1976 TEXAS TRANSIT OPERATIONS

(statistics and analysis)

STATE DEPARTMENT
OF HIGHWAYS AND
PUBLIC TRANSPORTATION

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NEWS

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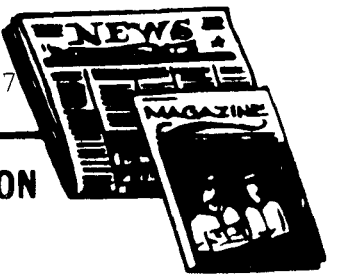
FROM THE STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
AUSTIN, TEXAS 78701



FOR IMMEDIATE RELEASE

AUSTIN -- Public transportation reflected an encouraging year according to the annual report of 1976 Texas Transit Operations released today by the State Department of Highways and Public Transportation.

Phillip L. Wilson, DHT's state planning engineer, said transit ridership increased by approximately one percent during the year, despite a 55-day bus drivers' strike in Houston.

Had the Houston strike not occurred, Wilson said, the increase in passengers would have totaled approximately 4.5 percent as compared to 1975.

A second major achievement was a slower rate of increase in net public transit operating costs -- come 200 percent from 1974 to 1975 as compared to 36.3 percent in 1976.

A third encouraging factor was the increase in federal and state funding in all grant programs, about 80 percent over the 1975 funding level. Capital funding to three urban area categories rose 69.5 percent from 1975 while operating assistance rose 77.4 percent.

Transit operators were faced with the same problems in 1976 as a year earlier. Chief of these were upward pressures on operating costs, including wages, new equipment and maintenance, and efforts to obtain funding for needed service improvements.

-over-

Transit systems operating five or more buses on scheduled routes served 18 urbanized areas in Texas in 1976. Most of the systems were publicly owned or tax supported, but there were eight private companies in operation during the year. The City of Laredo assumed ownership of the transit system in that city at mid-year.

Publicly owned or operated transit systems carried 120.7 million passengers in 1975, and 122.2 million in 1976. They operated an average of 1,513 buses in 1975 and 1,572 in 1976, which traveled 52.2 million miles and 50.7 million miles each year, respectively. Not all privately owned companies filed operational reports for the DHT study.

Detailed statistics are outlined in the report for three categories of transit systems, based upon populations. Category A includes Houston, Dallas and San Antonio (greater than 500 thousand); category B represents Fort Worth, El Paso, Austin and Corpus Christi (200-500 thousand); category C indludes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston and Brownsville (under 200 thousand population).

Copies of the report may be obtained from the Transportation Planning Division, State Department of Highways and Public Transportation, P.O. Box 5051, Austin, Texas 78763.

1976 TEXAS TRANSIT OPERATIONS

(STATISTICS AND ANALYSIS)

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.

AUGUST 1977

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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INTRODUCTION

This comprehensive annual report on transit operations in Texas is the third such report. The first report, for calendar year 1974, was published by the Texas Mass Transportation Commission and the second, for calendar year 1975, was published by the State Department of Highways and Public Transportation.

The State Department of Highways and Public Transportation has now been in existence for the first full calendar year and this calendar year has also been the first full year of capital funding at the state level.

This report would not have been possible without the voluntary cooperation and assistance of City officials and transit operators who provided the Department with the necessary data on a monthly basis. We wish to thank these City officals and transit operators for their assistance during this year.

SUMMARY

The year 1976 has been an encouraging year for transit in several ways. First, transit ridership increased by approximately one percent in the last year. This is a significant gain considering an employee strike in Houston resulted in an estimated ridership loss of 4.3 million passengers. Without the strike, it is estimated there would have been an even more significant gain of 4.5 percent in transit patronage over 1975.

This increase in ridership, although small, is an indication that renewed interest in transit by the public has not subsided. Consumers found it fairly convenient to purchase gasoline at reasonable prices in 1976, while, at the same time, the small economy car became more attractive to many people. Fuel conservation was not a big issue nor was concern over the environment; however, transit ridership still made a small gain.

Second, 1976 was encouraging because the net public operating cost, although still increasing, is rising at a slower rate. The net public operating cost rose some 200 percent from $5.9 million in 1974 to almost $18.0 million in 1975; an increase of approximately $12.1 million. In the past year it rose 36.3 percent to about $24.5 million; an increase of approximately $6.5 million. This is more significant when it is considered that the Laredo system became public in June of 1976 and is included in the net public operating cost for half of the year.

A third encouraging factor is the increase in federal and state funding. The level of funding for total approved Sections 3 and 5 Capital, Section 5 Operating, Section 9, Section 7, Section 10, Section 16b(2) and Section 147 projects was up about 80 percent over last year's funding level. Capital funding to three urban area categories rose 69.5 percent from 1975

while operating assistance rose 77.4 percent in the three categories.

Transit operators continued to have the same problems in 1976 of inflation of general operating costs including employee wages, new equipment and maintenance while striving to obtain funding for needed service improvements.

1976 STATISTICS

Significant transit systems served eighteen urbanized areas in Texas in 1976. These are systems with more than five buses which operate on scheduled routes. Although most of the transit systems were publicly owned or tax supported, there were eight private enterprises in operation during the year. However, on June 2, 1976, the City of Laredo assumed ownership of the transit system in that city, leaving seven private companies in operation. The City of El Paso was served by three private American companies and one private Mexican company during the entire year of 1976. However, in January of 1977, the City of El Paso acquired the three American companies and has combined the three into a citywide transit system. By the beginning of 1977, then, only four private companies were operating transit service in the State. Two of these companies serve the City of Brownsville; another, based in Harlingen, serves the Rio Grande Valley; and one is the Mexican company operating in El Paso. One of the two private Brownsville companies did not report any data during the year and the private company based in Harlingen did not provide any revenue or expense data.

A standard form was used to report the desired information to this Department. The data items included: total passengers; vehicle miles of operation; number of buses in service on regular routes (including standbys); passenger, charter, other, and total operating revenue; and operating expenses (total). This data was accumulated into monthly, quarterly and then annual summaries for review. The figures included in this report should be considered preliminary as internal audits have not been completed at the time of publication.

As in the two previous annual reports on transit operations in Texas, the urbanized areas with signficant transit service are grouped according to their 1970 urbanized populations. Cities with an urbanized population greater than half a million (Houston, Dallas, and San Antonio) form "Category A". "Category B" includes the urbanized areas having populations greater than 200,000 but less than one-half million (Fort Worth, El Paso, Austin, and Corpus Christi). The remaining urbanized areas having significant transit service are grouped to form "Category C'. Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston, Harlingen, and Brownsville comprise this category.

None of the data presented in this report on a monthly or quarterly basis reflect the operations of one of the two systems in Brownsville or for the company based in Harlingen. Neither do most of the annual figures. For the sake of continuity of the remaining information, data provided on the Harlingen-based system are treated separately in the tables.

One of the three private companies in El Paso did not report any data for November or December of 1976. These figures are estimated; but, otherwise, the information presented in the tables is a simple tabulation of the data provided from the 18 reporting urbanized areas in the State or a determination of various calculated indicators from quarterly summations.

Transit Passengers in Texas

Transit ridership rose about one percent from 123.7 million passengers carried in 1975 to 124.9 million carried in 1976 (See Tables 1 and 2). This is a four percent rise in ridership from 120.2 million passengers carried in 1973.

This increase occurred even though employees of the Houston system were on strike for 55 days, 38 days of which were in the year 1976. It is estimated that 4.3 million passengers were lost in Houston during this 38-day period. (See Table 3). It may be surmised then, that total ridership in Texas would have been approximately 129.2 million passengers if the strike had not occurred. The estimated rise in ridership would have been 4.5 percent from 1975 and 7.5 percent from 1973. Figure 1 graphically illustrates this rise in transit ridership. With the effect of the strike discounted, we see a steady growth in transit ridership for the total state and Category A.

TABLE 1: 1976 TRANSIT PASSENGERS IN TEXAS

	Passengers
On Urban Systems	122,185,246
Valley Transit Company	2,763,726
Total Passengers in 1976	124,948,972

NOTE: Valley Transit Company is a privately owned and operated system based in Harlingen which operates in the Rio Grande Valley.

TABLE 2: STATEWIDE TRANSIT RIDERSHIP FOR 1973 - 1976

Categories of Urbanized Areas[1]	1973	1974	1975	1976	% Change 1973-74	% Change 1974-75	% Change 1975-76	% Change 1973-76
Category A	86,163,925	85,719,136	89,952,889	91,118,975	down 0.5%[3]	up 4.9%	up 1.3%[5]	up 5.8%
Category B	22,864,352	22,329,878	20,898,265	21,641,226	down 2.3%[4]	down 6.4%	up 3.6%	down 5.3%
Category C	8,423,002	8,826,643[2]	9,882,962	9,425,045	up 4.8%	up 12.0%	down 4.6%	up 11.9%
Sub-Total	117,451,279	116,875,657	120,734,116	122,185,246	down 0.5%	up 3.3%	up 1.2%	up 4.0%
Valley Transit	2,750,000	2,955,000	2,946,996	2,763,726	up 7.5%	down 0.3%	down 6.2%	up 0.5%
TOTAL	120,201,279	119,830,657	123,681,112	124,948,972	down 0.3%	up 3.2%	up 1.0%	up 4.0%

NOTES:

(1) Category A includes Houston, Dallas, and San Antonio (Greater than 500,000 Population)
Category B includes Fort Worth, El Paso, Austin, and Corpus Christi (200,000 to 500,000 Population)
Category C includes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston and Brownsville (Below 200,000 Population)

(2) The 1974 annual total for Category C includes the estimate for Laredo so that it will be comparable with the other annual figures

(3) Houston and San Antonio had significant service interuptions during employee strikes in 1974.

(4) El Paso had a significant service interuption during an employee strike in 1974.

(5) Houston had a 38-day service interuption during an employee strike in 1976.

TABLE 3: ESTIMATED EFFECT OF HOUSTON EMPLOYEE STRIKE ON RIDERSHIP AND VEHICLE MILES IN TEXAS - 1976[1]

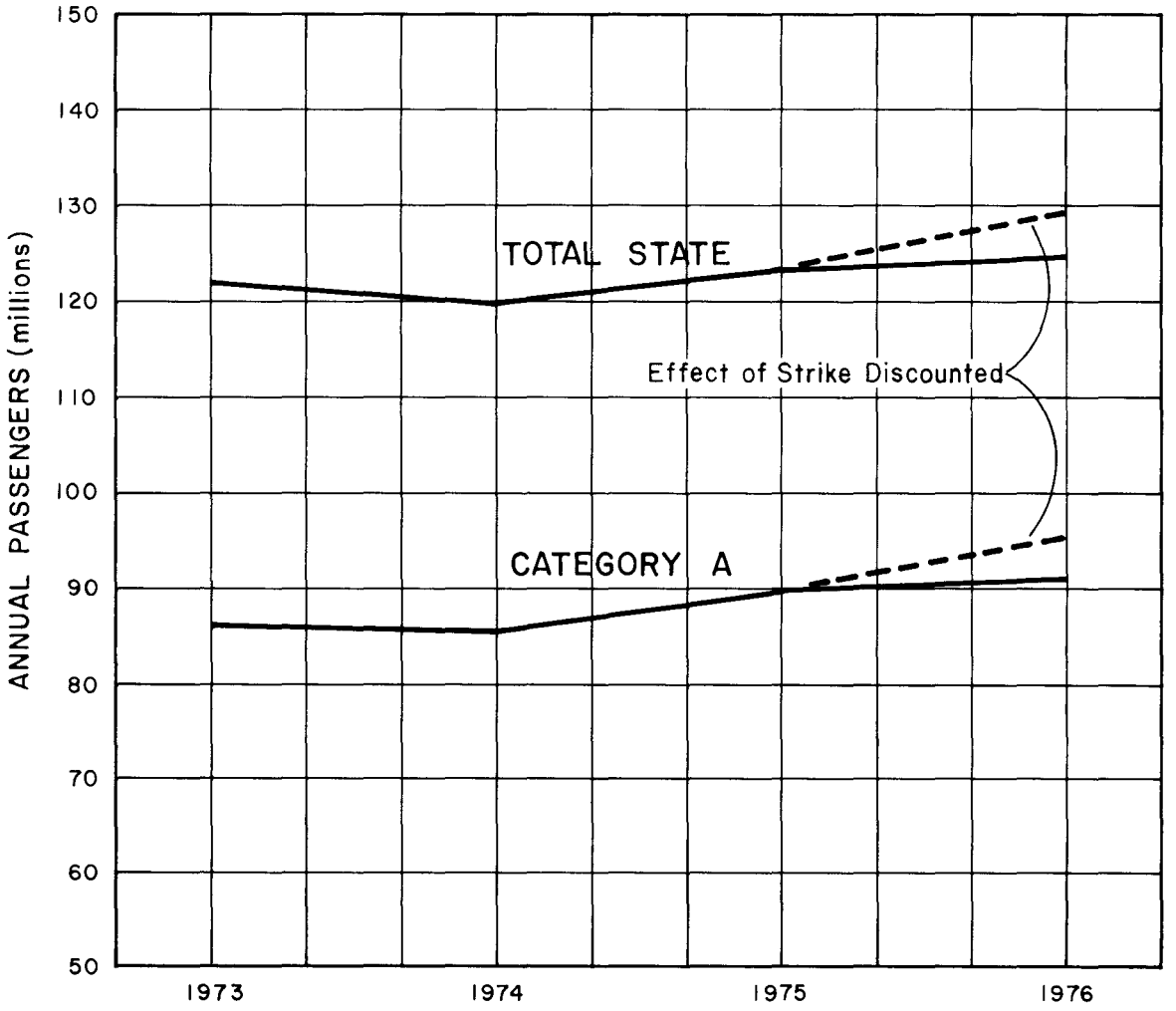
	Passengers		Vehicle Miles	
Estimated Losses due to Houston Strike[2]	4,300,000		1,700,000	
Total 1976 - All Urban Area Categories	122,185,246		50,677,157	
Sub-Total		126,485,246		52,377,157
Valley Transit		2,763,726		3,192,039
TOTAL STATE		129,248,972		55,569,196

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 38 days affected in 1976.

(2) Estimates provided by HouTran.

FIGURE 1: EFFECT OF 1976 HOUSTON STRIKE ON STATEWIDE AND CATEGORY A TRANSIT RIDERSHIP TRENDS



Category A includes Houston, Dallas, and San Antonio.

Transit Passengers By Months of 1976

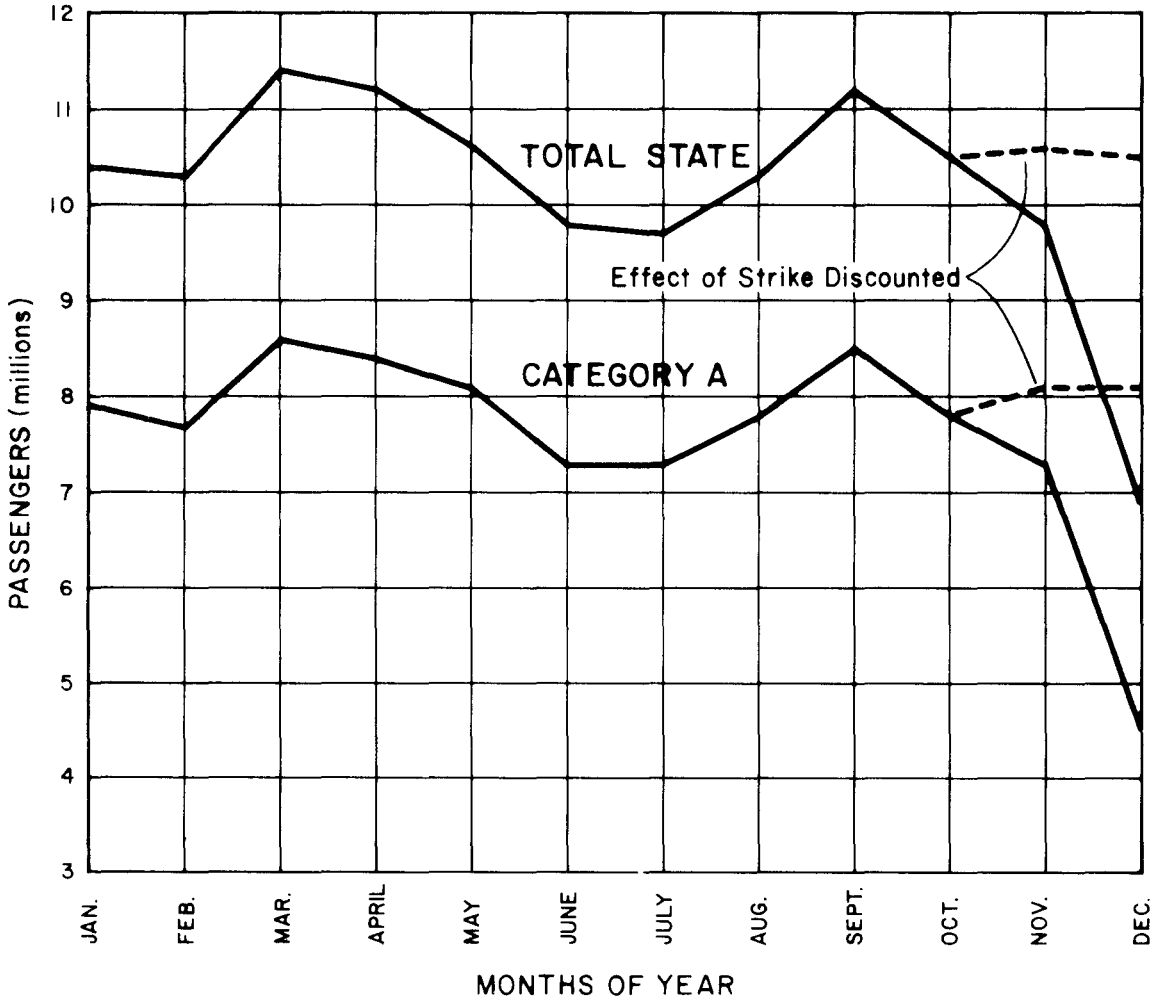
Approximately 11.4 million passengers were carried on the urban transit systems in March of 1976, which was the highest ridership month of the year. The lowest ridership occurred in the month of December when the Houston system was on strike. The ridership in that month reached a low of 6.9 million passengers. July rated the next lowest in ridership totals at approximately 9.7 million passengers carried (See Table 7).

The highest ridership also occurred in March in Category A with 8.6 million passengers carried. Lowest ridership was again in the month of December due to the strike in Houston when passengers carried numbered about 4.5 million. Ridership in July was 7.2 million in Category A which was the next lowest month.

High ridership months in Category B were March and April with about 1.9 million riders both months. November was the low month in Category B with 1.6 million passengers carried. September was the highest ridership month in Category C with approximately 0.9 million passengers carried. The lowest ridership was recorded in June when 0.6 million passengers were carried on Category C systems.

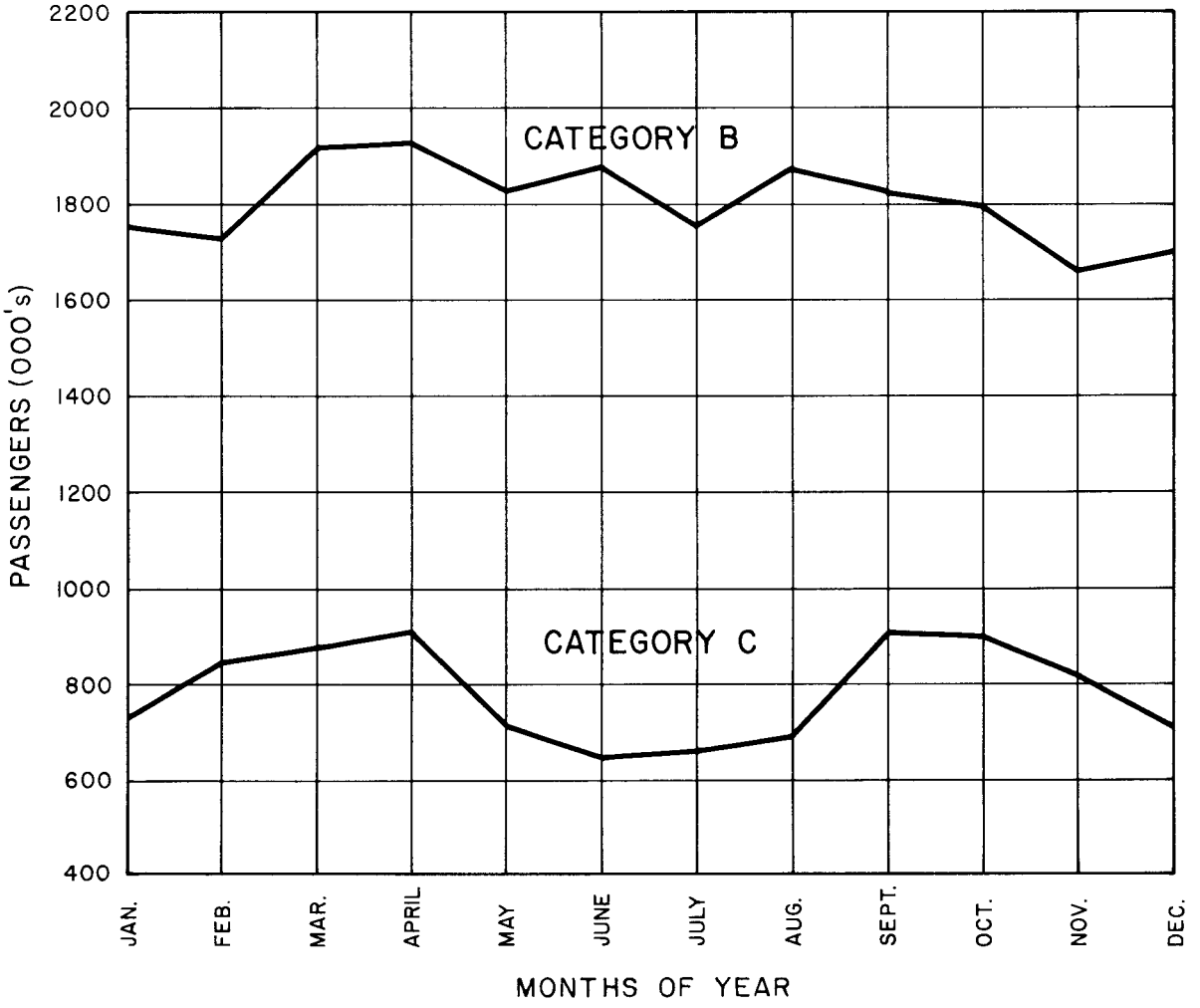
Figure 2 graphically illustrates ridership by months of 1976 for the total state and Category A. Categories B and C are shown in Figure 3. You will note that total state ridership and Category A ridership follow essentially the same pattern throughout the year with the strike in Houston being very apparent by the sharp decline which appears between November and December. Category B ridership fluctuates throughout the year. Category C, on the other hand, rises the first part of the year then declines sharply in May and the summer months and rises again in September with

FIGURE 2: TRANSIT RIDERSHIP BY MONTHS - 1976
(Total State and Category A)



Category A includes Houston, Dallas, and San Antonio.

FIGURE 3: TRANSIT RIDERSHIP BY MONTHS - 1976 (Categories B and C)



Category B includes Fort Worth, El Paso, Austin, and Corpus Christi.
Category C includes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston, and Brownsville.

another decline in November and December. This sharp decline in the summer months and sharp rise in September is due partially to the shuttle system operated by the City of Lubbock for Texas Tech University.

Seasonal Variation of Transit Ridership

To better understand transit ridership in Texas and among the urban area categories, the seasonal variation was measured for these groups. 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 a year. Each of these 12 numbers express that particular month's activity as a percentage of that of the average (typical) month.

To measure the seasonal variation of total ridership and ridership by urban area categories, the percentage-of-moving-average method was utilized. In order to use this method, three full years of passenger data was necessary. The years 1974, 1975, and 1976 were used. In 1974, strikes occurred in Houston, San Antonio, and El Paso. There were no strikes in the year 1975 and one strike, in Houston, occurred in 1976. It was necessary to include these systems in the calculations in order to measure a variation for Category A; therefore, estimates of what the ridership would have been if the strikes had not occurred were used.

The seasonal index for transit ridership in Texas and by urban area categories are given in Table 4. The seasonal variation in total ridership ranges from a low of 92.9 in November to high of 105.7 during the months of April and October. Category A ranges from a low of 91.5 in November to a high of 105.0 in October. November and December were low months in Category B at 93.1 and ranged to a high of 107.1 in April. Category C was found to

have the widest variation with a low of 81.5 in June and a high of 117.1 in October. However, this wide range of seasonal variation seems to be caused by the university shuttle system operated by the City of Lubbock. When the seasonal index for Category C is calculated without Lubbock, the range is from a low of 91.5 in February to a high of 107.5 in September. See Figures 4 and 5 for a graphic presentation of these seasonal variations. Figure 6 gives a comparative presentation of the seasonal variations by urban area categories and total ridership.

TABLE 4 : SEASONAL INDEX OF TRANSIT RIDERSHIP IN TEXAS
(Total State and By Urban Area Category)

Month	Total State	Category A	Category B	Category C	Category C Without Lubbock
January	98.0	98.5	98.9	89.9	92.3
February	95.8	94.8	96.6	102.2	91.5
March	104.5	104.1	105.5	106.1	101.4
April	105.7	104.6	107.1	113.2	100.2
May	102.3	103.0	104.5	91.5	104.9
June	95.0	94.3	104.0	81.5	94.5
July	97.9	98.7	100.0	85.6	96.7
August	102.4	104.3	99.7	91.1	104.7
September	102.5	103.2	93.5	116.3	107.5
October	105.7	105.0	104.0	117.1	106.3
November	92.9	91.5	93.1	104.5	96.5
December	97.3	98.0	93.1	101.0	103.5

FIGURE 4: SEASONAL VARIATION OF TRANSIT RIDERSHIP (Total State)

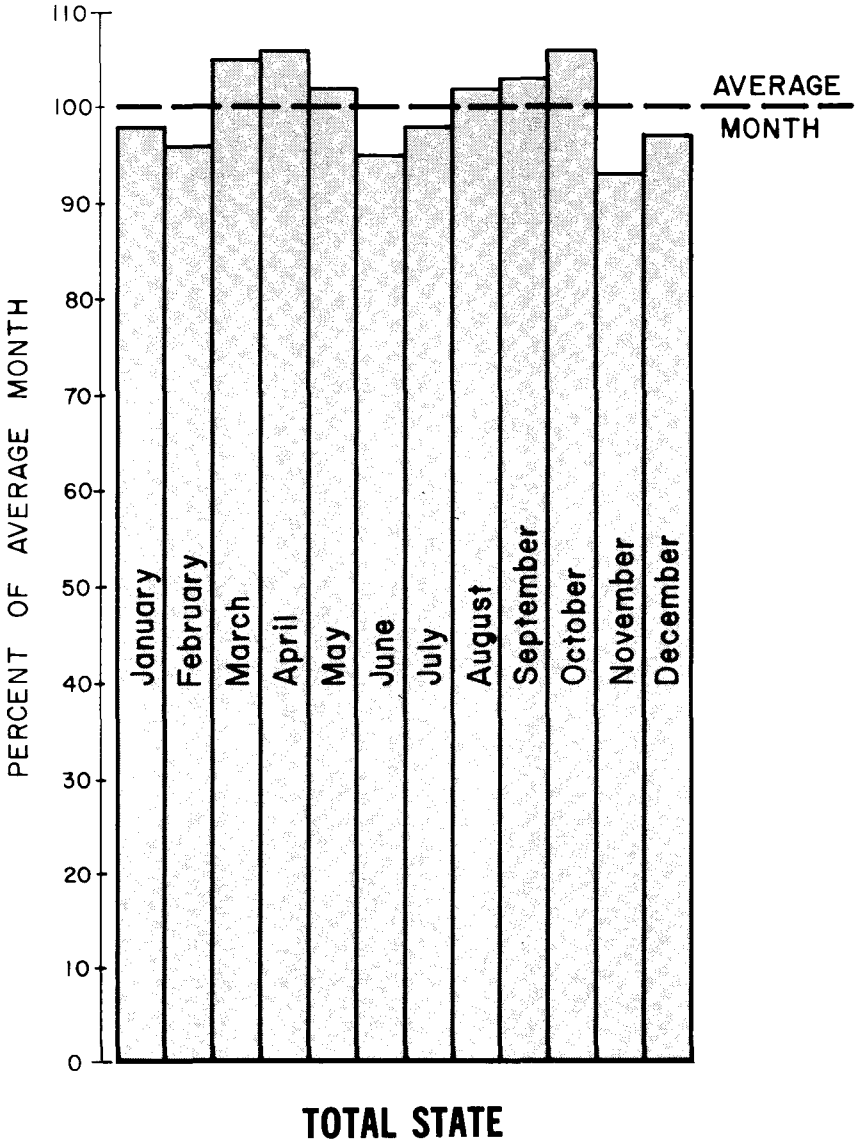
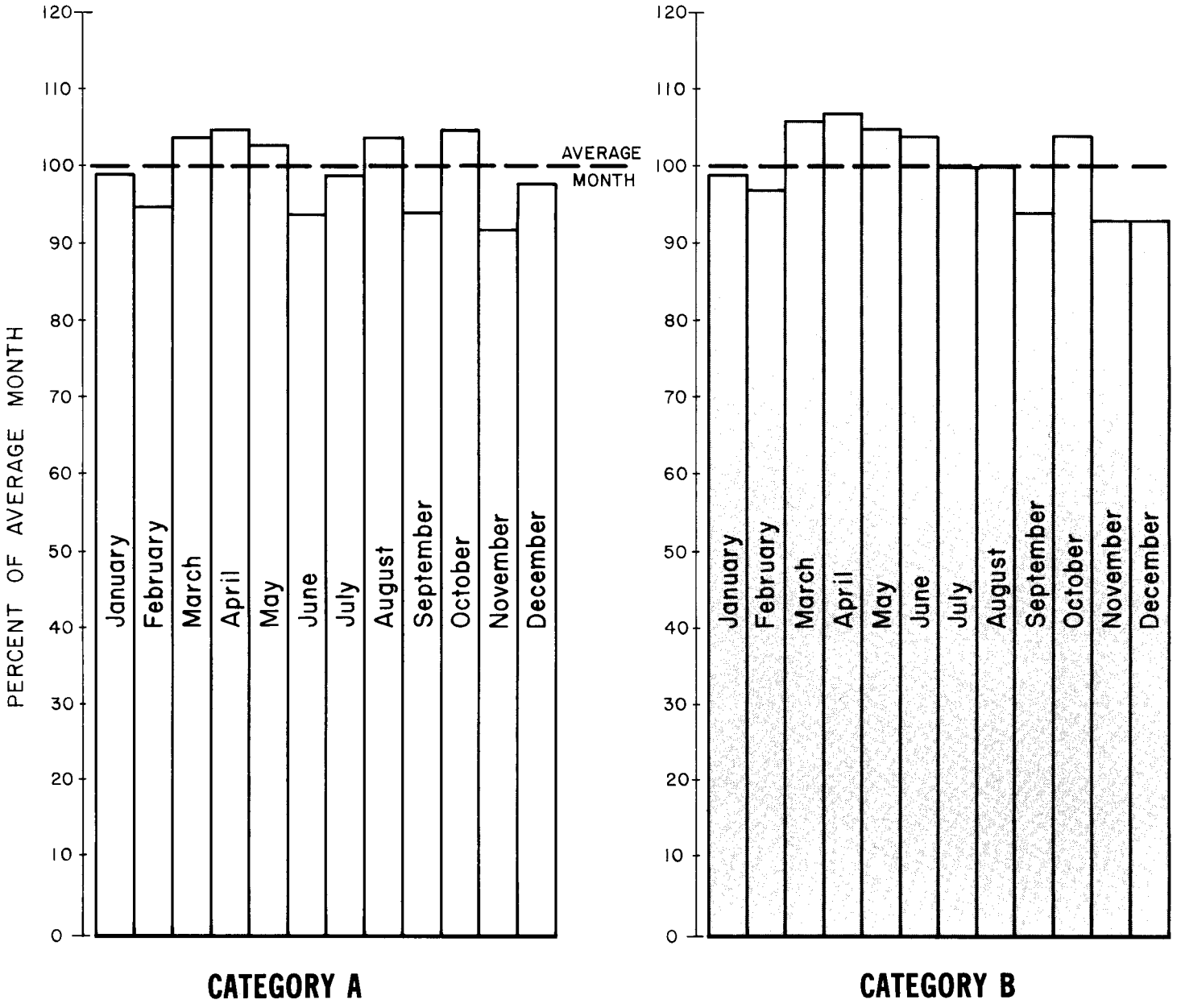
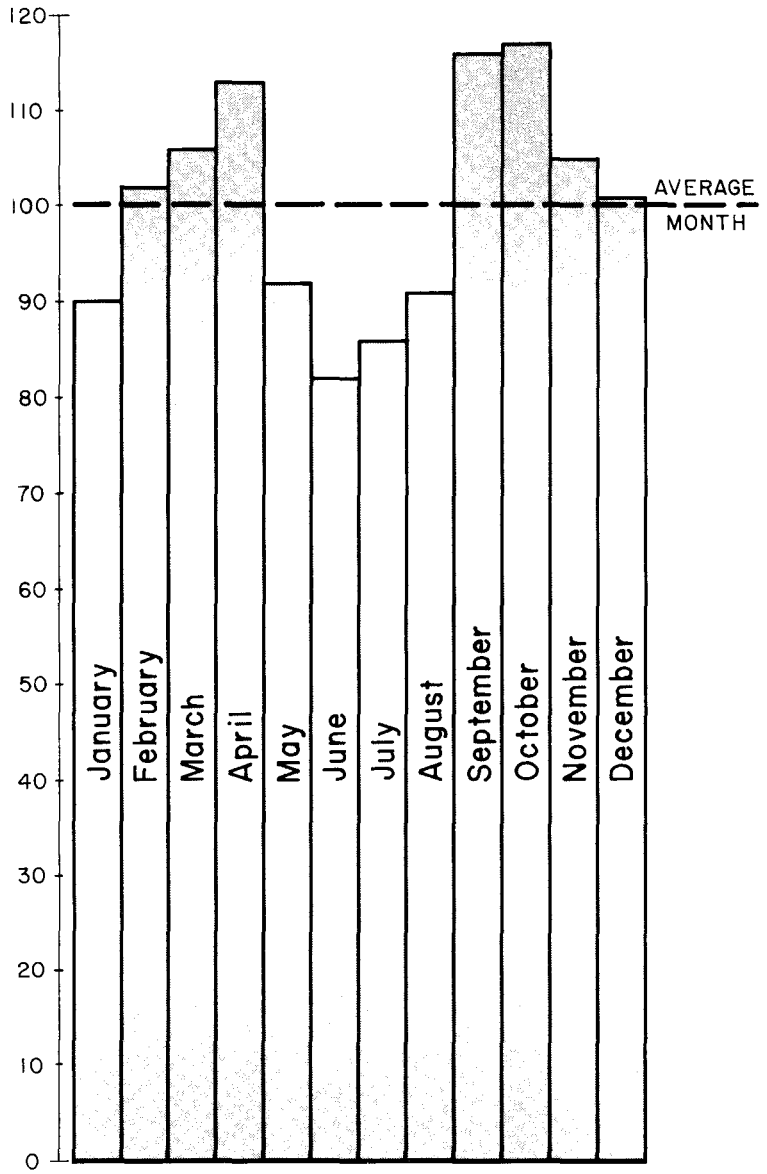


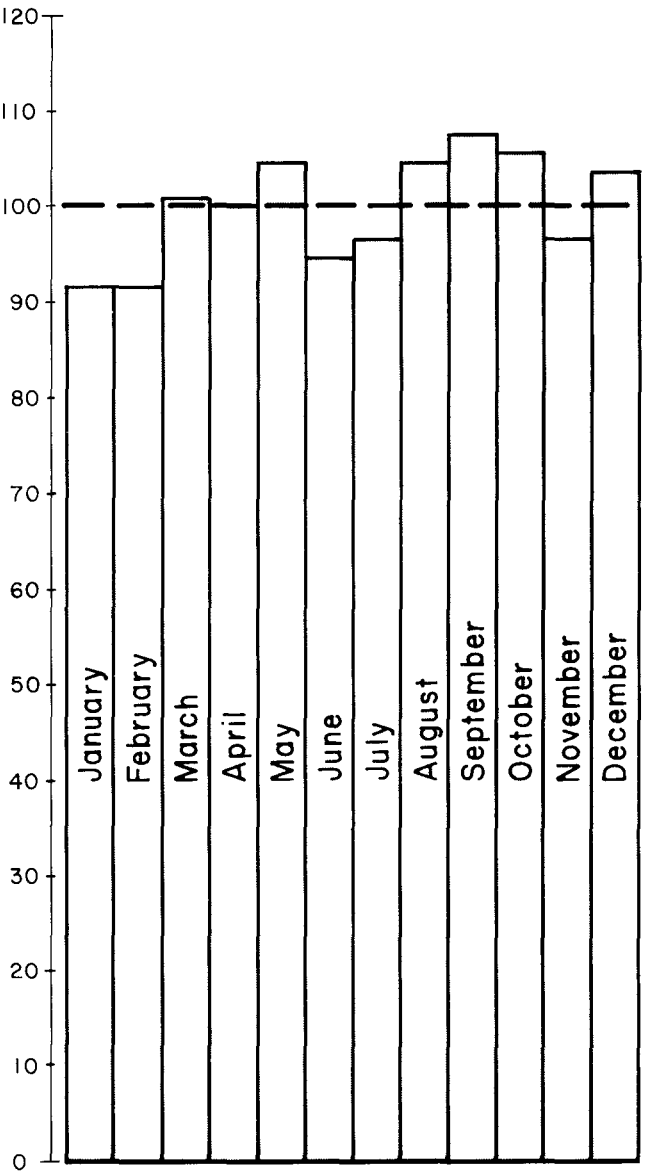
FIGURE 5: SEASONAL VARIATION OF TRANSIT RIDERSHIP (By Urban Area Category)



Category A includes Houston, Dallas, and San Antonio.
Category B includes Fort Worth, El Paso, Austin, and Corpus Christi.
Category C includes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston, and Brownsville.

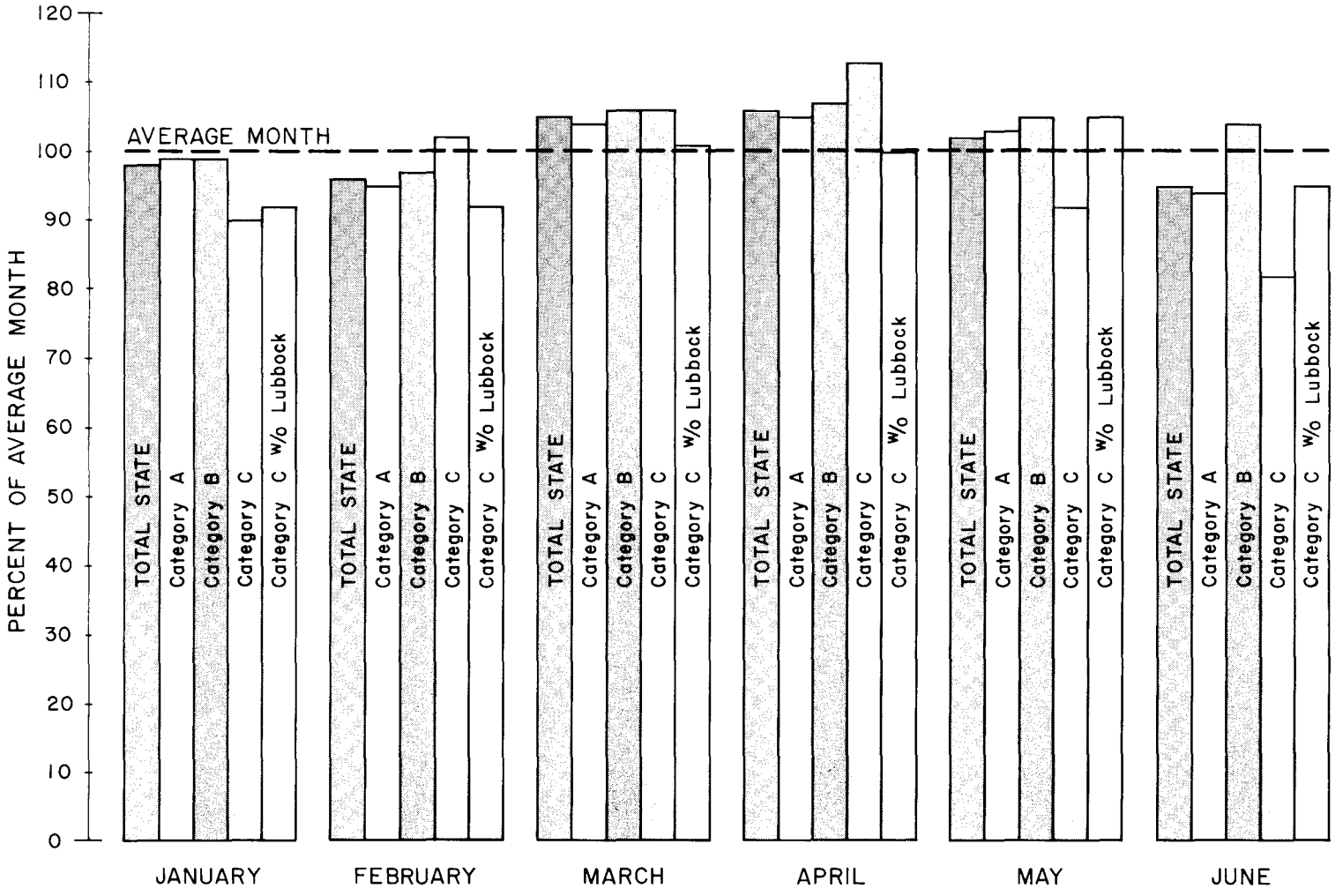


CATEGORY C



CATEGORY C WITHOUT LUBBOCK

FIGURE 6: SEASONAL VARIATION OF TRANSIT RIDERSHIP (Total State and Urban Area Comparisons)



Category A includes Houston, Dallas, and San Antonio.
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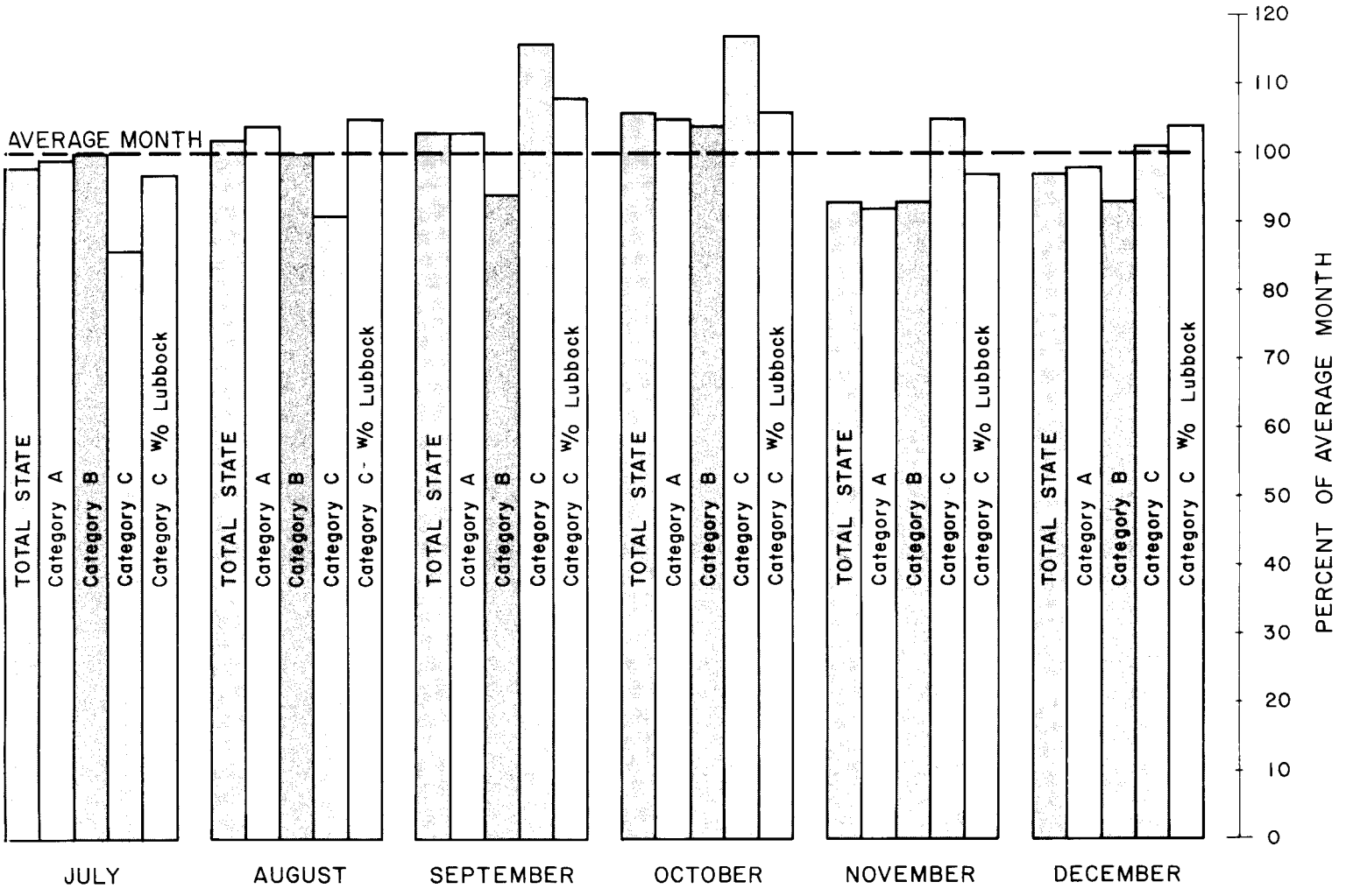

AVERAGE MONTH
TOTAL STATE
Category A
Category B
Category C
Category C w/o Lubbock
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER
120
110
100
90
80
70
60
50
40
30
20
10
0
PERCENT OF AVERAGE MONTH

Operating Statistics in Texas

A summary of statewide operating statistics for 1976 is found in Table 5. This table does not include one of the two systems in Brownsville or the Harlingen-based system. Statewide the bus fleet has increased by 59 vehicles during the year. Vehicle miles declined approximately three percent from 52.2 million miles in 1975. Total operating revenues decreased about $1.6 million or 4.4 percent while operating expenses increased approximately $4.9 million or 8.9 percent from 1975.

Statewide operating statistics by urban category and quarters of 1976 are shown in Table 6 and graphically illustrated in Figure 7. Category A carried 74.6 percent of total annual passengers and received 77.8 percent of the annual total operating revenue. Category B carried 17.7 percent of the passengers and received 16.3 percent of total operating revenue. Category C received 5.9 percent of the total operating revenue while providing transit service to 7.7 percent of the total passengers.

Statewide operating statistics by urban category and months of 1976 are found in Table 7. The highest total operating revenue month was September while March brought in the greatest amount of passenger revenue. Total operating revenue and passenger revenue were both lowest in December when the strike in Houston occurred. October was the highest month for charter operations while February was the lowest. The top month for other revenues was March and the low month was June. Operating expenses were the highest in October and lowest in December.

TABLE 5: SUMMARY OF STATEWIDE OPERATING STATISTICS

(ANNUAL BY QUARTERS - 1976)

Statistical Measures	Quarters of 1976				1976[1] Total
	First	Second	Third	Fourth	
Passengers	32,119,849	31,644,631	31,215,467	27,205,299	122,185,246
% of Total	26.3	25.9	25.5	22.3	100%
Vehicle Miles	13,147,172	13,214,788	12,898,882	11,416,315	50,677,157
% of Total	25.9	26.1	25.5	22.5	100%
Passenger Revenues	$ 7,872,557	$ 8,057,807	$ 8,193,404	$ 6,524,576	$30,648,344
% of Total	25.7	26.3	26.7	21.3	100%
Charter Revenues	$ 602,131	$ 734,016	$ 920,589	$ 1,017,295	$ 3,274,031
% of Total	18.4	22.4	28.1	31.1	100%
Other Revenues	$ 462,651	$ 406,362	$ 405,794	$ 416,795	$ 1,691,602
% of Total	27.4	24.0	24.0	24.6	100%
Total Operating Revenues	$ 8,937,339	$9,198,185	$9,519,787	$7,958,666	$35,613,977
% of Total	25.1	25.8	26.7	22.4	100%
Operating Expenses	$14,888,884	$15,019,889	$15,789,440	$14,593,021	$60,291,234
% of Total	24.7	24.9	26.2	24.2	100%
Average Number of Buses in Service	1,555	1,568	1,584	1,581	1,572[2]

NOTES:

(1) The information presented in this table does not include statistics from two operations in the state. One of the privately owned systems in Brownsville did not report any information in 1976. A privately owned and operated system based in Harlingen carried 2,763,726 passengers and operated 3,192,039 vehicle miles in 1976. Revenue and expense information was not provided by this operator.

(2) This represents the average of buses in service during each of the twelve months.

TABLE 6:

STATEWIDE OPERATING STATISTICS[1]
(By Urban Category and Quarters - 1976)

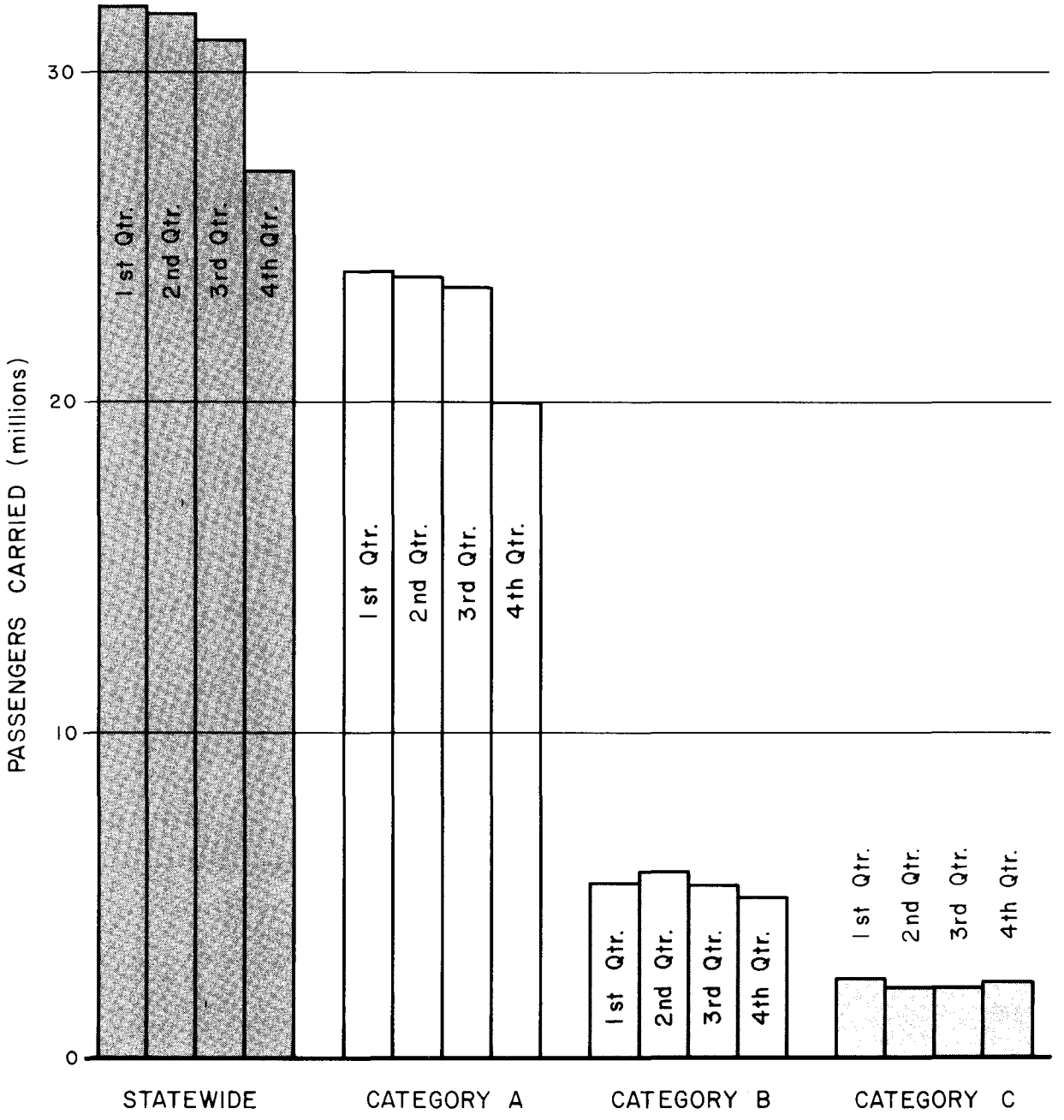
Data Element	Urban Area Categories[2]	Percent of Statewide Totals				
		Quarterly Split				Annual
		First	Second	Third	Fourth	Split
Passengers	A	75.5	75.0	75.3	72.1	74.6
	B	16.8	17.8	17.4	18.9	17.7
	C	7.7	7.2	7.3	9.0	7.7
Vehicle Miles Operated	A	70.2	69.6	69.3	64.8	68.6
	B	20.9	20.8	21.0	24.0	21.6
	C	8.9	9.6	9.7	11.2	9.8
Passenger Revenues	A	78.7	78.7	79.2	75.7	78.2
	B	16.2	15.9	15.5	18.2	16.4
	C	5.1	5.4	5.3	6.1	5.4
Charter Revenues	A	79.2	77.3	77.3	82.5	79.2
	B	11.4	13.2	13.7	11.1	12.4
	C	9.4	9.5	9.0	6.4	8.4
Other Revenues	A	73.7	66.2	63.0	64.6	67.1
	B	17.4	24.9	28.1	21.6	22.8
	C	8.9	8.9	8.9	13.8	10.1
Total Operating Revenues	A	78.5	78.0	78.3	76.0	77.8
	B	15.9	16.1	15.9	17.4	16.3
	C	5.6	5.9	5.8	6.6	5.9
Operating Expenses	A	77.7	76.6	77.0	74.5	76.5
	B	15.7	16.6	15.8	17.7	16.4
	C	6.6	6.8	7.2	7.8	7.1
Buses in Service	A	70.2	69.8	69.8	69.1	69.7
	B	19.7	20.2	20.0	20.3	20.0
	C	10.1	10.0	10.2	10.6	10.3

NOTES:

(1) The percentages in this table reflect all of the transit service in the state except that in the Harlingen-based system and one of the Brownsville systems.

(2) Category A includes Houston, Dallas, and San Antonio (Greater than 500,000 Population)
Category B includes Fort Worth, El Paso, Austin and Corpus Christi (200,000 to 500,000 Population)
Category C includes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston, and Brownsville (Below 200,000 Population)

FIGURE 7: 1976 TRANSIT PATRONAGE BY QUARTER AND CITY CATEGORY



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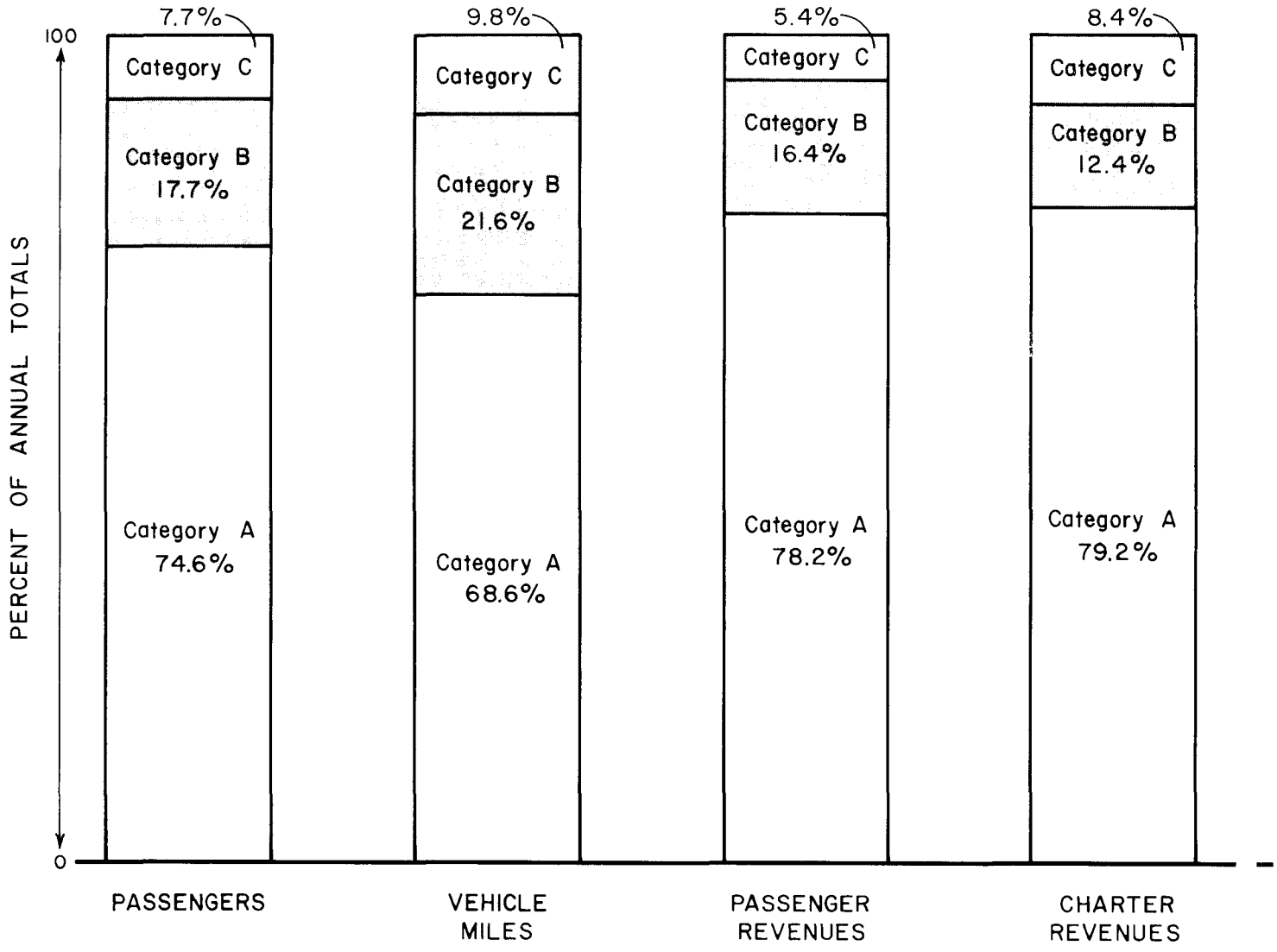
Category C includes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston, and Brownsville.

FIGURE 8: DISTRIBUTION OF STATEWIDE



Category A includes Houston, Dallas, and San Antonio.
Category B includes Fort Worth, El Paso, Austin, and Corpus Christi.
Category C includes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston, and Brownsville.

TRANSIT CHARACTERISTICS - 1976

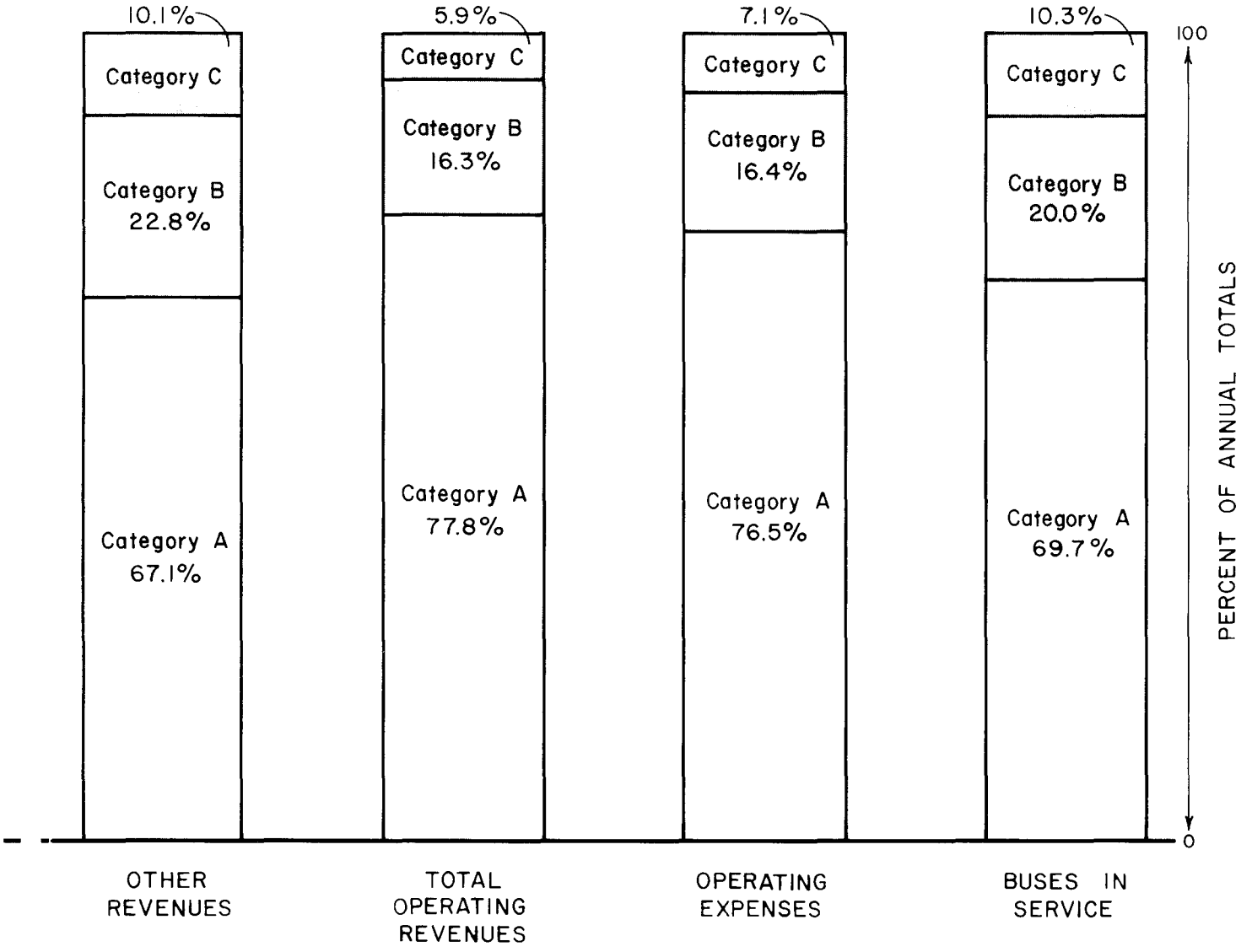


TABLE 7: STATEWIDE OPERATING STATISTICS
(By Urban Category and Months - 1976)

	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
TOTAL PASSENGERS	10,424,196	10,250,727	11,444,926	11,216,237	10,596,678	9,831,716	9,685,612	10,326,313	11,203,542	10,480,306	9,808,973	6,916,020	122,185,246
Category A	7,939,334	7,665,726	8,640,019	8,385,327	8,057,836	7,303,530	7,275,739	7,763,237	8,464,440	7,788,363	7,334,543	4,500,881	91,118,975
Category B	1,754,715	1,730,510	1,923,169	1,925,745	1,827,708	1,881,895	1,754,966	1,868,690	1,824,569	1,790,256	1,657,171	1,701,832	21,641,226
Category C	730,147	854,491	881,738	905,165	711,134	646,291	654,907	694,386	914,533	901,687	817,259	713,307	9,425,045
TOTAL VEHICLE MILES	4,392,646	4,167,165	4,587,361	4,503,879	4,408,889	4,302,020	4,297,453	4,343,084	4,258,345	4,371,790	3,949,244	3,095,281	50,677,157
Category A	3,095,690	2,912,177	3,216,395	3,148,704	3,082,527	2,967,360	2,970,152	3,014,986	2,953,846	3,033,474	2,660,032	1,706,932	34,762,275
Category B	917,185	872,478	957,848	925,667	913,225	909,660	902,882	910,729	896,504	923,457	887,041	929,815	10,946,491
Category C	379,771	382,510	413,118	429,508	413,137	425,000	424,419	417,369	407,995	414,859	402,171	458,534	4,968,391
TOTAL PASSENGER REVENUES	$2,562,234	$2,514,663	$2,795,660	$2,734,352	$2,645,549	$2,677,906	$2,720,896	$2,785,587	$2,686,921	$2,640,752	$2,322,753	$1,561,071	$30,648,344
Category A	2,024,025	1,966,924	2,204,779	2,156,321	2,076,546	2,106,332	2,163,188	2,204,121	2,123,629	2,093,555	1,811,913	1,034,918	23,966,251
Category B	416,781	406,605	453,443	437,639	420,466	427,367	418,193	431,132	419,432	411,857	379,717	392,689	5,015,321
Category C	121,428	141,134	137,438	140,392	148,537	144,207	139,515	150,334	143,860	135,340	131,123	133,464	1,666,772
TOTAL CHARTER REVENUES	$ 243,589	$ 164,186	$ 194,356	$ 203,711	$ 290,298	$ 240,007	$ 239,539	$ 288,077	$ 392,973	$ 423,682	$ 329,156	$ 264,457	$ 3,274,031
Category A	203,640	128,588	144,631	151,746	237,754	178,010	161,832	235,118	314,816	348,699	269,077	221,158	2,595,069
Category B	22,511	20,724	25,288	28,765	36,050	32,297	52,249	30,280	43,233	45,721	41,108	26,626	404,852
Category C	17,438	14,874	24,437	23,200	16,494	29,700	25,458	22,679	34,924	29,262	18,971	16,673	274,110
TOTAL OTHER REVENUES	$ 131,074	$ 160,501	$ 171,076	$ 165,121	$ 132,973	$ 108,268	$ 116,610	$ 118,341	$ 170,843	$ 157,211	$ 149,399	$ 110,185	$ 1,691,602
Category A	99,272	113,902	127,963	104,532	95,301	68,996	79,997	80,906	94,638	106,069	95,702	67,307	1,134,585
Category B	22,639	27,686	29,968	39,757	30,153	31,283	30,003	29,492	54,523	29,590	33,408	27,077	385,579
Category C	9,163	18,913	13,145	20,832	7,519	7,989	6,610	7,943	21,682	21,552	20,289	15,801	171,438
TOTAL OPERATING REVENUES	$2,936,897	$2,839,350	$3,161,092	$3,103,184	$3,068,820	$3,026,181	$3,077,045	$3,192,005	$3,250,737	$3,221,645	$2,801,308	$1,935,713	$35,613,977
Category A	2,326,937	2,209,414	2,477,373	2,412,599	2,409,601	2,353,338	2,405,017	2,520,145	2,533,083	2,548,323	2,176,692	1,323,383	27,695,905
Category B	461,931	455,015	508,699	506,161	486,669	490,947	500,445	490,904	517,188	487,168	454,233	446,392	5,805,752
Category C	148,029	174,921	175,020	184,424	172,550	181,896	171,583	180,956	200,466	186,154	170,383	165,938	2,112,320
TOTAL OPERATING EXPENSES	$5,229,151	$4,634,447	$5,025,286	$4,928,990	$5,079,623	$5,011,276	$5,274,937	$5,214,579	$5,299,924	$5,444,809	$4,863,254	$4,284,958	$60,291,234
Category A	4,111,912	3,570,793	3,884,322	3,737,457	3,904,249	3,859,120	4,029,505	4,062,129	4,067,393	4,198,170	3,640,035	3,027,925	46,093,010
Category B	772,514	750,544	812,689	861,430	816,662	823,263	878,896	795,836	824,266	898,583	825,474	856,537	9,916,694
Category C	344,725	313,110	328,275	330,103	358,712	328,893	366,536	356,614	408,265	348,056	397,745	400,496	4,281,530
TOTAL BUSES	1,552	1,550	1,559	1,561	1,565	1,577	1,596	1,600	1,556	1,561	1,596	1,587	1,572
Category A	1,087	1,090	1,094	1,086	1,095	1,104	1,119	1,119	1,081	1,080	1,116	1,081	1,096
Category B	305	305	308	316	316	316	316	316	316	316	316	331	315
Category C	160	155	157	159	154	157	161	165	159	165	164	175	161

THE FINANCIAL PICTURE

As anticipated, the net public operating cost increased from 1975. In 1975, passenger revenue amounted to $30,648,344; charter revenue totalled $3,274,031; and other revenue was $1,691,602. The total operating revenue of $35,613,977 was $24,677,257 less than annual operating costs ($60,291,234). Excluding the private operations in the State yields a net public operating cost of $24,502,091 (See Table 8).

The net public operating cost as used herein does not include capital expenditures. A separate capital budget is kept by most of the transit systems. Therefore, it is important to note that the net public operating cost may not give a complete financial picture. However, it does indicate the relationship between operating revenues and operating expenses.

1976 Compared to Past Years

Figure 9 graphically illustrates the rising trend of the net public operating cost. Between the years 1973 and 1974, the net public operating cost rose 492 percent from one million dollars to $5.9 million. Then the net public operating cost tripled between 1974 and 1975 to almost $18 million. This rise in cost slowed from 1975 to 1976 with a 36.3 percent increase to $24.5 million. It seems that the net public operating cost may have reached its peak and has begun to level off somewhat.

The transit system in Laredo became public in 1976 and its operating expenses are included in the net operating figure for the half of 1976 it was public. The system's operating expenses were high as is normally the case for systems in such a transition. Many improvements are usually necessary when a public entity takes possession of a previously private

operation. The private operation has generally been forced to cut-back on all expenditures for improvements in the attempt to stay in business.

Figure 9 also illustrates the trends within the three categories from 1974 to 1976; a breakdown is not available for the year 1973. Net Public operating cost almost quadrupled between the years 1974 and 1975 in Category A and then rose 37 percent more to $18.4 million in 1976. Category B net public cost almost doubled between 1974 and 1975 and then rose 27 percent more to about four million dollars by 1976. Net public operating cost in Category C rose 82 percent from about $370,000 in 1974 to $1.3 million in 1975. By 1976, the net public operating cost in this category was approximately two million dollars; a 51 percent increase from 1975.

Calculated indicators in Table 9 reveal the rising operating costs in transit. Average operating expense per vehicle mile was $1.19 while average farebox revenue per vehicle mile was 60.5 cents - a difference of 58.5 cents. This 14.1 cents more than in 1975 when the difference was 44.4 cents. Charter and other revenue increase the aggregate revenue per vehicle mile to 70.3 cents and decrease the difference to 48.7 cents. In 1975 the difference was 34.7 cents a mile when total operating revenue was 71.3 cents a mile. Revenue per vehicle mile decreased only one cent from 1975 and should not be considered as a significant factor to the increase in cost. However, it is apparent that inflation of operating costs (12.3 percent over 1975 levels) was a significant factor in increasing costs.

The increase over 1975 in net public operating cost per passenger was 5.4 cents as compared to an increase of 10.8 cents between the years 1974 and 1975. The increase over 1975 in net public operating cost per vehicle mile was 15.2 cents as compared to an increase of 24.7 cents per vehicle mile between 1974 and 1975.

TABLE 8: 1976 TRANSIT FINANCES

Category of Urbanized Area	Net Public Operating Cost[3]	Annual Passengers	Annual Vehicle Miles	Net Public Cost	
				Per Passenger	Per Vehicle Mile
Category A	$18,397,105	91,118,975	34,762,275	20.2¢	52.9¢
% of Total	75.1	81.7	75.6		
Category B	$ 4,098,834	12,079,559	6,827,371	33.9¢	60.0¢
% of Total	16.7	10.8	14.8		
Category C	$ 2,006,152[2]	8,320,646	4,427,632	24.1¢	45.3¢
% of Total	8.2	7.5	9.6		
Statewide Total[1]	$24,502,091	111,519,180	46,017,278	22.0¢	53.2¢

NOTES:

(1) Information for privately owned systems deleted from this table entirely in order to provide review of net public operating costs.

(2) Laredo transit system became public in June of 1976; therefore, June through December operating costs for Laredo are reflected in this table.

(3) Net public operating cost, as used herein, is the degree to which total transit operating expenses exceed all types of transit revenue.

FIGURE 9: NET PUBLIC OPERATING COST, 1973 - 1976

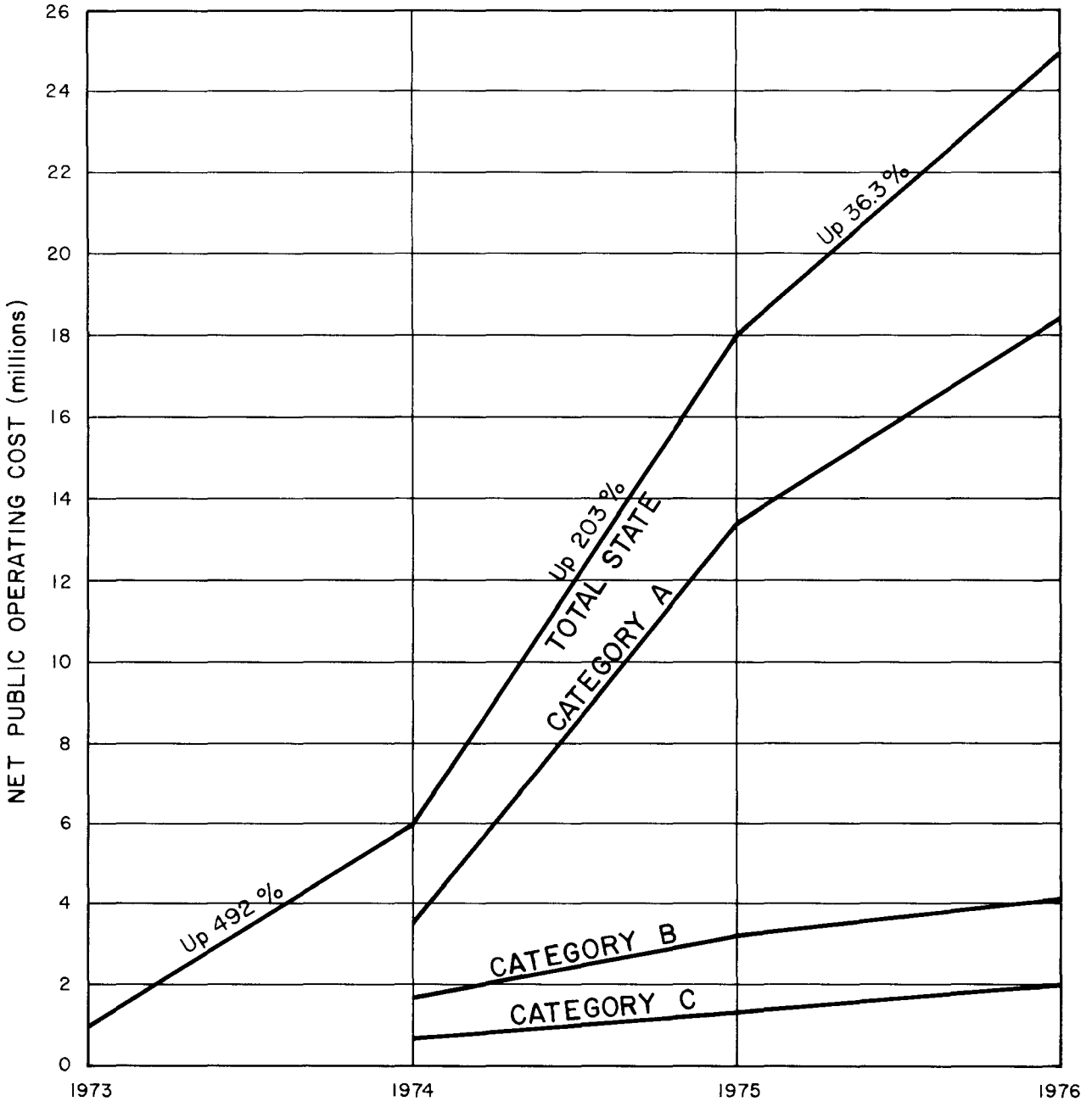


TABLE 9: CALCULATED INDICATORS FOR TRANSIT IN TEXAS - 1976[1]

Indicator	Quarters of 1976 First	Second	Third	Fourth	1976 Annual
Passengers per Vehicle Mile	2.44	2.39	2.42	2.38	2.41
Passenger Revenue per Vehicle Mile	59.9¢	61.0¢	63.5¢	57.2¢	60.5¢
Total Operating Revenue per Vehicle Mile	68.0¢	69.6¢	73.8¢	69.7¢	70.3¢
Operating Expenses per Vehicle Mile	$1.13	$1.14	$1.22	$1.28	$1.19

NOTE:

(1) Because financial information was not available, this table does not reflect the operations of the Harlingen-based system or one of Brownsville's two systems.

TABLE 10: CALCULATED TRANSIT INDICATORS FOR URBANIZED AREAS IN TEXAS

(By Categories of Urbanized Areas - 1976)

Calculated Indicator	Annual Calculated Ratios			
	Category of Urbanized Area			Statewide Ratio
	Category A	Category B	Category C	
Passengers Per Vehicle Mile	2.62	1.98	1.90	2.41
Passenger Revenue per Vehicle Mile	68.9¢	45.8¢	33.5¢	60.5¢
Total Operating Revenue per Vehicle Mile	79.7¢	53.0¢	42.5¢	70.3¢
Operating Expenses per Vehicle Mile	$1.33	90.6¢	86.2¢	$1.19

NOTE:

The statewide calculation includes all of the urbanized areas in the State as defined in this report except for one system in Brownsville and the Harlingen-based system.

Federal and State Dollars

The first full calendar year (CY) of funding for public transportation at the state level was 1976. State funding was authorized by Senate Bill 762, Acts of the 64th Legislature, Regular Session, which appropriated $31 million for public transportation purposes. State funds are not available for operating assistance but are for the purpose of assisting local governments to provide matching funds for federal public transportation 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 project cost. However, if an applicant can certify that federal funds are unavailable for a proposed project and show that the project is vitally important to public transportation in the State, the State may then supply 50 percent of the total cost of the project. A grant application of this type has not been received to date.

The state funds are divided in two programs: 60 percent of the funds annually credited to the Public Transportation Fund (PTF) 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 of Texas. This secondary discretionary fund will first become available September 1, 1978.

Capital Projects Planned in CY 1976

Capital projects planned in CY 1976 amounted to $37,712,390; up 13 percent from $33,312,183 in 1975 (See Table 11). State matching funds for

these capital projects of $4,944,499 has been approved. However, 23 percent of the federal participation of $30.1 million is still pending federal approval and the disbursement of state funds will be contingent upon such approval (See Figure 10). The amount of state money involved in capital projects which have received federal approval in CY 1976 is $3,661,109; a 66.5 percent gain from CY 1975 (See Table 12).

Federal funding, either approved or pending, for capital projects in CY 1976 is $30,105,453. Of this amount, 70 percent is slated for Category A, 25 percent for Category B, and five percent for Category C (See Table 11 and Figure 11).

TABLE 11: CAPITAL PROJECTS PLANNED IN CY 1976[1]

STATE APPROVED

	CATEGORY A		CATEGORY B		CATEGORY C		TOTAL	
UMTA Approved CY 1976	$12,476,663		$7,152,745		$1,336,128		$20,965,536	
Other UMTA Approved[2]	--		322,413		--		322,413	
UMTA Approval Pending	8,590,768		--		226,736		8,817,504	
TOTAL FEDERAL		$21,067,431		$7,475,158		$1,562,864		$30,105,453
State Approved 1975	668,922		--		217,121		886,043	
State Approved 1976	1,413,361		$1,267,105		36,845		2,717,311	
State Approved 1977	1,341,145		--		--		1,341,145	
TOTAL STATE		$ 3,423,428		$1,267,105		$ 253,966		$ 4,944,499
TOTAL LOCAL		$ 1,843,401		$ 682,287		$ 136,750		$ 2,662,438
TOTAL PROJECTS		$26,334,260		$9,424,550		$1,953,580		$37,712,390
		69.8%		25.0%		5.2%		100.0%

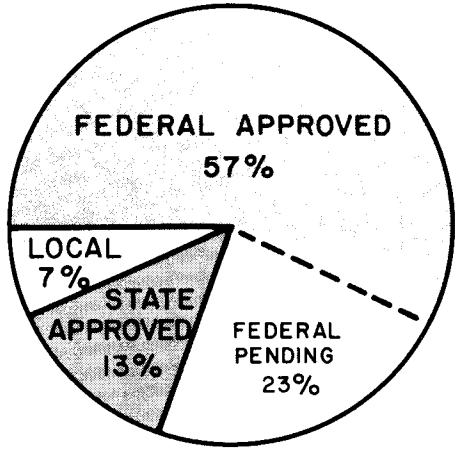
NOTES:

(1) All projects in this table have received state approval. The projects listed are those that have either received federal or state approval in calendar year 1976. Those projects receiving federal approval in 1976 while receiving state approval in 1975 or 1977 are included as well as those projects which received state approval in 1976 but are still awaiting federal approval. Projects which are pending at both levels are not included.

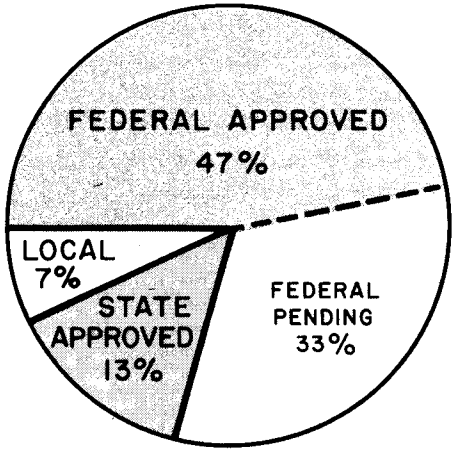
(2) This project was federally approved in 1972 while state approval was in 1976.

(3) Information on federal grants provided by the Urban Mass Transportation Administration while information on state participation was provided by the State Department of Highways and Public Transportation.

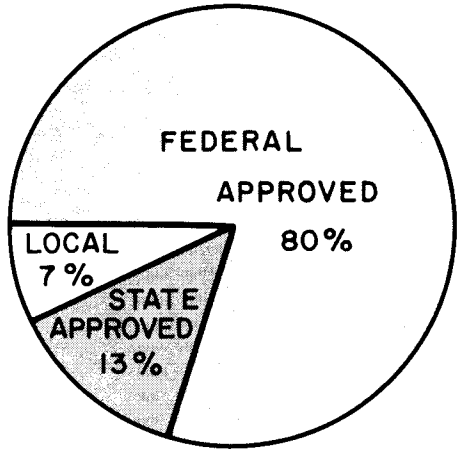
FIGURE 10: FEDERALLY APPROVED AND PENDING CAPITAL PROJECTS IN TEXAS - CALENDAR YEAR 1976 (Statewide and By Urban Area Category)



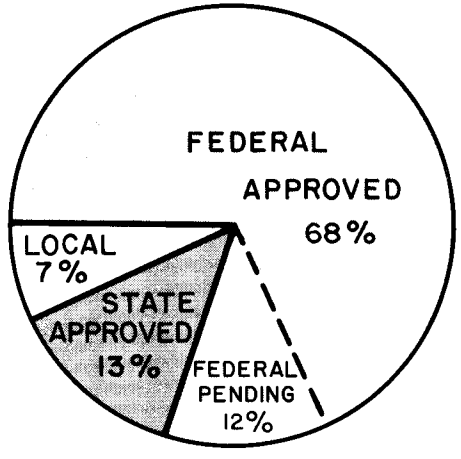
TOTAL STATE
100% = $37,712,390



CATEGORY A
100% = $26,334,260

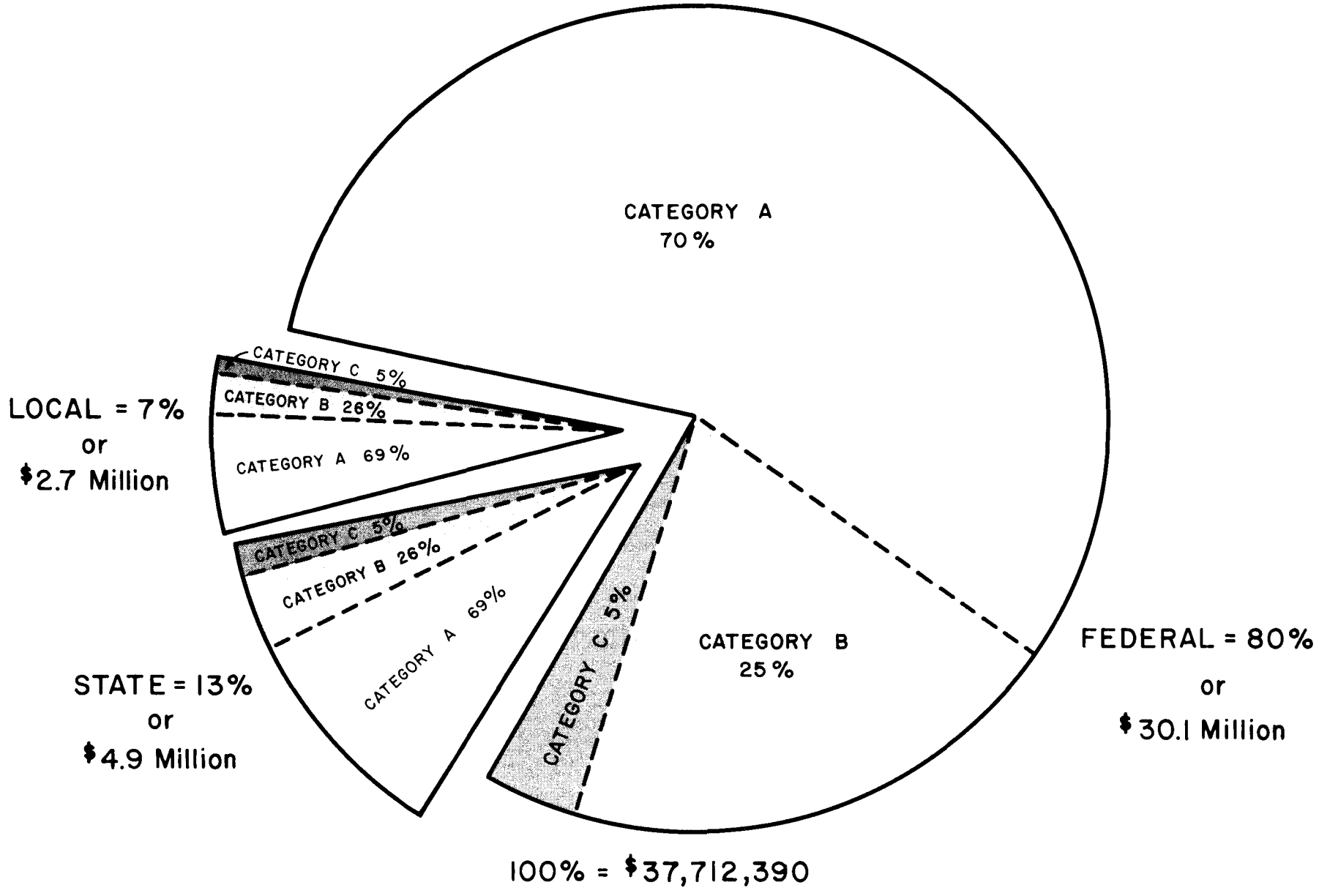


CATEGORY B
100% = $9,424,550



CATEGORY C
100% = $1,953,580

FIGURE 11: CAPITAL PROJECTS PLANNED IN TEXAS - CALENDAR YEAR 1976
FEDERAL, STATE, AND LOCAL PARTICIPATION
(By Urban Area Category)



Financial Assistance to Texas
Approved Projects - CY 1976

Total public transportation projects approved, both by the state and federal government, in CY 1976 totalled $45,026,345; an 80 percent increase from the level of funding in CY 1975 (See Table 12). Of this amount, 74 percent is provided by the federal government, eight percent by the state, and 18 percent by local areas (See Figure 12). Capital grants accounted for 63 percent of this total funding and operating assistance accounted for 25 percent. The remaining 12 percent was for "other" grants including research, development, and demonstration grants; managerial training grants; and technical studies (See Table 12 and Figure 12). Capital grants accounted for 68 percent of the federal portion of the total funding, operating assistance accounted for 18 percent and the remaining 14 percent was for other grants. The State portion of total funding was primarily for capital grants at 94 percent of the total. Operating assistance accounted for four percent of the state money and two percent was for other grants (See Figure 13). This state operating assistance is provided by the Department of Public Welfare for the Lower Rio Grande Development Council's Section 147 Grant. As stated previously, the Public Transportation Fund administered by the State Department of Highways and Public Transportation is only available for capital grant funding.

Federal operating assistance grants are on a 50 percent federal and 50 percent local match basis. In CY 1976, $5,786,667 in operating assistance was approved by the federal government; $236,167 was for Section 147 (100 percent federal with no required match); the remainder was for urban areas. Of the $5,550,500 approved for the urban areas, 62 percent was for Category A, 32 percent for Category B and six percent for Category C (See Figure 17).

Grants for operating assistance to urban areas that were submitted to the Urban Mass Transportation Administration but are still pending approval in CY 1976 amount to another $8,171,000. Of this amount, 76 percent is slated for Category A, nine percent for Category B and 15 percent for Category C.

TABLE 12: FINANCIAL ASSISTANCE TO TEXAS - 1976

	Sections 3 & 5 Capital	Section 5 Operating	Section 9 Technical Studies	Section 6 Research, Development & Demonstration	Section 10 Managerial Training	Total
Category A	$12,476,663	$ 3,472,000	$ --	$ --	$4,000	$15,952,663
Category B	7,152,745	1,762,000	--	--	--	8,914,745
Category C	1,336,128	316,500	--	--	--	1,652,628
Total	$20,965,536	$ 5,550,500	--	--	$4,000	$26,520,036
Section 16b(2)(1)	1,046,000	--	--	--	--	1,046,000
Section 147(2)	613,824	236,167	--	--	--	849,991
RD&D Total	--	--	--	2,013,000	--	2,013,000
Technical Studies	--	--	2,423,200	--	--	2,423,200
SDH&PT(3)	--	--	272,800	--	--	272,800
TOTAL FEDERAL	22,625,360	5,786,667	2,696,000	2,013,000	4,000	33,125,027
TOTAL STATE	(4) 3,459,370	(5) 133,539	(6) 68,200	--	--	3,661,109
TOTAL LOCAL	(7) 2,082,909	5,550,500	(8) 605,800	--	1,000	8,240,209
TOTAL PROJECTS	$28,167,639	$11,470,706	$3,370,000	$2,013,000	$5,000	$45,026,345

NOTES:

(1) The purpose of the Section 16b(2) Program is to furnish capital assistance to private non-profit organizations providing transportation to the elderly and handicapped. Of the total grant amount, five percent is available for administrative costs. This makes a revised total project cost of $1,242,125 with a local match of $248,425 which will be paid by the grantee agencies.

(2) Section 147 of the Federal Aid Highway Act of 1973, as amended is part of a nationwide demonstration program funded by FHWA. Please note this is the only grant included in this table that is not federally funded by UMTA. Two grants were awarded to Texas in 1976, one to the Lower Rio Grande Development Council and and the other to the Alamo Area Council of Governments.

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

(4) State participation includes $52,470 from the Department of Public Welfare funds for the LRGVDC Section 147 Grant. The remainder of state participation is from the Public Transportation Fund administered by SDH&PT.

(5) This operating assistance will be provided by the Department of Public Welfare for the LRGVDC Section 147 Grant.

(6) This the 20 percent match for the technical studies grant made to SDH&PT.

(7) Local Participation includes the local match of $248,425 for the Section 16b(2) Program.

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

FIGURE 12: FINANCIAL ASSISTANCE TO TEXAS APPROVED PROJECTS - CALENDAR YEAR 1976

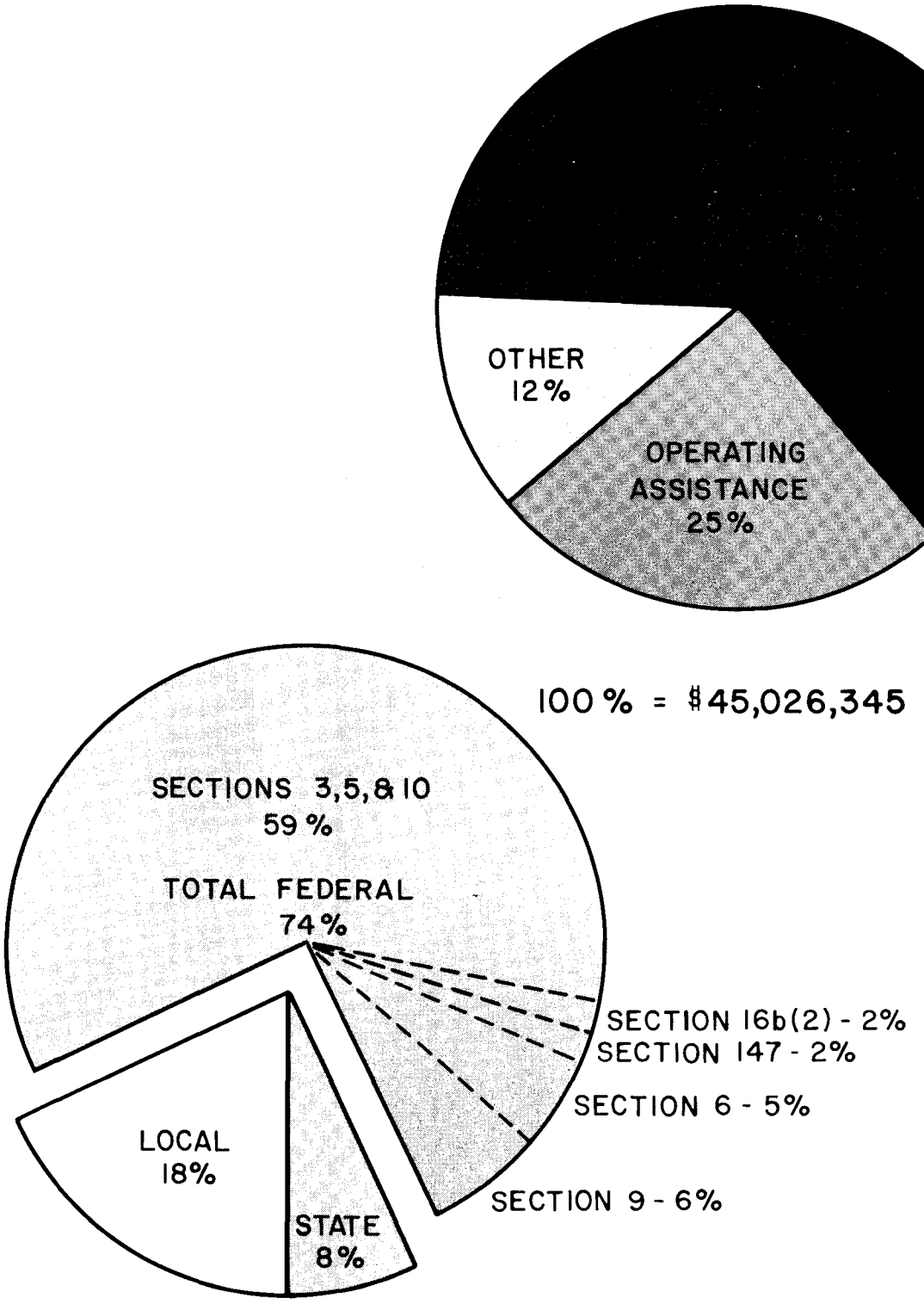
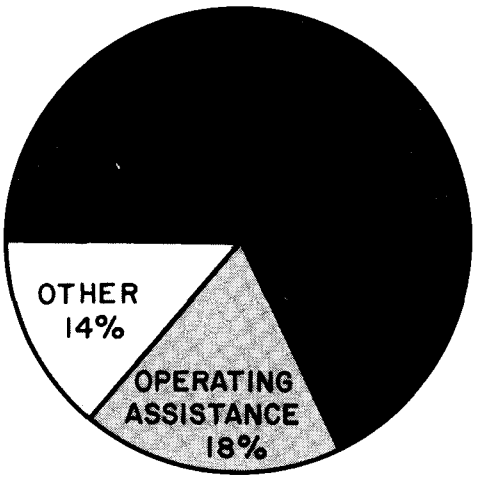
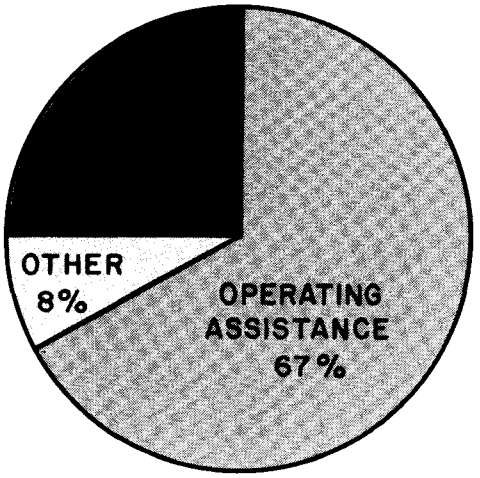


FIGURE 13: FEDERAL, STATE, AND LOCAL FUNDING BY TYPE OF GRANT APPROVED PROJECTS - CALENDAR YEAR 1976



FEDERAL
100% = $33,125,027

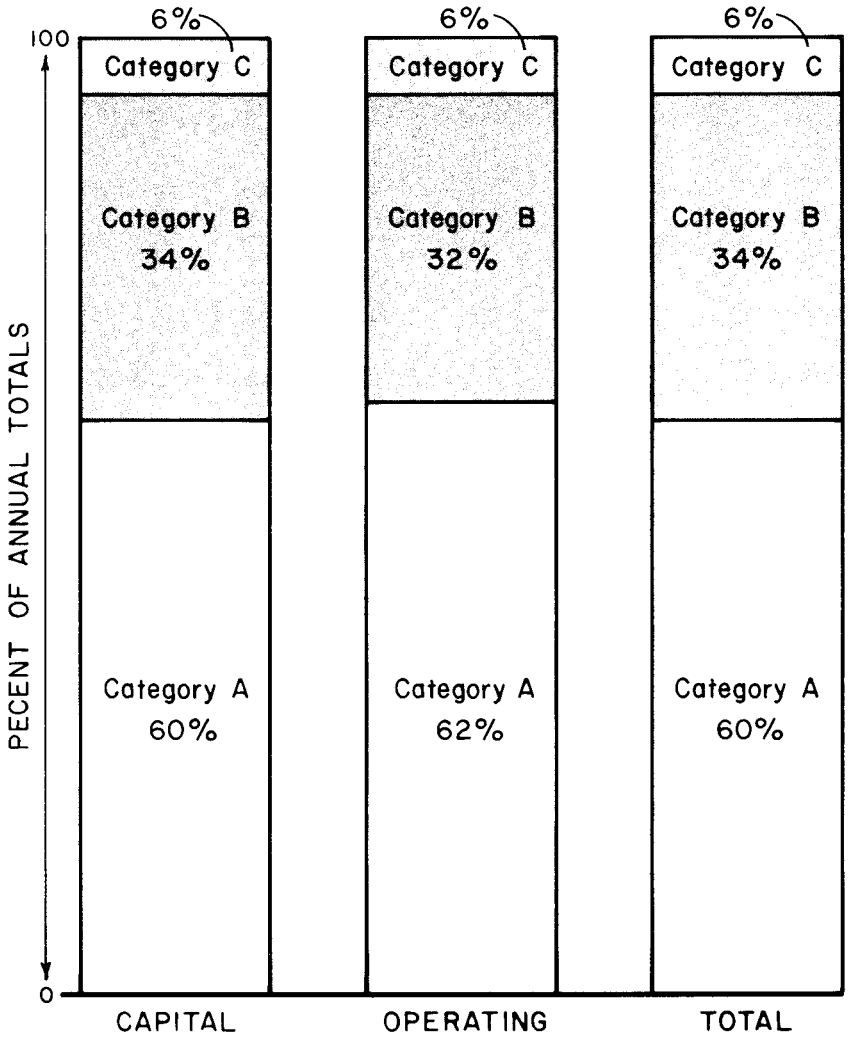
STATE
100% = $3,661,109



LOCAL
100% = $8,240,209

NOTE: "OTHER" includes Technical Studies; Research, Development and Demonstration; and Managerial Training Grants.

FIGURE 14: DISTRIBUTION OF SECTIONS 3 AND 5 FUNDING APPROVED PROJECTS - CALENDAR YEAR 1976 (By Urban Area Category)



Category A includes Houston, Dallas, and San Antonio.
Category B includes Fort Worth, El Paso, Austin, and Corpus Christi.
Category C includes Lubbock, Amarillo, Beaumont, Wichita Falls, Waco, Abilene, Laredo, San Angelo, Galveston, and Brownsville.

Capital and Operating Assistance to Texas
1976 Compared to 1975

Total Section 3 and 5 funding was up approximately 71 percent in CY 1976 from the $15.5 million approved for Texas in 1975. Of the $26.5 million approved for Texas in 1976, 76 percent was for capital assistance and 21 percent was for operating assistance. Capital grant funding was up 69.5 percent for the entire State from 1975 and operating assistance rose 77.4 percent from last year (See Table 13). Capital funding in Category A increased 16.5 percent from 1975. Category B capital funding rose dramatically from $1.1 million in 1975 to $7.2 million in 1976; a 554 percent gain. Capital funding in Category C more than doubled to $1.3 million between the years 1975 and 1976. Operating assistance in Category A rose 51.9 percent from 1975 while operating assistance doubled in Category B. Operating assistance in the amount of $316,500 was approved for the first time in CY 1976 for Category C. Although Category A received the greatest total funding at $15.9 million, Category B had the largest percent increase in funding at 360 percent from 1975. Category C total funding also rose dramatically with $1.7 million approved in 1976, almost three times the amount Category C received last year.

TABLE 13: CAPITAL AND OPERATING ASSISTANCE TO TEXAS FROM URBAN MASS TRANSPORTATION ADMINISTRATION

1976 COMPARED TO 1975

(By Urban Area Category)

Urban Area Category	Capital			Operating			Total		
	1975	1976	% Change	1975	1976	% Change	1975	1976	% Change
Category A	$10,708,072	$12,476,663	+16.5	$2,285,662	$3,472,000	+51.9	$12,993,734	$15,948,663	+22.7
Category B	1,093,796	7,152,745	+553.9	842,400	1,762,000	+109.2	1,936,196	8,914,745	+360.4
Category C	564,432	1,336,128	+136.7	--	316,500	--	564,432	1,652,628	+192.8
TOTAL	$12,366,300	$20,965,536	+69.5	$3,128,062	$5,550,500	+77.4	$15,494,362	$26,516,036	+71.1

NOTE: This table represents grants that have been approved, not disbursements.

Local Spending

The total local commitment to public transportation projects that have received federal approval in CY 1976 totalled $8,240,209; a 64 percent rise from $5,020,317 in CY 1975 (See Table 12). Capital projects accounted for 25 percent of this figure while operating assistance accounted for 67 percent. The remaining eight percent went to technical studies; research, development, and demonstration grants; and managerial training grants (See Figure 13). Last year, capital projects accounted for 29 percent of the local commitment while operating assistance accounted for 59 percent with the remaining 12 percent for other grants. If we look at Table 11 we see that the local commitment for capital projects that were planned in CY 1976 (although not all have been federally approved at this time) amounted to $2,662,438; an 8.8 percent increase from last year. Capital projects that have received federal approval in CY 1976 totalled $2,082,909 which is approximately a 44 percent rise from $1,445,788 in 1975. Of the total local funding, $5,550,500 went for operating assistance in CY 1976; an 87 percent increase over 1975.

The availability of the Public Transportation Fund for capital assistance has released more local funds for local areas to use as the match for federal operating assistance grants. Local areas contributed $5,550,500 toward operating assistance grants in 1976 which is 48 percent of the total operating assistance to Texas of $11,470,706. The local areas contributed $2,082,909 toward capital grants and the State contributed $3,459,370 for a total match of $5,542,279 or approximately 20 percent of the total approved capital assistance in Texas.

Local Statistics

Categories of Urban Areas

Transit ridership rose in Categories A and B (1.3 percent and 3.6 percent respectively) but declined 4.6 percent in Category C from 1975. Had the strike not occurred in Houston, Category A would have shown an increase of six percent.

Net public operating cost per passenger was highest in Category B at 33.9 cents. Net public cost per passenger was 13.7 cents lower in Category A and 9.8 cents lower in Category C. The net public operating cost per vehicle mile was also highest in Category B at 60.0 cents. Category A was 7.1 cents lower and Category C was 14.7 cents lower. However, the difference between total operating revenue per vehicle mile and operating expenses per vehicle mile was the lowest in Category B at 37.6 cents (Category A had a difference of 53.3 cents and Category C was 43.7 cents).

The relationships between population and passengers carried and between population and vehicle miles was determined for each of the subject urbanized areas in the State for the years, 1974, 1975 and 1976 (See Table 14).

Category A cities offer more transit service to citizens at 12.7 vehicle miles per capita compared to 9.3 in Category B and 5.4 in Category C. However, the vehicle mile per capita ratio in Category A declined approximately five percent from 13.4 in 1975. Annual passengers per capita ratios for each category (33.4 percent for Category A; 18.5 percent for Category B; and 10.2 percent for Category C) indicate citizens consistently make greater utilization of transit services in Category A cities. Passenger per capita ratios increased in both Categories A and B from 1975 and decreased slightly in Category C.

TABLE 14: TRANSIT PASSENGERS AND VEHICLE MILES PER CAPITA IN TEXAS URBANIZED AREAS -- 1974, 1975, and 1976

Category of Urbanized Area	Urbanized Area	1970 Urbanized Population (1000's)	Per Capita Ratios											
			Passengers (1000's) 1974	Ratio 1974	Passengers (1,000's) 1975	Ratio 1975	Passengers (1,000's) 1976	Ratio 1976	Vehicle Miles (1,000's) 1974	Ratio 1974	Vehicle Miles (1,000's) 1975	Ratio 1975	Vehicle Miles (1,000's) 1976	Ratio 1976
Category A	Houston	1,233	32,715	26.5	34,512	28.0	37,355	30.3	13,469	10.9	15,968	13.0	14,783	12.0
	Dallas	844	30,192	35.8	31,833	37.7	29,344	34.8	13,961	16.5	13,187	15.6	12,615	14.9
	San Antonio	654	22,812	34.9	23,608	36.1	24,419	37.3	6,934	10.6	7,366	11.3	7,364	11.3
	Sub-Total	2,731	85,719	31.4	89,953	32.9	91,118	33.4	34,364	12.6	36,521	13.4	34,762	12.7
Category B	Fort Worth	394	4,747	12.1	4,490	11.4	4,507	11.4	2,957	7.5	3,077	7.8	2,950	7.5
	El Paso	322	9,892	30.7	9,609	29.8	9,562	29.7	3,940	12.2	4,045	12.6	4,119	12.8
	Austin	252	5,662	22.5	5,031	20.0	6,067	24.1	2,520	10.0	2,517	10.0	2,544	10.1
	Corpus Christi	204	2,029	9.9	1,768	8.7	1,506	7.4	1,284	6.3	1,317	6.5	1,334	6.5
	Sub-Total	1,172	22,330	19.1	20,898	17.8	21,642	18.5	10,701	9.1	10,956	9.4	10,947	9.3
Category C	Lubbock	149	448	3.0	2,449(2)	16.4	2,586(2)	17.4	556	3.7	722(3)	4.9	794(3)	5.3
	Amarillo	127	1,193	9.4	1,255	9.9	997	7.9	895	7.0	802	6.3	838	6.6
	Beaumont	116	1,094	9.4	1,148	9.9	1,126	9.7	575	5.0	570	4.9	698	6.0
	Wichita Falls	98	317	3.2	263	2.7	309	3.2	314	3.2	289	3.0	291	3.0
	Waco	95	779	8.2	735	7.7	715	7.5	585	6.1	520	5.5	480	5.1
	Abilene	90	164	1.8	181	2.0	182	2.0	230	2.6	222	2.5	234	2.6
	Laredo	69	2,535(1)	36.7	2,128	30.8	1,853	26.9	754(1)	10.9	666	9.7	603	8.7
	San Angelo	64	205	3.2	218	3.4	197	3.1	251	3.9	237	3.7	242	3.8
	Galveston	62	1,412	22.8	1,095	17.7	1,077	17.4	518	8.4	461	7.4	514	8.3
	Brownsville	53	680	12.9	411	7.8	383	7.2	283	5.4	277	5.2	274	5.2
	Sub-Total	923	8,827	9.6	9,883	10.7	9,425	10.2	4,961	5.4	4,766	5.2	4,968	5.4
STATEWIDE TOTAL		4,826	116,876	24.2	120,734	25.0	122,185	25.3	50,026	10.4	52,243	10.8	50,677	10.5

NOTES:
(1) Estimates
(2) The City of Lubbock operates a university shuttle bus system as well as the citywide system. These figures for 1975 and 1976 include university as well as city passengers.
(3) These figures include university as well as city vehicle miles.

Urban Areas
Publicly-Owned Systems

According to annual averages, Dallas had the greatest number of buses at 429. Wichita Falls and San Angelo had the fewest number at 10 buses each. Passengers per vehicle mile ranged from a high annual figure of 3.32 in San Antonio to a low of 0.78 in Abilene. Total operating revenues per vehilce mile ranged from a high annual figure of 83.9 cents in Dallas to a low of 19.6 cents in San Angelo. Houston recorded the highest operating expenses per vehicle mile at $1.36 and San Angelo had the lowest at 54.9 cents. Operating expenses per vehicle miles exceeded total operating revenues per vehicle mile by the widest margin in Laredo at 82.5 cents and was the lowest in Wichita Falls at 31.1 cents (See Table 15).

TABLE 15: OPERATING STATISTICS BY URBAN AREA - 1976
(Publicly-Owned Systems)

Urban Area	Number Of Buses	Passengers/ Vehicle Mile	Total Operating Revenues/ Vehicle Mile	Operating Expenses/ Vehicle Mile	Approximate Amount Operating Expenses Exceed Total Operating Revenues
HOUSTON					
First Quarter	401	2.45	71.9¢	$1.27	55.1¢
Second Quarter	406	2.51	75.1¢	$1.29	53.9¢
Third Quarter	414	2.56	77.1¢	$1.36	58.9¢
Fourth Quarter*	414	2.63	77.7¢	$1.62	84.3¢
Annual	409	2.53	75.2¢	$1.36	60.8¢
*38-Day Strike in November and December					
DALLAS					
First Quarter	437	2.58	80.8¢	$1.25	44.2¢
Second Quarter	436	2.30	81.7¢	$1.20	38.3¢
Third Quarter	428	2.17	90.1¢	$1.31	40.9¢
Fourth Quarter	416	2.26	83.3¢	$1.33	49.7¢
Annual	429	2.33	83.9¢	$1.27	43.1¢
SAN ANTONIO					
First Quarter	253	3.09	76.8¢	$1.23	46.2¢
Second Quarter	253	3.21	78.2¢	$1.25	46.8¢
Third Quarter	264	3.61	86.6¢	$1.46	59.4¢
Fourth Quarter	262	3.38	84.6¢	$1.51	66.4¢
Annual	258	3.32	81.4¢	$1.35	53.6¢
FORT WORTH					
First Quarter	113	1.57	50.6¢	$1.07	56.4¢
Second Quarter	115	1.51	53.3¢	$1.14	60.7¢
Third Quarter	115	1.54	61.8¢	$1.14	52.2¢
Fourth Quarter	115	1.49	55.9¢	$1.24	68.1¢
Annual	115	1.53	55.3¢	$1.14	58.7¢
AUSTIN					
First Quarter	55	2.26	36.2¢	90.7¢	54.5¢
Second Quarter	63	2.59	38.9¢	$1.02	63.1¢
Third Quarter	63	2.45	38.5¢	$1.08	69.5¢
Fourth Quarter	63	2.25	36.6¢	$1.07	70.4¢
Annual	61	2.38	37.6¢	$1.02	64.4¢
CORPUS CHRISTI					
First Quarter	46	1.15	38.8¢	80.4	41.6¢
Second Quarter	46	1.17	41.2¢	92.4¢	51.2¢
Third Quarter	46	1.16	38.0¢	94.2¢	56.2¢
Fourth Quarter	51	1.04	34.3¢	99.9¢	65.6¢
Annual	47	1.13	38.1¢	91.7¢	53.6¢

Urban Area	Number Of Buses	Passengers/ Vehicle Mile	Total Operating Revenues/ Vehicle Mile	Operating Expenses/ Vehilce Miles	Approximate Amount Operating Expenses Exceed Total Operating Revenues
LUBBOCK					
First Quarter	22	3.93	48.6¢	69.7¢	21.1¢
City	14	0.76			
University	8	18.00			
Second Quarter	25	2.94	37.1¢	73.5¢	36.4¢
City	16	0.81			
University	9	18.21			
Third Quarter	30	2.84	41.9¢	76.4¢	34.5¢
City	19	0.91			
University	11	17.06			
Fourth Quarter	35	3.27	34.7¢	79.9¢	45.2¢
City	24	0.70			
University	11	17.83			
Annual	28	3.26	40.2¢	75.2¢	35.0¢
City	18	0.79			
University	10	17.81			
AMARILLO					
First Quarter	29	1.29	27.9¢	77.5¢	49.6¢
Second Quarter	27	1.17	29.1¢	73.5¢	44.4¢
Third Quarter	30	1.17	35.1¢	69.6¢	34.5¢
Fourth Quarter	27	1.15	25.0¢	59.3¢	34.3¢
Annual	28	1.19	29.3¢	69.6¢	40.3¢
BEAUMONT					
First Quarter	19	2.01	38.0¢	$1.04	66.0¢
Second Quarter	18	1.48	37.9¢	84.7¢	46.8¢
Third Quarter	17	1.53	38.1¢	96.8¢	58.7¢
Fourth Quarter	17	1.46	37.1¢	95.7¢	58.6¢
Annual	18	1.61	37.8¢	95.2¢	57.4¢
WICHITA FALLS					
First Quarter	10	1.09	39.2¢	72.8¢	33.6¢
Second Quarter	10	1.03	37.9¢	67.6¢	29.7¢
Third Quarter	10	1.09	35.5¢	68.0¢	32.5¢
Fourth Quarter	10	1.03	41.3¢	69.7¢	28.4¢
Annual	10	1.06	38.4¢	69.5¢	31.1¢
WACO					
First Quarter	20	1.58	47.2¢	78.4¢	31.2¢
Second Quarter	17	1.49	51.1¢	78.8¢	27.7¢
Third Quarter	13	1.37	53.8¢	93.4¢	39.6¢
Fourth Quarter	19	1.51	52.2¢	85.6¢	33.4¢
Annual	18	1.49	51.1¢	84.0¢	32.9¢

Urban Area	Number Of Buses	Passengers/ Vehicle Mile	Total Operating Revenues/ Vehicle Mile	Operating Expenses/ Vehicle Mile	Approximate Amount Operating Expenses Exceed Total Operating Revenues
ABILENE					
First Quarter	12	0.79	21.2¢	72.5¢	51.3¢
Second Quarter	12	0.78	20.9¢	79.4¢	58.5¢
Third Quarter	12	0.75	22.0¢	79.7¢	57.7¢
Fourth Quarter	12	0.78	21.0¢	79.0¢	58.0¢
Annual	12	0.78	21.3¢	77.7¢	56.4¢
LAREDO*					
Third Quarter	15	3.41	51.4¢	$1.44	92.6¢
Fourth Quarter	13	3.49	53.7¢	$1.87	$1.33
Annual	15	3.07	46.5¢	$1.29	82.5¢
*Laredo's transit system became public in June of 1976.					
SAN ANGELO					
First Quarter	10	0.81	19.6¢	56.9¢	37.3¢
Second Quarter	10	0.86	20.2¢	54.5¢	34.3¢
Third Quarter	10	0.80	19.5¢	60.1¢	40.6¢
Fourth Quarter	10	0.80	18.9¢	48.5¢	29.6¢
Annual	10	0.82	19.6¢	54.9¢	35.3¢
GALVESTON					
First Quarter	10	2.65	80.8¢	$1.38	57.2¢
Second Quarter	13	2.01	78.8¢	97.6¢	18.8¢
Third Quarter	15	1.95	70.7¢	$1.24	53.3¢
Fourth Quarter	15	1.94	75.7¢	$1.10	34.3¢
Annual	13	2.09	76.1¢	$1.16	39.9¢