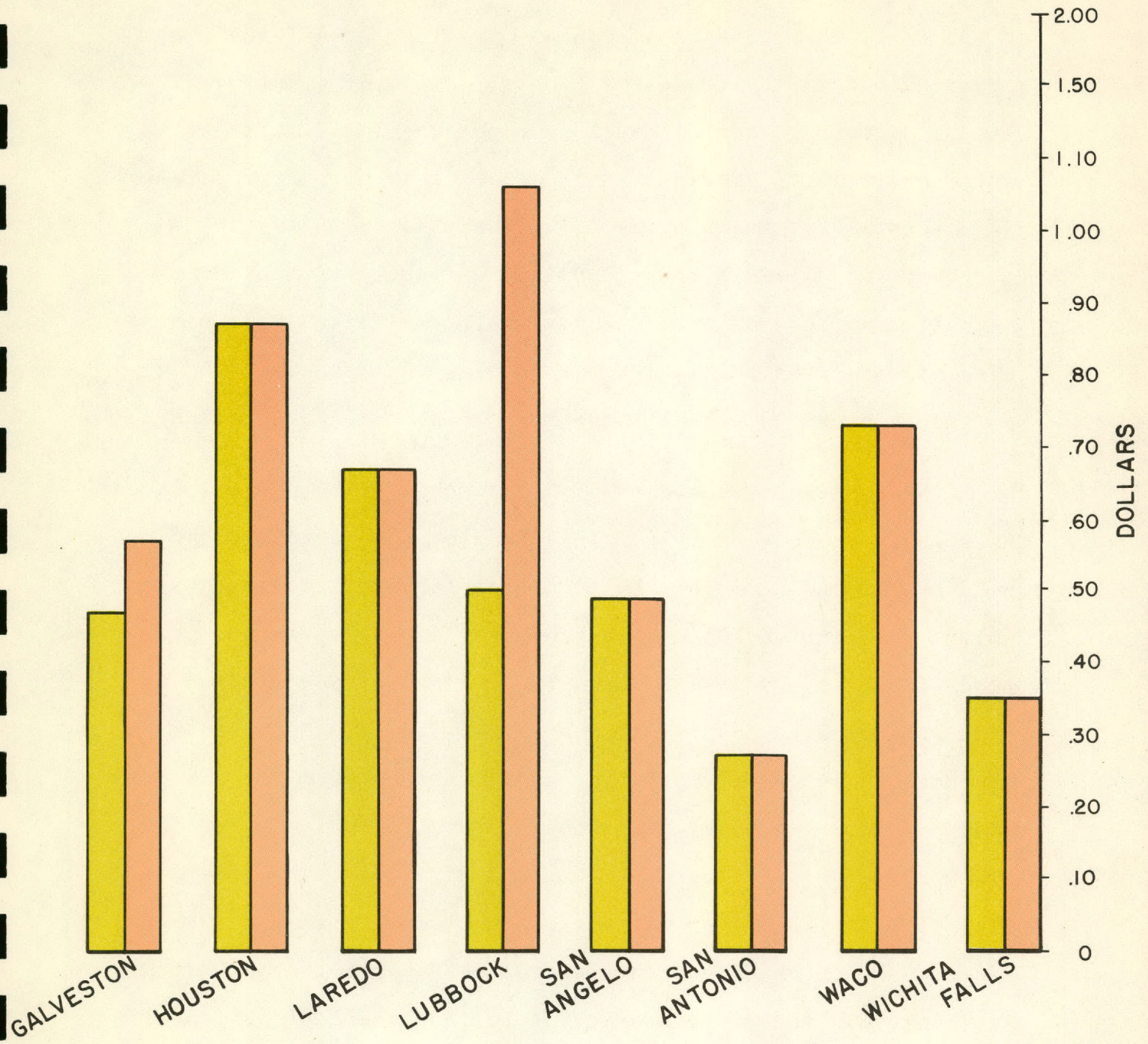
was 25 cents in 1976 and 26 cents in 1977. Total public expense per vehicle mile was 60 cents in 1976 and rose to 62 cents in 1977.

The capital costs are total cost figures, not considering depreciation. Figure 6 indicates a much larger total public expense figure for those systems which made large capital purchases in the year 1977. The total expense figure will fluctuate from year to year and system to system depending on the total amount of capital purchases.

FIGURE 6: PUBLIC EXPENSE OF TRANSIT PER



VEHICLE MILE BY SYSTEM - CALENDAR YEAR 1977



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.

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 has been appropriated for fiscal years 1978 and 1979. State funds are not available for operating assistance but are for the purpose of assisting local governments in matching funds for federal capital grant programs. 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 second full calendar year (CY) of funding for public

transportation at the state level was 1977. 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 will be placed into a secondary discretionary program which will then be available to all areas in Texas. This secondary discretionary fund first became available September 1, 1977. The dollar figures presented in this section of the report represent funds which are committed, not disbursements.

Approved public transportation projects, both by the State and federal government, in CY 1977 totaled \$85,095,286 for an 89 percent increase over the level of funding approved in 1976 (See Table 9). Federal Participation accounts for 63 percent of this total committed funding, state participation accounts for seven percent and 30 percent will be provided by local areas. Of this total funding, 54 percent is for capital grants, 43 percent for operating assistance and three percent for technical studies (See Figure 7). The State portion of total committed funding is primarily for capital grants at 99 percent. The Public Transportation Fund administered by the State Department of Highways and Public Transportation is not available for operating assistance.

Federal operating assistance grants are on a 50 percent

federal and 50 percent local match basis. In CY 1977, about \$14.9 million in operating assistance was approved by the federal government which is more than double 1976's funding commitment (See Table 9).

Grants for operating assistance to urban areas that were submitted to the Urban Mass Transportation Administration but are still pending approval in calendar year 1977 amounted to another \$8,451,000.

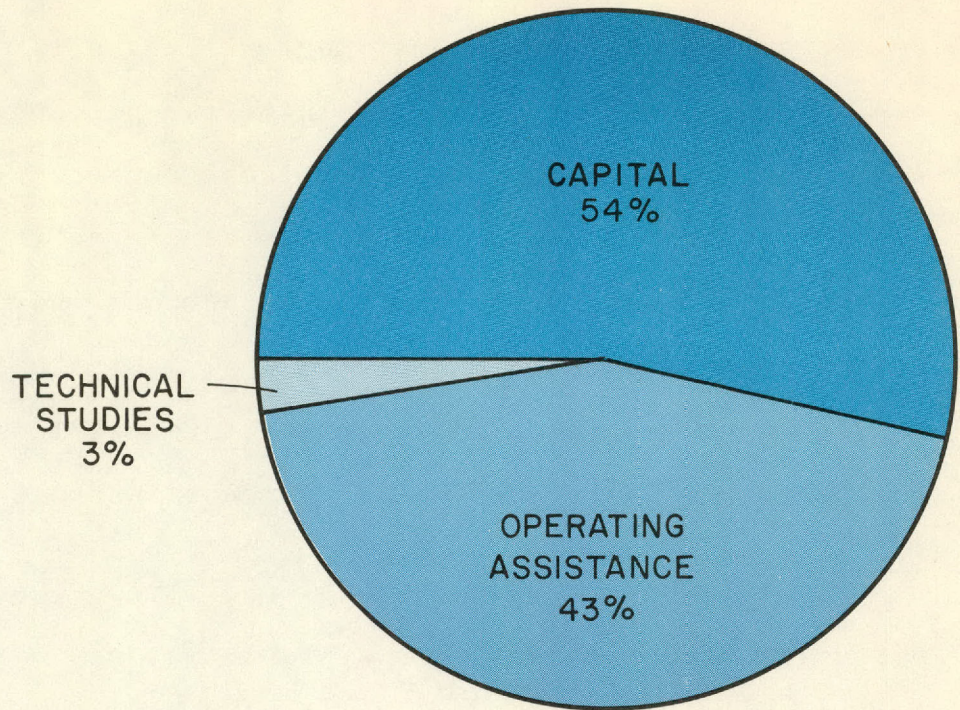
TABLE 9 : FINANCIAL ASSISTANCE TO TEXAS - 1977

	Sections 3 & 5 Capital	Section 5 Operating	Section 9 Technical Studies	TOTAL
Urban Systems	\$35,909,565	\$14,868,000	\$ --	\$50,777,565
Section 16B(2) (1)	1,046,000	--	--	1,046,000
Technical Studies	--	--	1,830,000	1,830,000
SDH & PT(2)	--	--	305,000	305,000
TOTAL FEDERAL	36,955,565	14,868,000	2,135,000	53,958,565
TOTAL STATE	5,835,304	--	76,250 (3)	5,911,554
TOTAL LOCAL	3,382,667 (4)	21,385,000	457,500 (5)	25,225,167
TOTAL PROJECTS	<u>\$46,173,536</u>	<u>\$36,253,000</u>	<u>\$2,668,750</u>	<u>\$85,095,286</u>

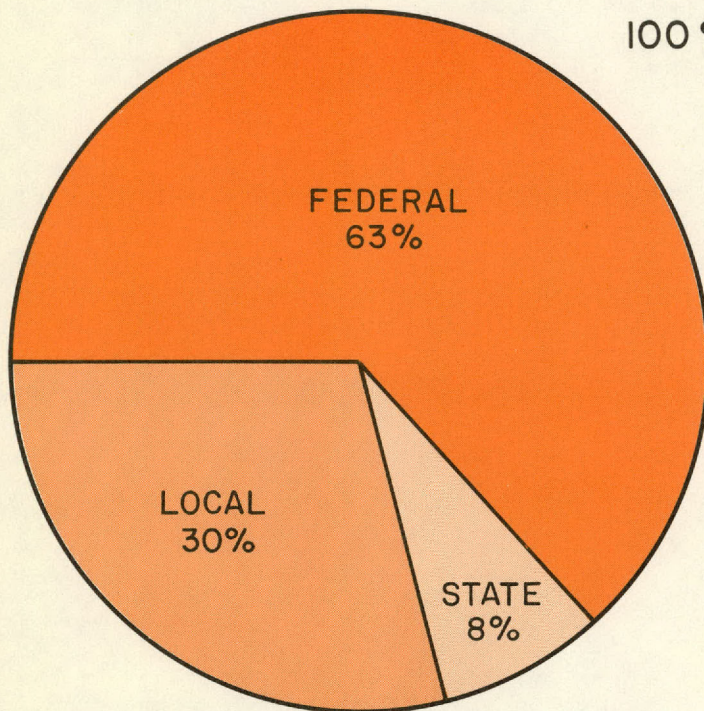
NOTES:

- (1) 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. Of the total grant amount eight percent is available for administrative costs. This makes a revised total capital budget of \$1,202,900 with a local match of \$240,580 which will be paid by the grantee agencies.
- (2) This technical study grant is set out separately because it was made directly to a state agency for planning and study purposes.
- (3) This is the 20 percent match for the technical studies grant made to SDHPT.
- (4) Local participation includes the local match of \$240,580 for the Section 16B(2) Program.
- (5) This is the local match for the technical studies.

**FIGURE 7: FINANCIAL ASSISTANCE TO TEXAS - APPROVED PROJECTS -
CALENDAR YEAR 1977**



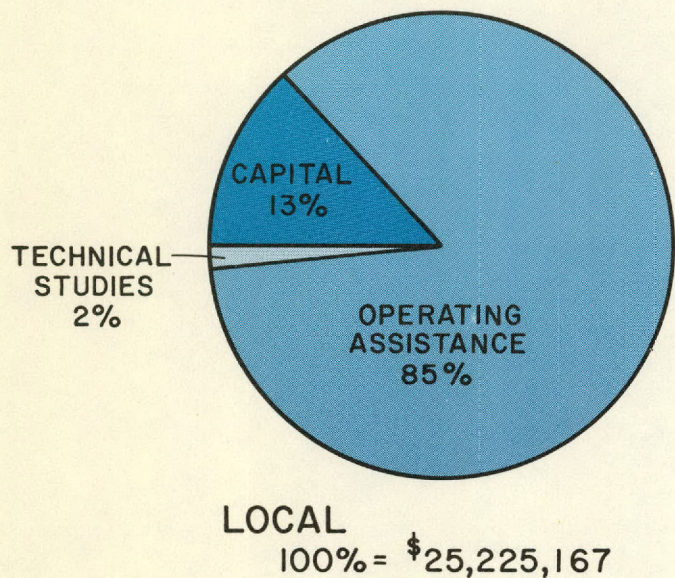
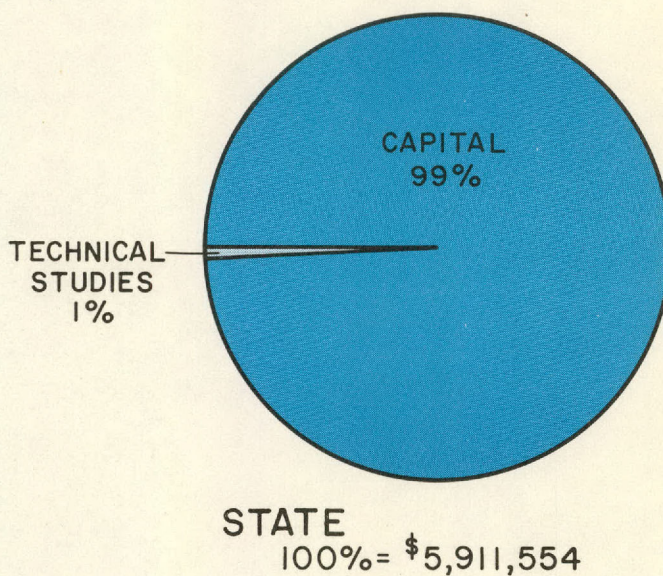
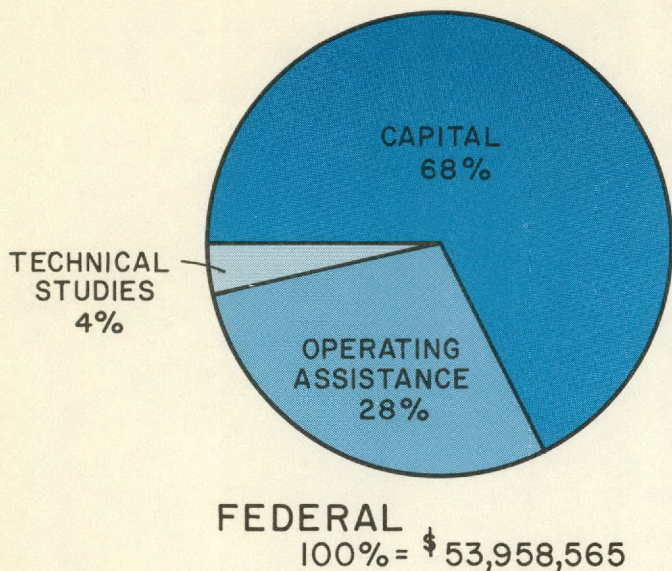
100 % = \$85,095,286

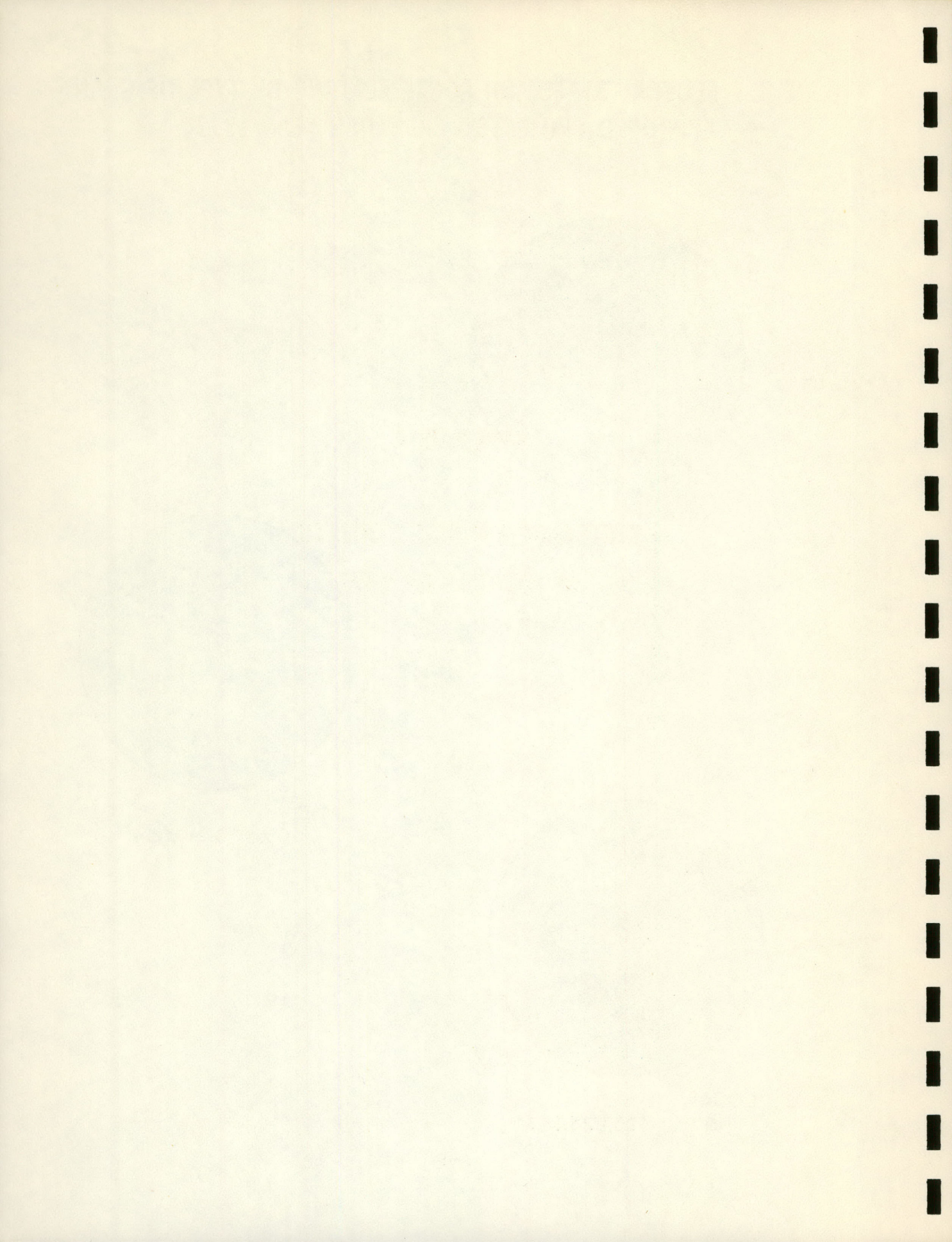


The total local commitment to public transportation projects has more than tripled from \$8.2 million in 1976 to \$25.2 million in 1977 (See Table 9). Operating assistance account for 85 percent of the total commitment while capital projects account for 13 percent. The remaining two percent is for technical studies (See Figure 8). The local commitment to capital projects which have received federal approval in CY 1977 totaled about \$3.4 million which is a 62 percent increase from \$2.1 million approved in 1976 (See Table 9). Of the total local funding approved in CY 1977, approximately \$21.4 million is for operating assistance; a 285 percent increase over 1976.

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 will contribute 59 percent of the total operating assistance committed to Texas (\$36.3 million in CY 1977 - See Table 8). In CY 1976, local areas contributed 48 percent of the total operating assistance committed to Texas of \$11.5 million. The local areas will contribute approximately \$3.4 million toward capital grants and the State will contribute \$5.8 million for a total match of \$9.2 million or approximately 20 percent of the total committed capital assistance in Texas.

FIGURE 8: FEDERAL STATE AND LOCAL FUNDING BY TYPE OF GRANT APPROVED PROJECTS - CALENDAR YEAR 1977





APPENDIX A

**STATEWIDE TRANSIT STATISTICS
BY MONTHS OF 1977**

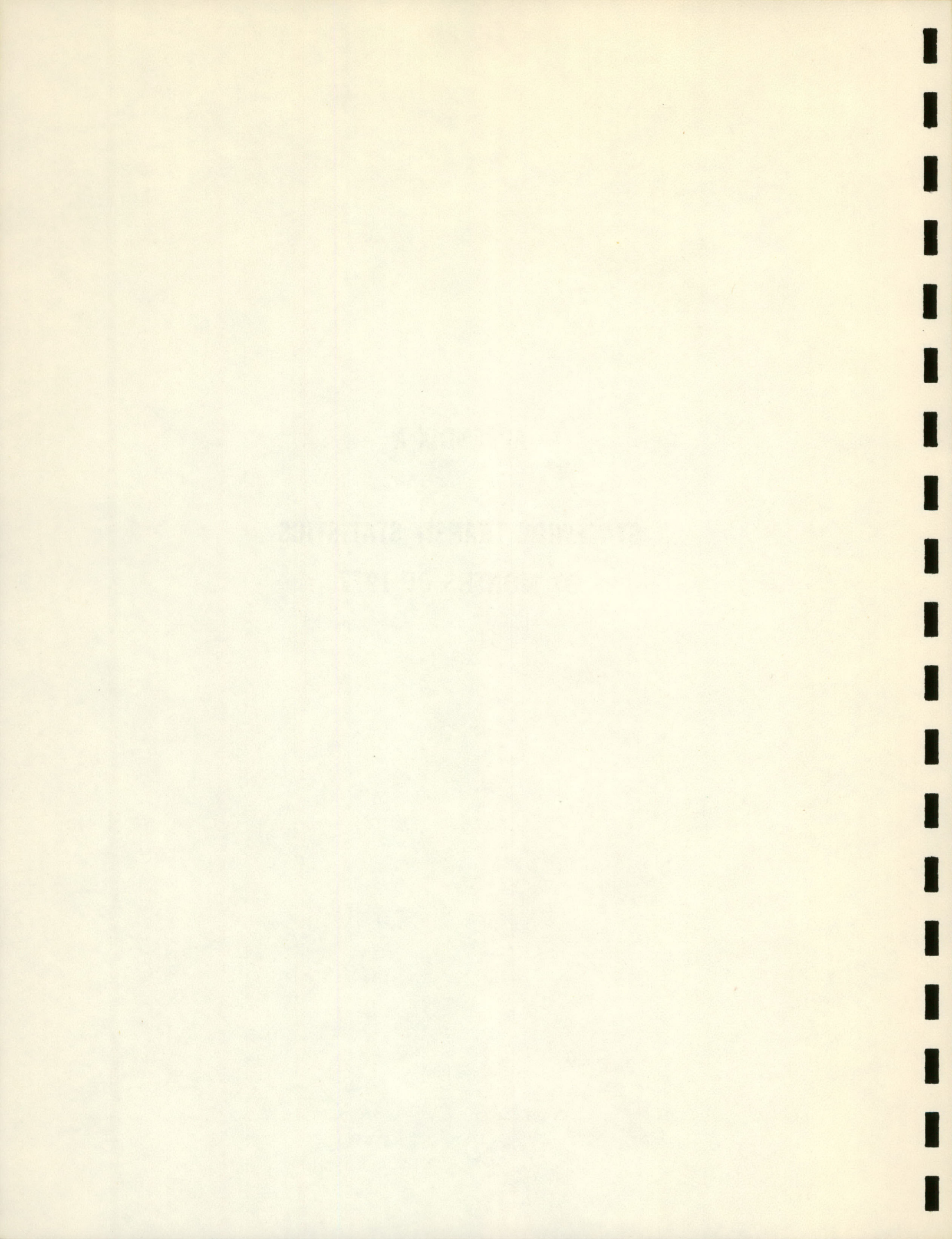
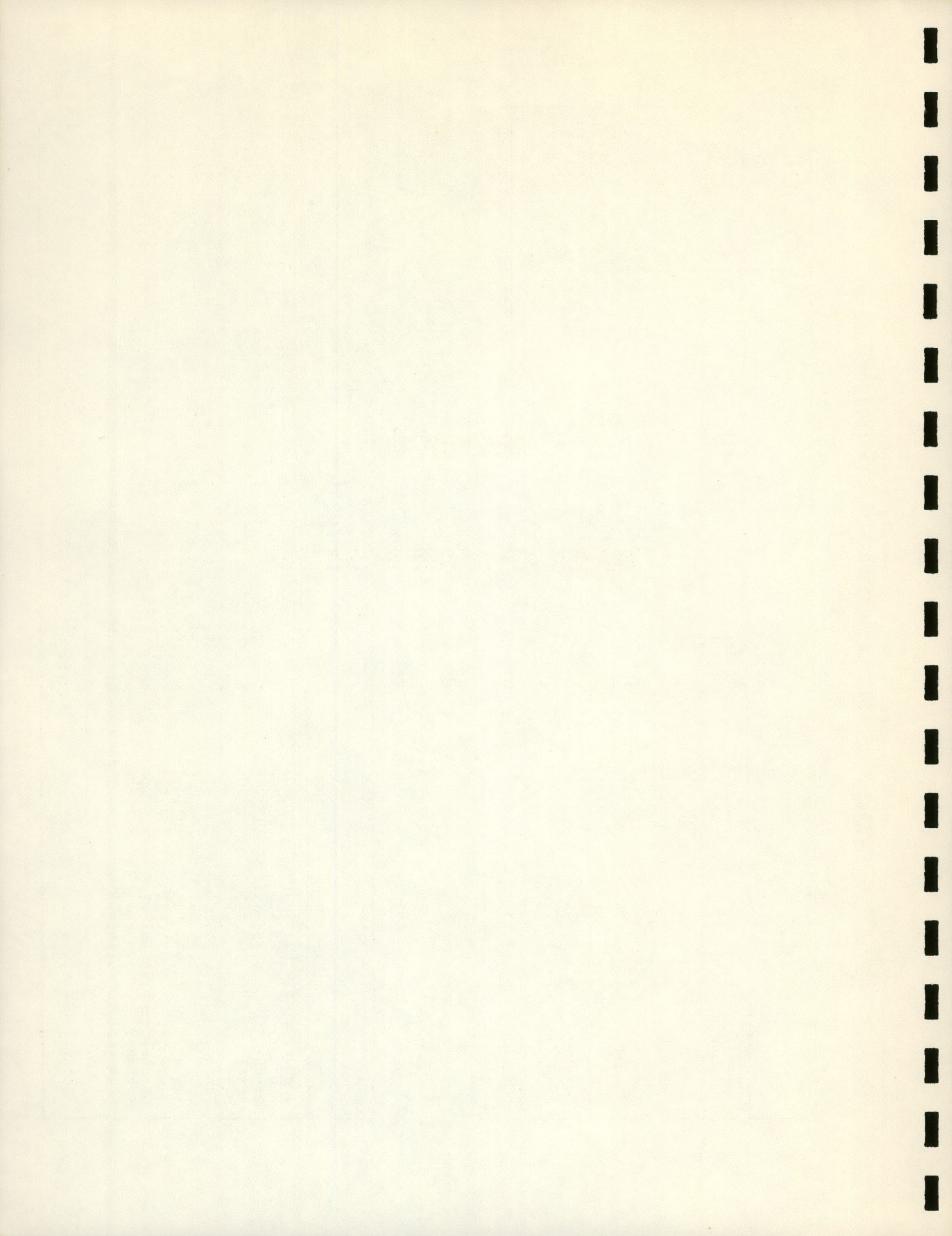


TABLE A-1: STATEWIDE OPERATING STATISTICS
BY MONTHS OF 1977

	Regular Route Passengers	Transfers	Total Passengers	Regular Route Veh. Miles	Charter at Other Veh. Miles	Total Veh. Miles	Reg. Rt. Vehicle Hours
January	6,368,669	1,560,887	7,929,556	3,426,645	295,798	3,722,443	275,162
February	7,954,200	1,947,070	9,901,270	4,057,496	219,735	4,277,231	336,619
March	9,139,597	2,211,152	11,350,749	4,554,228	270,909	4,825,137	377,467
April	8,755,448	2,159,902	10,915,350	4,341,079	243,185	4,584,264	358,593
May	8,714,574	2,178,003	10,892,577	4,385,536	291,139	4,676,675	358,312
June	8,586,433	2,170,708	10,757,141	4,335,927	233,090	4,569,017	361,985
July	8,322,478	2,116,147	10,438,625	4,231,321	229,566	4,460,887	352,650
August	8,944,091	2,221,572	11,165,663	4,495,584	234,534	4,730,118	371,304
September	9,248,159	2,228,434	11,476,593	4,205,923	304,200	4,510,123	351,239
October	9,508,343	2,229,449	11,737,792	4,335,195	424,847	4,760,042	361,279
November	8,588,287	2,238,565	10,826,852	4,254,772	271,306	4,526,078	352,964
December	8,463,265	2,253,032	10,716,297	4,364,210	228,642	4,592,852	365,188
TOTAL	102,593,544	25,514,921	128,108,465	50,987,916	3,246,951	54,234,867	4,222,762

TABLE A-2: STATEWIDE REVENUE AND EXPENSES
BY MONTHS OF 1977

	Farebox	Charter	Other	Total Operating Revenue	Total Operating Expenses	Net Operating Income
January	\$ 1,827,959	\$ 397,634	\$ 404,996	\$ 2,630,589	\$ 4,679,377	(\$2,048,788)
February	2,383,170	262,260	358,361	3,003,791	5,188,522	(2,184,731)
March	2,746,065	382,879	316,468	3,445,412	5,649,196	(2,203,784)
April	2,737,449	339,900	370,312	3,447,661	5,711,980	(2,264,319)
May	2,753,817	427,867	369,016	3,550,700	5,864,120	(2,313,420)
June	2,778,388	308,354	414,896	3,501,638	5,793,019	(2,291,381)
July	2,713,999	342,709	338,794	3,395,502	6,143,282	(2,747,780)
August	2,954,150	334,614	471,356	3,760,120	6,163,032	(2,402,912)
September	2,823,778	447,375	395,856	3,667,009	6,336,899	(2,669,890)
October	2,948,229	655,257	468,078	4,071,564	6,275,321	(2,203,757)
November	2,766,181	394,264	426,951	3,587,396	6,180,324	(2,592,928)
December	2,761,257	306,788	578,580	3,646,625	6,536,042	(2,889,417)
TOTAL	\$32,194,442	\$4,599,901	\$4,913,664	\$41,708,007	\$70,521,114	(\$28,813,107)



APPENDIX B

TRANSIT STATISTICS BY SYSTEM

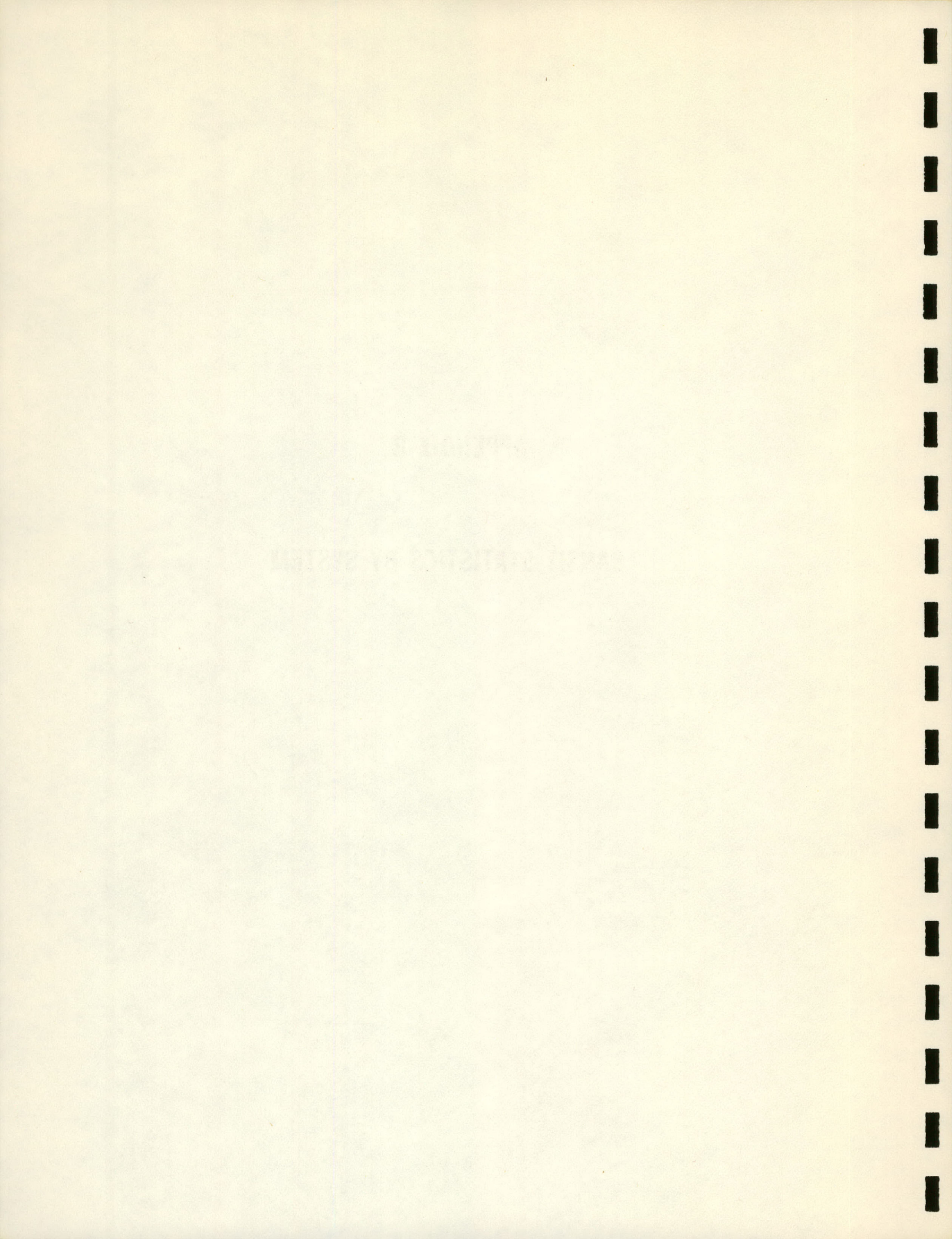


TABLE B-1: TEXAS TRANSIT STATISTICS BY SYSTEM
Calendar Years 1976 and 1977

	ABILENE			
	1976		1977	
Total Passengers	181,908		254,402	
Regular Route		-		184,458
Transfers		-		69,944
Total Vehicle Miles	234,064		277,705	
Regular Route		-		266,565
Charter/Other		-		11,140
Regular Route Vehicle Hours	-		16,991	
Average No. of Buses on Regular Routes	-		6	
Average No. of Total Serviceable Buses	12		12	
Average No. Employees	-		13	
Total Operating Revenues	\$ 49,803		\$ 49,662	
Farebox		\$ 35,196		\$ 33,918
Charter		14,607		15,744
Other		-0-		-0-
Total Operating Expense	\$181,753		\$181,355	
Net Public Operating Cost	\$131,950		\$131,693	
Public Capital Cost	-0-		-0-	
Federal		-0-		-0-
State		-0-		-0-
Local		-0-		-0-
TOTAL PUBLIC EXPENSE	\$131,950		\$131,693	

	AMARILLO			
	1976		1977	
Total Passengers	996,994		670,928	
Regular Route	-			670,928
Transfers	-			-0-
Total Vehicle Miles	838,219		893,099	
Regular Route	-			709,087
Charter/Other	-			184,012
Regular Route Vehicle Hours	-		51,552	
Average No. of Buses on Regular Routes	-		14	
Average No. of Total Serviceable Buses	28		36	
Average No. Employees	-		42	
Total Operating Revenues	\$245,454		\$268,606	
Farebox		\$133,128		\$123,943
Charter		59,728		43,086
Other		52,598		101,577
Total Operating Expense	\$583,246		\$697,588	
Net Public Operating Cost	\$337,792		\$428,982	
Public Capital Cost	-0-		\$258,369	
Federal		-0-		\$206,695
State		-0-		33,588
Local		-0-		18,086
TOTAL PUBLIC EXPENSE	\$337,792		\$687,351	

	AUSTIN			
	1976		1977	
Total Passengers	6,066,771		6,199,344	
Regular Route	-			4,172,633
Transfers	-			2,026,711
Total Vehicle Miles	2,543,760		2,887,674	
Regular Route	-			2,519,160
Charter/Other	-			368,514
Regular Route Vehicle Hours	-		186,593	
Average No. of Buses on Regular Routes	-		44	
Average No. of Total Serviceable Buses	61		68	
Average No. Employees	-		182	
Total Operating Revenues	\$955,303		\$1,115,976	
Farebox		\$729,355		\$835,995
Charter		81,712		181,859
Other		144,236		98,122
Total Operating Expense	\$2,592,850		\$3,141,218	
Net Public Operating Cost	\$1,637,547		\$2,025,242	
Public Capital Cost	-0-		\$ 11,920	
Federal		-0-		\$ 9,536
State		-0-		1,550
Local		-0-		834
TOTAL PUBLIC EXPENSE	\$1,637,547		\$2,037,162	

	BEAUMONT			
	1976		1977	
Total Passengers	1,126,018		1,293,266	
Regular Route	-			1,011,758
Transfers	-			281,508
Total Vehicle Miles	697,468		588,047	
Regular Route	-			580,698
Charter/Other	-			7,349
Regular Route Vehicle Hours	-		52,725	
Average No. of Buses on Regular Routes	-		14	
Average No. of Total Serviceable Buses	18		25	
Average No. Employees	-		35	
Total Operating Revenues	\$ 263,349		\$ 272,984	
Farebox		\$ 256,439		\$ 258,038
Charter		6,910		14,494
Other		-0-		452
Total Operating Expense	\$ 664,228		\$ 635,406	
Net Public Operating Cost	\$ 400,879		\$ 362,422	
Public Capital Cost	\$1,661,764		\$ 815,253	
Federal		\$1,355,904		\$ 650,820
State		216,029		105,983
Local		89,831		58,450
TOTAL PUBLIC EXPENSE	\$2,062,643		\$1,177,675	

	BROWNSVILLE (Private)			
	1976		1977	
Total Passengers	382,655		465,451	
Regular Route		-		465,451
Transfers		-		-0-
Total Vehicle Miles	274,042		388,603	
Regular Route		-		337,758
Charter/Other		-		50,845
Regular Route Vehicle Hours	-		22,694	
Average No. of Buses on Regular Routes	-		10	
Average No. of Total Serviceable Buses	10		13	
Average No. Employees	-		18	
Total Operating Revenues	\$158,097		\$202,420	
Farebox		\$95,665		\$133,624
Charter		62,432		68,796
Other		-0-		-0-
Total Operating Expense	\$141,473		\$202,582	
Profit	\$ 16,624			
Deficit			\$ 162	

	CORPUS CHRISTI		
	1976		1977
Total Passengers	1,505,819		1,950,384
Regular Route	-		1,498,299
Transfers	-		452,085
Total Vehicle Miles	1,333,819		1,475,713
Regular Route	-		1,284,019
Charter/Other	-		191,694
Regular Route Vehicle Hours	-		92,885
Average No. of Buses on Regular Routes	-		29
Average No. of Total Serviceable Buses	47		49
Average No. Employees	-		82
Total Operating Revenues	\$ 507,738		\$ 905,922
Farebox		\$347,041	\$354,707
Charter		60,843	180,112
Other		99,854	371,103
Total Operating Expense	\$1,223,726		\$1,697,440
Net Public Operating Cost	\$ 715,988		\$ 791,518
Public Capital Cost	\$ 910,790		\$ 116,008
Federal		\$774,744	\$46,694
State		88,430	45,054
Local		47,616	24,260
TOTAL PUBLIC EXPENSE	\$1,626,778		\$ 907,526

	DALLAS	
	1976	1977
Total Passengers	29,344,179	31,451,152
Regular Route	-	24,576,738
Transfers	-	6,874,414
Total Vehicle Miles	12,614,822	12,824,137
Regular Route	-	12,108,126
Charter/Other	-	716,011
Regular Route Vehicle Hours	-	863,620
Average No. of Buses on Regular Routes	-	344
Average No. of Total Serviceable Buses	429	406
Average No. Employees	-	847
Total Operating Revenues	\$10,586,995	\$11,355,341
Farebox	\$8,649,702	\$9,203,920
Charter	1,394,363	1,589,227
Other	542,930	562,194
Total Operating Expense	\$16,031,671	\$17,127,635
Net Public Operating Cost	\$ 5,444,676	\$ 5,772,294
Public Capital Cost	\$ 388,030	\$ 126,149
Federal	320,517	\$ 100,919
State	50,444	14,823
Local	17,069	10,407
TOTAL PUBLIC EXPENSE	\$5,832,706	\$5,898,443

	EL PASO *(Private in 1976)	
	1976	1977
Total Passengers	9,561,667	8,843,284
Regular Route	-	8,391,958
Transfers	-	451,326
Total Vehicle Miles	4,119,120	3,839,350
Regular Route	-	3,826,426
Charter/Other	-	12,924
Regular Route Vehicle Hours	-	442,909
Average No. of Buses on Regular Routes	-	69
Average No. of Total Serviceable Buses	92	89
Average No. Employees	-	220
Total Operating Revenues	\$2,710,724	\$2,725,091
Farebox		\$2,659,023
Charter		33,079
Other		18,622
Total Operating Expense	\$2,722,832	\$2,769,224
Deficit	\$ 12,108	
Net Public Operating Cost	*	\$ 44,133
Public Capital Cost	*	\$2,227,643
Federal		\$1,782,114
State		278,308
Local		167,221
TOTAL PUBLIC EXPENSE	*	\$2,271,776

	FORT WORTH			
	1976		1977	
Total Passengers	4,506,969		5,070,943	
Regular Route	-			4,164,444
Transfers	-			906,499
Total Vehicle Miles	2,949,792		3,040,422	
Regular Route	-			2,883,974
Charter/Other	-			156,448
Regular Route Vehicle Hours	-		226,483	
Average No. of Buses on Regular Routes	-		85	
Average No. of Total Serviceable Buses	115		106	
Average No. Employees	-		215	
Total Operating Revenues	\$1,631,987		\$2,666,755	
Farebox		\$1,279,902		\$1,361,024
Charter		229,218		244,914
Other		122,867		1,060,817
Total Operating Expense	\$3,377,286		\$3,678,887	
Net Public Operating Cost	\$1,745,299		\$1,012,132	
Public Capital Cost	-0-		\$ 454,446	
Federal		-0-		\$ 302,964
State		-0-		98,463
Local		-0-		53,019
TOTAL PUBLIC EXPENSE	\$1,745,299		\$1,466,578	

	GALVESTON		
	1976		1977
Total Passengers	1,077,341		1,224,627
Regular Route	-		1,224,627
Transfers	-		-0-
Total Vehicle Miles	514,254		509,862
Regular Route	-		486,597
Charter/Other	-		23,265
Regular Route Vehicle Hours	-		286,188
Average No. of Buses on Regular Routes	-		15
Average No. of Total Serviceable Buses	13		15
Average No. Employees	-		54
Total Operating Revenues	\$391,526		\$377,993
Farebox		\$355,788	\$350,678
Charter		34,554	25,532
Other		1,184	1,783
Total Operating Expense	\$594,902		\$619,160
Net Public Operating Cost	\$203,376		\$241,167
Public Capital Cost	\$ 45,401		\$ 48,016
Federal		\$ 36,321	\$ 38,413
State		5,902	6,242
Local		3,178	3,361
TOTAL PUBLIC EXPENSE	\$248,777		\$289,183

	HOUSTON	
	1976	1977
Total Passengers	37,355,400	39,863,600
Regular Route	-	30,136,100
Transfers	-	9,727,500
Total Vehicle Miles	14,783,429	16,136,312
Regular Route	-	15,936,521
Charter/Other	-	199,791
Regular Route Vehicle Hours	-	1,184,991
Average No. of Buses on Regular Routes	-	362
Average No. of Total Serviceable Buses	409	429
Average No. Employees	-	1,079
Total Operating Revenues	\$11,116,814	\$11,667,455
Farebox	\$10,621,484	\$11,285,661
Charter	194,669	381,794
Other	300,661	-0-
Total Operating Expense	\$20,086,093	\$25,726,324
Net Public Operating Cost	\$ 8,969,279	\$14,058,869
Public Capital Cost	\$ 244,063	-0-
Federal	\$ 195,171	-0-
State	31,780	-0-
Local	17,112	-0-
TOTAL PUBLIC EXPENSE	\$ 9,213,342	\$14,058,869

	HARLINGEN (Private)	
	1976	1977
Total Passengers	2,763,726	2,354,782
Regular Route	-	-
Transfers	-	-
Total Vehicle Miles	3,192,039	2,966,814
Regular Route	-	-
Charter/Other	-	-
Regular Route Vehicle Hours	-	-
Average No. of Buses on Regular Routes	-	-
Average No. of Total Serviceable Buses	46	-
Average No. Employees	-	-
Total Operating Revenues	-	-
Farebox	-	-
Charter	-	-
Other	-	-
Total Operating Expense	-	-
Net Public Operating Cost	-	-
Public Capital Cost	-	-
Federal	-	-
State	-	-
Local	-	-
TOTAL PUBLIC EXPENSE	-	-

	LAREDO (Private for 6 months)		
	1976*		1977
Total Passengers	976,026		2,444,796
Regular Route	-		2,385,038
Transfers	-		59,758
Total Vehicle Miles	283,127		657,215
Regular Route	-		657,215
Charter/Other	-		-0-
Regular Route Vehicle Hours	-		72,951
Average No. of Buses on Regular Routes	-		16
Average No. of Total Serviceable Buses	14		18
Average No. Employees	-		58
Total Operating Revenues	\$148,607		\$525,458
Farebox		\$148,155	\$517,360
Charter		-0-	-0-
Other		452	8,098
Total Operating Expense	\$462,923		\$965,757
Net Public Operating Cost	\$314,316		\$440,299
Public Capital Cost	-0-		-0-
Federal		-0-	-0-
State		-0-	-0-
Local		-0-	-0-
TOTAL PUBLIC EXPENSE	\$314,316		\$440,299

* For last half of 1976 when it was public.

	LUBBOCK			
	1976		1977	
Total Passengers	2,586,283		2,923,920	
Regular Route	-			2,811,419
Transfers	-			112,501
Total Vehicle Miles	794,168		1,250,624	
Regular Route	-			1,228,117
Charter/Other	-			22,507
Regular Route Vehicle Hours	-		85,923	
Average No. of Buses on Regular Routes	-		32	
Average No. of Total Serviceable Buses	28		39	
Average No. Employees	-		72	
Total Operating Revenues	\$319,421		\$ 339,688	
Farebox		\$161,921		\$298,033
Charter		44,477		41,625
Other		113,023		30
Total Operating Expense	\$597,136		\$ 970,363	
Net Public Operating Cost	\$277,715		\$ 630,675	
Public Capital Cost	-0-		\$ 698,027	
Federal		-0-		\$558,458
State		-0-		90,720
Local		-0-		48,849
TOTAL PUBLIC EXPENSE	\$277,715		\$1,328,702	

	SAN ANGELO		
	1976		1977
Total Passengers	196,871		268,075
Regular Route		-	206,475
Transfers		-	61,600
Total Vehicle Miles	241,508		256,381
Regular Route		-	246,712
Charter/Other		-	9,669
Regular Route Vehicle Hours	-		18,905
Average No. of Buses on Regular Routes	-		7
Average No. of Total Serviceable Buses	10		10
Average No. Employees	-		12
Total Operating Revenues	\$ 47,235		\$ 61,783
Farebox		\$39,136	\$42,537
Charter		8,099	8,935
Other		-0-	10,311
Total Operating Expense	\$132,554		\$188,243
Net Public Operating Cost	\$ 85,319		\$126,460
Public Capital Cost	-0-		-0-
Federal		-0-	-0-
State		-0-	-0-
Local		-0-	-0-
TOTAL PUBLIC EXPENSE	\$ 85,319		\$126,460

	SAN ANTONIO			
	1976		1977	
Total Passengers	24,419,396		24,247,728	
Regular Route	-			19,909,579
Transfers	-			4,338,149
Total Vehicle Miles	7,364,024		8,466,719	
Regular Route	-			7,187,973
Charter/Other	-			1,278,746
Regular Route Vehicle Hours	-		562,520	
Average No. of Buses on Regular Routes	-		262	
Average No. of Total Serviceable Buses	258		277	
Average No. Employees	-		598	
Total Operating Revenues	\$5,992,096		\$ 8,836,538	
Farebox		\$4,695,065		\$4,455,888
Charter		1,006,037		1,689,590
Other		290,994		2,691,060
Total Operating Expense	\$9,975,246		\$11,149,901	
Net Public Operating Cost	\$3,983,150		\$ 2,313,363	
Public Capital Cost	-0-		-0-	
Federal		-0-		-0-
State		-0-		-0-
Local		-0-		-0-
TOTAL PUBLIC EXPENSE	\$3,983,150		\$ 2,313,363	

	WACO		
	1976		1977
Total Passengers	714,974		650,679
Regular Route		-	546,929
Transfers		-	103,750
Total Vehicle Miles	480,395		458,389
Regular Route		-	445,301
Charter/Other		-	13,088
Regular Route Vehicle Hours	-		34,273
Average No. of Buses on Regular Routes	-		11
Average No. of Total Serviceable Buses	18		16
Average No. Employees	-		32
Total Operating Revenues	\$245,383		\$213,809
Farebox		\$204,555	\$171,990
Charter		39,905	36,593
Other		923	5,226
Total Operating Expense	\$403,716		\$548,708
Net Public Operating Cost	\$158,333		\$334,899
Public Capital Cost	-0-		-0-
Federal		-0-	-0-
State		-0-	-0-
Local		-0-	-0-
TOTAL PUBLIC EXPENSE	\$158,333		\$334,899

	WICHITA FALLS			
	1976		1977	
Total Passengers	308,583		285,886	
Regular Route	-			236,710
Transfers	-			49,176
Total Vehicle Miles	291,010		284,615	
Regular Route	-			283,667
Charter/Other	-			948
Regular Route Vehicle Hours	-		20,559	
Average No. of Buses on Regular Routes	-		8	
Average No. of Total Serviceable Buses	10		10	
Average No. Employees	-		16	
Total Operating Revenues	\$111,836		\$122,526	
Farebox		\$105,230		\$118,618
Charter		3,348		1,650
Other		3,258		2,258
Total Operating Expense	\$202,351		\$221,323	
Net Public Operating Cost	\$ 90,515		\$ 98,797	
Public Capital Cost	-0-		-0-	
Federal		-0-		-0-
State		-0-		-0-
Local		-0-		-0-
TOTAL PUBLIC EXPENSE	\$ 90,515		\$ 98,797	

TABLE B-2: NET OPERATING INCOME PER PASSENGER BY
SYSTEM - CALENDAR YEAR 1977

System	Total Passengers	Total Opr. Rev. Per Passenger	Total Opr. Exp. Per Passenger	Net Opr. Income Per Passenger
Abilene	254,402	\$.20	\$.71	(\$.51)
Amarillo	670,928	.40	1.04	(.64)
Austin	6,199,344	.18	.51	(.33)
Beaumont	1,293,266	.21	.49	(.28)
Brownsville*	465,451	.43	.44	(.01)
Corpus Christi	1,950,384	.46	.87	(.41)
Dallas	31,451,152	.36	.54	(.18)
El Paso	8,843,284	.31	.31	0
Fort Worth	5,070,943	.53	.73	(.20)
Galveston	1,224,627	.31	.51	(.20)
Houston	39,863,600	.29	.65	(.36)
Harlingen*	2,354,782	--	--	--
Laredo	2,444,796	.21	.40	(.19)
Lubbock	2,923,920	.12	.33	(.21)
San Angelo	268,075	.23	.70	(.47)
San Antonio	24,247,728	.36	.46	(.10)
Waco	650,679	.33	.84	(.51)
Wichita Falls	285,886	.43	.77	(.34)

*Private

TABLE B-3: NET OPERATING INCOME PER VEHICLE MILE BY SYSTEM - CALENDAR YEAR 1977

System	Total Pass. Per Veh. Mile	Total Opr. Rev. Per Vehicle Mile	Total Opr. Exp. Per Vehicle Mile	Net Opr. Income Per Veh. Mile
Abilene	0.9	\$.18	\$.65	(\$.47)
Amarillo	0.8	.30	.78	(.48)
Austin	2.1	.39	1.09	(.70)
Beaumont	2.2	.46	1.08	(.62)
Brownsville*	1.2	.52	.52	0
Corpus Christi	1.3	.61	1.15	(.54)
Dallas	2.5	.89	1.34	(.45)
El Paso	2.3	.71	.72	(.01)
Fort Worth	1.7	.88	1.21	(.33)
Galveston	2.4	.74	1.21	(.47)
Houston	2.5	.72	1.59	(.87)
Harlingen*	0.8	--	--	--
Laredo	3.7	.80	1.47	(.67)
Lubbock	2.3	.27	.78	(.51)
San Angelo	1.0	.24	.73	(.49)
San Antonio	2.9	1.04	1.32	(.28)
Waco	1.4	.47	1.20	(.73)
Wichita Falls	1.0	.43	.78	(.35)

*Private

TABLE B-4: NET OPERATING INCOME PER VEHICLE HOUR BY SYSTEM - CALENDAR YEAR 1977

System	Total Pass. Per Veh. Hour	Total Opr. Revenue Per Veh. Hour	Total Opr. Exp. Per Veh. Hr.	Net Opr. Income Per Veh. Hour
Abilene	15.0	\$2.92	\$10.67	(\$7.75)
Amarillo	13.0	5.21	13.53	(8.32)
Austin	33.2	5.98	16.83	(10.85)
Beaumont	24.5	5.18	12.05	(6.87)
Brownsville*	20.5	8.92	8.93	(0.01)
Corpus Christi	21.0	9.75	18.27	(8.52)
Dallas	36.4	13.15	19.83	(6.68)
El Paso	20.0	6.15	6.25	(0.10)
Fort Worth	22.4	11.77	16.24	(4.47)
Galveston	4.3	1.32	2.16	(0.84)
Houston	33.6	9.85	21.71	(11.86)
Harlingen*	--	--	--	--
Laredo	33.5	7.20	13.24	(6.04)
Lubbock	34.0	3.95	11.29	(7.34)
San Angelo	14.2	3.27	9.96	(6.69)
San Antonio	43.1	15.71	19.82	(4.11)
Waco	19.0	6.24	16.01	(9.77)
Wichita Falls	13.9	5.96	10.77	(4.81)

*Private

Table B-5 : TOTAL PUBLIC EXPENSE OF TRANSIT IN TEXAS BY SYSTEM
 Calendar Year 1976 & 1977
 (Publicly-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.	
	1976	1977	1976	1977	1976	1977	1976	1977	1976	1977	1976	1977	1976	1977	1976	1977	1976	1977
Abilene	\$.73	\$.52	\$.56	\$.47	\$ -	\$ 7.75	\$ 0	\$ 0	\$ 0	\$ 0	\$ -	\$ 0	\$.73	\$.52	\$.56	\$.47	\$ -	\$ 7.75
Amarillo	.34	.64	.40	.48	-	8.32	0	.39	0	.29	-	5.01	.34	1.02	.40	.77	-	13.33
Austin	.27	.33	.64	.70	-	10.85	0	.002	0	.004	-	.06	.27	.33	.64	.71	-	10.92
Beaumont	.36	.28	.57	.62	-	6.87	1.48	.63	2.38	1.39	-	15.46	1.83	.91	2.96	2.00	-	22.34
Corpus Christi	.48	.41	.54	.54	-	8.52	.60	.06	.68	.08	-	1.25	1.08	.47	1.22	.61	-	9.77
Dallas	.19	.18	.43	.45	-	6.68	.01	.004	.03	.01	-	.15	.20	.19	.46	.46	-	6.83
El Paso	*	.005	*	.01	*	.10	*	.25	*	.58	*	5.03	*	.26	*	.59	*	5.13
Fort Worth	.39	.20	.59	.33	-	4.47	0	.09	0	.15	-	2.01	.39	.29	.59	.48	-	6.48
Galveston	.19	.20	.40	.47	-	.84	.04	.04	.09	.09	-	.17	.23	.24	.48	.57	-	1.01
Houston	.24	.35	.61	.87	-	11.86	.007	0	.02	0	-	0	.25	.35	.62	.87	-	11.86
Laredo**	.32	.18	1.11	.67	-	6.04	0	0	0	0	-	0	.32	.18	1.11	.67	-	6.04
Lubbock	.11	.22	.35	.50	-	7.34	0	.24	0	.56	-	8.12	.11	.45	.35	1.06	-	15.46
San Angelo	.43	.47	.35	.49	-	6.69	0	0	0	0	-	0	.43	.47	.35	.49	-	6.69
San Antonio	.16	.10	.54	.27	-	4.11	0	0	0	0	-	0	.16	.10	.54	.27	-	4.11
Waco	.22	.51	.33	.73	-	9.77	0	0	0	0	-	0	.22	.51	.33	.73	-	9.77
Wichita Falls	.29	.35	.31	.35	-	4.81	0	0	0	0	-	0	.29	.35	.31	.35	-	4.81

*Private company in 1976.

**Private for the first half of 1976; therefore, only last half of 1976 presented in this table.

