

Transit Fact Book 1985

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American Public Transit Association **APTA**

Transit Fact Book

1985 Edition

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SUGGESTED IDENTIFICATION

American Public Transit Association, 1985 Transit Fact Book, Washington, DC, 1985.

APTA Statistical Department
May 1985



Chairman's Message

I am pleased to present this issue of the APTA Transit Fact Book. The Transit Fact Book for many years has been a standard statistical reference of trends in transit finance and operations. The Association recognizes the importance of this information and is committed to continue to obtain, record, and compile transit statistics and serve as the central repository for transit data.

The trends highlighted in this edition of the Transit Fact Book show the steady growth and improvement in public transit during the past decade. As we look ahead, the continuing commitment to quality services will strengthen further the role of public transit in North America.

A handwritten signature in black ink, which appears to read "Warren H. Frank". The signature is written in a cursive, flowing style.

Warren H. Frank
Chairman

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Transit Fact Book

1985 Edition

Summary of Trends in Urban Mass Transportation

The American Public Transit Association (APTA) is the recognized source for statistical data and information about transit in the United States. APTA obtains data from member transit systems in the United States and uses these figures to estimate trends for all United States transit systems. The **Transit Fact Book** also contains data for Canadian transit systems provided by the Canadian Urban Transit Association (CUTA).

The 1985 Edition of the **Transit Fact Book** is the thirty-eighth edition of this publication compiled by APTA and its predecessor organizations.

APTA is an international organization of transit systems and related organizations in the United States, Canada, and other countries. APTA members serve the public interest by providing safe, efficient, and economical transit services, and by improving those services to meet national energy, environmental, and financial concerns. Ninety-five percent of persons using urban public transit in the United States are carried by APTA members.

APTA members include nearly 700 motor bus and rapid transit systems, organizations responsible for planning, designing, constructing, financing, and operating transit systems, business organizations which supply products and services to transit, academic institutions, and state associations and departments of transportation.

Formed on a cooperative, nonprofit basis, APTA's objectives are:

- to represent the public interest in improving public transit for all persons
- to represent the interests, common policies, requirements, and purposes of the operators of public transit
- to provide a medium for exchange of experiences, discussion, and comparative study of public transit affairs
- to promote research and investigation to the end of improving public transit
- to aid members in dealing with special issues
- to encourage cooperation among its members, their employees, and the general public
- to encourage compliance with the letter and spirit of equal opportunity principles
- to collect, compile, and make available to members data and information relative to public transit
- to assist in the training, education, and professional development of

all persons involved in public transit

- to engage in any other activities which will serve the members and promote public transit

APTA is organized to function on behalf of all of transit's diversified interests. It is governed by a Board of Directors with voting control and authority vested in transit policy board members, transit operating officials, and associate members who are elected by the membership.

The 1985 edition of the **Transit Fact Book** includes in Sections A and B aggregate information for all common-carrier transit systems in the United States, the District of Columbia, the Commonwealth of Puerto Rico, and Guam; including both APTA members and non-members and both publicly and privately owned transit systems. Each Table or Figure in the **Transit Fact Book**, however, includes data only for the specific modes of service and types of systems identified in that Table or Figure.

Data reported in Section A, Statistical Trends of Transit Finances and Operations, are for all services provided by all United States transit systems operating at least one fixed-service route. Transit providers operating only demand-response or other special services are not included. Tables 2 through 15 and Figures I through V include data for motor bus, heavy rail, light rail, trolley coach, inclined plane, and cable car operations only. Table 16 reports data for commuter railroads and Table 17 reports data for suburban operations of intercity bus operators. Table 1 and Figure VI include all of these modes and other modes as listed. Non-transit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks and airports) are excluded from all tables and figures.

Data reported in Section B, Transit Vehicle Characteristics and System Locations, are for all services provided by all United States transit systems operating at least one fixed-service route except for Figure VIII which includes all United States bus service providers as footnoted. Modes reported are described in each Table or Figure.

Data reported in Section C, The United States Urban Mass Transportation Act, are for all mass transportation operations and agencies qualifying under provisions of the laws cited in each table. Federal government funding data are based on reports prepared by the United States Department of Transportation.

Data reported in Section D, Statistical Trends of Canadian Transit Operations, are taken from **Urban Transit Facts in Canada** published by CUTA. The data are for all regular transit service provided by CUTA transit system members. Section D is the only Section in which Canadian data appear.

Data used to compile Sections A and B of the **Transit Fact Book** are voluntarily provided by APTA member United States transit systems. The data are expanded by standard statistical methods to provide estimates

of statistical trends for all United States transit systems.

Financial data provided to APTA are organized in the same manner as data reported to the Urban Mass Transportation Administration (UMTA). All transit systems receiving United States government financial assistance are required to submit an annual report to UMTA to comply with requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended.

The adoption of the Section 15 requirements effective in 1979 resulted in several alterations to traditional transit recordkeeping practices. Four of these have caused major changes in the **Transit Fact Book**. Section 15 reporting does not differentiate transit revenue by mode. Hence, tables reporting passenger revenue by mode and operating revenue by mode are no longer included in the **Transit Fact Book**.

Passenger data are collected for Section 15 by a sample survey technique not normally used by transit systems prior to Section 15 implementation. This has resulted in a break in the continuity of APTA Passenger Trip data in Table 9 between 1979 and 1980. Passenger Trip data reported in Table 9 are Total Passenger Rides before 1980 and Unlinked Transit Passenger Trips beginning in 1980. Data reported in previous editions of the **Transit Fact Book** for Revenue Passenger Rides and Linked Transit Passenger Trips are no longer available.

Salaries and Wages data prior to 1977 in Table 13 include employee compensation in the form of paid sick leave, paid vacation time, and paid holidays. Beginning in 1977 these compensation types are included in Fringe Benefit costs. Prior to 1980, the Number of Employees is the average number of persons during the year. Beginning in 1980, the Number of Employees is based on the concept of Employee Equivalents where each Employee Equivalent is equal to 2,000 labor hours.

Because of the time required for transit systems to compile and report the large amount of data required for the **Transit Fact Book**, data for Calendar Year 1983 are preliminary and will be refined when additional data become available. Changes in data reported for prior years, evident when comparing the 1985 **Transit Fact Book** to previous editions, result from subsequent availability of additional or updated data.

Statistical Trends of Transit Finances and Operations



TABLE 1

Transit Modal Statistics at a Glance

MODE	NUMBER OF SYSTEMS			VEHICLES OWNED AND LEASED		
	1981	1982	1983	1981	1982	1983
Motor Bus	1,030	1,029	1,031	60,393	62,114	62,093
Heavy Rail (a)	11	11	12	9,801	9,867	9,943
Light Rail	10	11	11	1,075	1,016	1,013
Trolley Coach	5	5	5	751	763	686
Commuter Railroad (b)	18	18	17	4,413	4,445	4,371
Cable Car	1	1	1	39	39	39
Inclined Plane	5	5	5	10	10	10
Urban Ferry Boat (b)	11	11	13	57	57	60
Aerial Tramway (b)	1	1	1	2	2	2
Automated Guideway Transit (b)	1	1	1	45	45	45
Total (c)	1,062	1,062	1,065	76,586	78,358	78,262

(a) Includes one Monorail which is included as Heavy Rail data in summary data in Tables 2 through 15.

(b) Not included in summary data in Tables 2 through 15.

(c) Includes Commuter Railroad, Urban Ferry Boat, Aerial Tramway, and Automated Guideway Transit not included in summary data in Tables 2 through 15.

TABLE 1 (Continued)

Transit Modal Statistics at a Glance

MODE	VEHICLE MILES OPERATED (MILLIONS)			OPERATING EXPENSE (MILLIONS)		
	1981	1982	1983	1981	1982	1983
Motor Bus	1,684.6	1,668.8	1,677.8	\$4,834	\$5,126	\$5,438
Heavy Rail (a)	420.1	429.1	407.5	2,014	2,220	2,311
Light Rail	16.5	16.1	16.0	110	117	120
Trolley Coach	11.9	13.7	15.0	56	71	81
Commuter Railroad (b)	176.0	175.0	177.0	1,041	1,164	1,178
Cable Car	*	*	*	*	*	*
Inclined Plane	0.3	0.3	0.3	*	*	*
Urban Ferry Boat (b)	1.0	1.0	1.0	*	*	*
Aerial Tramway (b)	*	*	*	*	*	*
Automated Guideway Transit (b)	*	*	*	*	*	*
Total (c)	2,310.8	2,304.4	2,295.0	\$8,168	\$8,822	\$9,253

* Data not available

(a) Includes one Monorail which is included as Heavy Rail data in summary data in Tables 2 through 15.

(b) Not included in summary data in Tables 2 through 15.

(c) Includes Commuter Railroad, Urban Ferry Boat, Aerial Tramway, and Automated Guideway Transit not included in summary data in Tables 2 through 15.

TABLE 1 (Continued)

Transit Modal Statistics at a Glance

MODE	UNLINKED PASSENGER TRIPS (MILLIONS)			ESTIMATED PASSENGER MILES (MILLIONS)			AVERAGE UNLINKED PASSENGER TRIP LENGTH (MILES)		
	1981	1982	1983	1981	1982	1983	1981	1982	1983
	Motor Bus	5,594	5,324	5,422	21,012	19,987	20,047	3.8	3.8
Heavy Rail (a)	2,094	2,115	2,167	10,244	10,049	10,350	4.9	4.8	4.8
Light Rail	123	136	137	346	379	391	2.8	2.8	2.9
Trolley Coach	138	151	160	254	295	325	1.8	2.0	2.0
Commuter Railroad (b)	268	259	262	6,271	6,112	6,157	23.4	23.6	23.5
Cable Car	*	*	*	*	*	*	*	*	*
Inclined Plane	*	*	*	*	*	*	*	*	*
Urban Ferry Boat (b)	50	51	52	226	230	234	4.5	4.5	4.5
Aerial Tramway (b)	*	*	*	*	*	*	*	*	*
Automated Guideway Transit (b)	*	*	*	*	*	*	*	*	*
Total (c)	8,284	8,053	8,217	38,368	37,067	37,519	4.6	4.6	4.6

* Data not available

(a) Includes one Monorail which is included as Heavy Rail data in summary data in Tables 2 through 15.

(b) Not included in summary data in Tables 2 through 15.

(c) Includes Commuter Railroad, Urban Ferry Boat, Aerial Tramway, and Automated Guideway Transit not included in summary data in Tables 2 through 15.

TABLE 2

Transit Systems Classified by Vehicle Type and Population Group*

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS (a)	MULTI-MODE SYSTEMS (b)	ALL-BUS SYSTEMS	TOTAL SYSTEMS
1,000,000 and greater	5	17	393 ^{c,d}	415 ^{c,d}
500,000 to 1,000,000	0	2	46	48
250,000 to 500,000	0	1	81	82
100,000 to 250,000	0	0	130	130
50,000 to 100,000	0	0	109	109
Less than 50,000 ^e	0	0	252	252
Total U.S. Transit Systems	5	20	1,011	1,036

* As of December 31, 1983. Includes only transit systems operating at least one fixed route. Excludes transit systems operating only one of the following modes: demand-response, urban ferry boat, automated guideway transit, or commuter railroad.

(a) Includes transit systems operating one of the following modes exclusively: either heavy rail or light rail.

(b) Includes transit systems directly operating two or more of the following modes: heavy rail, light rail, trolley coach, motor bus, cable car, inclined plane, urban ferry boat, aerial tramway, and commuter railroad.

(c) "Local and Suburban" bus service operated by Class I Intercity Bus Carriers not included, see Table 17.

(d) Includes 105 motor bus owners which function collectively as "bus owners associations" regulated by the State of New Jersey Board of Public Utility Commissioners.

(e) Population of urban place with less than 50,000 population outside an urbanized area.

TABLE 3

Transit Financial Statement for 1981, 1982, and 1983

	REVENUES		
	1981	1982	1983 ^(P)
Passenger Revenue	\$2,701,388,000	\$3,076,951,000	\$3,171,560,000
Other Operating Revenue	82,350,000	75,014,000	59,680,000
Total Operating Revenue	<u>\$2,783,738,000</u>	<u>\$3,151,965,000</u>	<u>\$3,231,240,000</u>
Net Auxiliary Operating Revenue	\$ 33,113,000	\$ 61,955,000	\$ 51,150,000
Non-Operating Income	228,387,000	243,036,000	221,670,000
Total Non-Operating Revenue	<u>\$ 261,500,000</u>	<u>\$ 304,991,000</u>	<u>\$ 272,820,000</u>
State and Local Operating Assistance	\$3,225,695,000	\$3,581,983,000	\$4,194,640,000
Federal Operating Assistance	1,095,097,000	1,005,399,000	826,990,000
Total Operating Assistance	<u>\$4,320,792,000</u>	<u>\$4,587,382,000</u>	<u>\$5,021,630,000</u>
Total Revenue	<u>\$7,366,030,000</u>	<u>\$8,044,338,000</u>	<u>\$8,525,690,000</u>

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	EXPENSES		
	1981	1982	1983 ^(P)
Transportation Expense	\$3,596,449,000	\$3,882,310,000	\$3,930,800,000
Vehicle Maintenance Expense	1,397,838,000	1,555,800,000	1,696,630,000
Non-Vehicle Maintenance Expense	547,897,000	611,790,000	694,880,000
General Administration Expense	1,482,130,000	1,503,000,000	1,633,690,000
Total Operating Expense	<u>\$7,024,314,000</u>	<u>\$7,552,900,000</u>	<u>\$7,956,000,000</u>
Depreciation and Amortization	\$ 386,312,000	\$ 507,067,000	\$ 472,490,000
Other Reconciling Items	211,084,000	254,329,000	307,200,000
Total Reconciling Items	<u>\$ 597,396,000</u>	<u>\$ 761,396,000</u>	<u>\$ 779,690,000</u>
Total Expense	<u>\$7,621,710,000</u>	<u>\$8,314,296,000</u>	<u>\$8,735,690,000</u>

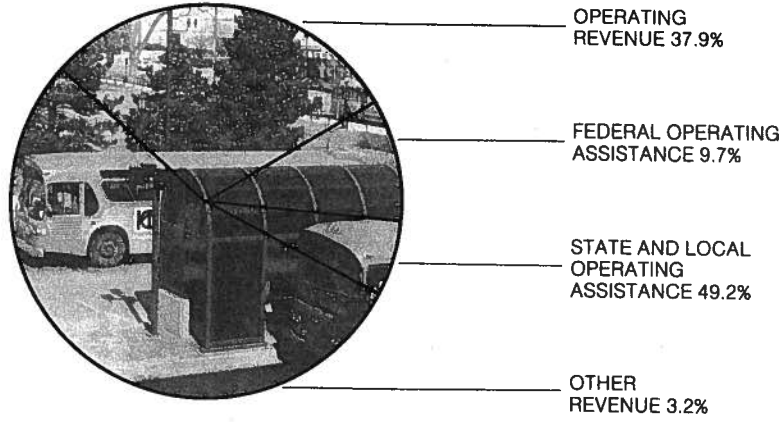
15

P = Preliminary
 NOTE: The difference between Total Revenue and Total Expense is due to several factors including (1) use of the accrual system of accounting rather than the cash system of accounting, (2) amalgamation of accounts of transit systems recording revenue and expense in a variety of fiscal or calendar years, (3) inclusion of State and Local Financial Assistance classified as operating assistance for income accounting purposes but subsequently transferred to capital accounts for expenditure, (4) inclusion of Depreciation

and Amortization costs in Total Expense that are met from revenue sources not included in Total Revenue, (5) exclusion of extraordinary revenues and extraordinary expenses, (6) actual profit or loss of privately owned transit systems, and (7) actual surplus or deficit of publicly owned transit systems.
 NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

FIGURE I

Transit Revenue and Expense in 1983



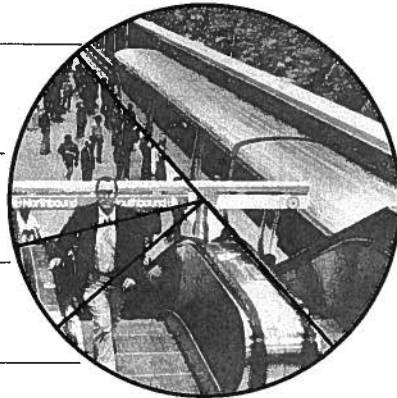
TRANSIT REVENUE

TRANSPORTATION EXPENSE 49.4%

VEHICLE MAINTENANCE EXPENSE 21.3%

NON-VEHICLE MAINTENANCE EXPENSE 8.8%

GENERAL ADMINISTRATION EXPENSE 20.5%



TRANSIT EXPENSE

TABLE 4

Publicly Owned Transit as a Portion of All Transit*

CALENDAR YEAR	NUMBER OF TRANSIT SYSTEMS	PERCENT OF ALL TRANSIT	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF ALL TRANSIT	VEHICLE MILES OPERATED (MILLIONS)	PERCENT OF ALL TRANSIT	UNLINKED PASSENGER TRIPS (MILLIONS)	PERCENT OF ALL TRANSIT
1940	20	2%	4,934	7%	---	---	---	---
1945	29	2	14,609	16	---	---	---	---
1950	36	3	24,570	28	---	---	---	---
1955	39	3	22,011	30	---	---	---	---
1960	58	5	23,738	36	---	---	---	---
1965	88	8	29,592	48	1,280	68%	5,646	77%
1970	159	15	40,778	66	1,706	86	6,275	90
1975	333	35	51,964	83	---	---	---	---
1976	375	39	54,149	85	1,770	87	6,444	91
1977	455	45	54,662	86	1,790	89	6,630	91
1978	463	48	55,393	87	1,825	90	6,931	91
1979	523	51	57,292	87	1,840	91	7,480	92
1980	576	55	64,128	90	1,939	93	7,741	94
1981	578	56	65,424	91	1,985	93	7,490	94
1982	581	56	67,352	91	1,989	93	7,280	94
P 1983	599	58	68,562	93	2,005	95	7,530	95

P = Preliminary

-- Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

* Publicly owned transit systems include all transit systems owned by municipalities, counties, regional authorities, states, or other governmental agencies including transit systems operated or managed by private firms under contract to governmental agency owners.

TABLE 5A
Trend of Transit Revenues, Dollars

CALENDAR YEAR	OPERATING REVENUE			NON-OPERATING AND AUXILIARY REVENUE (MILLIONS)	OPERATING ASSISTANCE			TOTAL REVENUE (MILLIONS)
	PASSENGER (MILLIONS)	OTHER (MILLIONS)	TOTAL (MILLIONS)		STATE & LOCAL (MILLIONS)	FEDERAL (MILLIONS)	TOTAL (MILLIONS)	
1940	\$ 701.5	\$ 35.5	\$ 737.0	—	—	—	—	—
1945	1,313.7	66.7	1,380.4	—	—	—	—	—
1950	1,386.8	65.3	1,452.1	—	—	—	—	—
1955	1,358.9	67.5	1,426.4	—	—	—	—	—
1960	1,334.9	72.3	1,407.2	—	—	—	—	—
1965	1,340.1	103.7	1,443.8	—	—	—	—	—
1970	1,639.1	68.3	1,707.4	—	—	—	—	—
1975	1,860.5	141.9	2,002.4	\$ 40.6	\$ 301.8	\$ 1,407.8	\$ 3,450.8	
1976	2,025.6	135.5	2,161.1	75.0	422.9	1,647.3	3,883.4	
1977	2,157.1	122.9	2,280.0	73.6	584.5	1,904.1	4,257.7	
1978	2,271.0	110.1	2,381.1	68.8	689.5	2,231.7	4,681.5	
1979	2,436.3	87.9	2,524.2	123.6	855.8	2,910.4	5,558.2	
1980	2,556.8	105.9	2,662.7	142.4	1,093.9	3,705.1	6,510.2	
1981	2,701.4	82.3	2,783.7	261.5	1,095.1	4,320.8	7,366.0	
1982	3,077.0	75.0	3,152.0	305.0	1,005.4	4,587.4	8,044.3	
P 1983	3,171.6	59.7	3,231.2	272.8	827.0	5,021.6	8,525.7	

P = Preliminary

— Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

TABLE 5B
Trend of Transit Revenues, Percent of Total Revenue

CALENDAR YEAR	OPERATING REVENUE			NON-OPERATING AND AUXILIARY REVENUE (PERCENT)	OPERATING ASSISTANCE			TOTAL REVENUE (PERCENT)
	PASSENGER (PERCENT)	OTHER (PERCENT)	TOTAL (PERCENT)		STATE & LOCAL (PERCENT)	FEDERAL (PERCENT)	TOTAL (PERCENT)	
1975	53.9	4.1	58.0	1.2	8.7	40.8	100.0	
1976	52.2	3.5	55.7	1.9	10.9	42.4	100.0	
1977	50.7	2.9	53.6	1.7	13.7	44.7	100.0	
1978	48.5	2.4	50.9	1.4	14.7	47.7	100.0	
1979	43.8	1.6	45.4	2.2	15.4	52.4	100.0	
1980	39.0	1.7	40.7	2.0	17.3	57.3	100.0	
1981	36.7	1.1	37.8	3.5	14.9	58.7	100.0	
1982	38.3	0.9	39.2	3.8	12.5	57.0	100.0	
P 1983	37.2	0.7	37.9	3.2	9.7	58.9	100.0	

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

FIGURE II
Source of Revenue by Transit System
Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS (b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Multi-Mode, All Areas (c)	1979	10	48.1	2.4	40.4	9.1
	1980	12	43.5	4.0	39.2	13.3
	1981	15	42.6	4.4	41.0	12.0
	1982	14	45.0	3.4	42.0	9.6
	1983	15	42.2	3.0	47.3	7.5
Motor Bus Only, 1,000,000 or More	1979	24	32.9	5.2	45.4	16.5
	1980	24	29.1	4.3	47.8	18.8
	1981	35	30.3	5.2	49.2	15.3
	1982	30	30.7	6.4	48.7	14.2
	1983	39	26.9	5.7	56.0	11.4
Motor Bus Only, 500,000 - 1,000,000	1979	17	32.8	4.4	41.8	21.0
	1980	21	29.9	4.5	40.6	25.0
	1981	24	31.9	4.4	40.3	23.4
	1982	18	31.5	5.3	43.2	20.0
	1983	24	29.3	4.7	48.7	17.3

(a), (b), (c) See footnotes Page 21.

FIGURE II (continued)
Source of Revenue by Transit System
Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS (b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Motor Bus Only, 200,000 to 500,000	1979	31	31.4	4.0	40.7	23.9
	1980	25	31.1	3.6	40.8	24.5
	1981	35	29.8	4.0	41.4	24.8
	1982	33	32.1	4.0	37.7	26.2
	1983	46	28.3	3.6	44.8	23.3
Motor Bus Only, 200,000 or Fewer	1979	33	27.4	4.8	41.7	26.1
	1980	39	21.5	4.4	47.7	26.4
	1981	55	23.4	5.1	44.8	26.7
	1982	46	24.5	5.0	45.4	25.1
	1983	61	22.1	5.3	50.6	22.0

NOTE: Figure excludes automated guideway transit and commuter railroad data and transit systems operating only heavy rail or light rail. (a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Other operating revenue, non-operating income, and net auxiliary operating revenue.

(c) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolley coach, urban ferry boat, or inclined plane.

TABLE 6A

Trend of Transit Expenses by Function Class, Dollars

CALENDAR YEAR	OPERATING EXPENSE						DEPRECIATION AND AMORTIZATION (MILLIONS)	OTHER RECONCILING ITEMS (MILLIONS)	TOTAL EXPENSE (MILLIONS)	
	TRANSPORTATION		MAINTENANCE		GENERAL ADMINISTRATION					TOTAL (MILLIONS)
	(MILLIONS)	(MILLIONS)	VEHICLE (MILLIONS)	NON-VEHICLE (MILLIONS)	(MILLIONS)	(MILLIONS)				
1940	—	—	—	—	—	—	—	\$ 660.7		
1945	—	—	—	—	—	—	—	1,231.7		
1950	—	—	—	—	—	—	—	1,385.7		
1955	—	—	—	—	—	—	—	1,370.1		
1960	—	—	—	—	—	—	—	1,376.5		
1965	—	—	—	—	—	—	—	1,454.4		
1970	—	—	—	—	—	—	—	1,995.6		
1975	\$ 1,876.5	\$ 814.4 ^a	\$ 1,876.5	\$ 814.4 ^a	\$ 846.4	\$ 3,537.3	\$ 121.0	3,752.5		
1976	2,033.4	894.1 ^a	2,033.4	894.1 ^a	929.9	3,857.4	136.3	4,082.6		
1977	2,219.8	972.7 ^a	2,219.8	972.7 ^a	928.5	4,121.0	161.4	4,366.6		
1978	2,508.7	\$ 776.6	\$ 2,508.7	\$ 292.1	961.7	4,539.1	149.6	4,788.9		
1979	2,735.0	1,070.2	2,735.0	398.8	1,027.7	5,231.7	253.4	5,611.4		
1980	3,248.2	1,274.3	3,248.2	499.7	1,224.3	6,246.5	277.6	6,710.6		
1981	3,596.5	1,397.8	3,596.5	547.9	1,482.1	7,024.3	386.3	7,621.7		
1982	3,882.3	1,555.8	3,882.3	611.8	1,503.0	7,552.9	507.1	8,314.3		
P 1983	3,930.8	1,696.6	3,930.8	694.9	1,633.7	7,956.0	472.5	8,735.7		

P = Preliminary — Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Vehicle Maintenance and Non-Vehicle Maintenance combined.

TABLE 6B

Trend of Transit Expenses by Function Class, Percent of Operating Expense

CALENDAR YEAR	OPERATING EXPENSE						TOTAL (a) (PERCENT)
	TRANSPORTATION (PERCENT)	MAINTENANCE		GENERAL ADMINISTRATION (PERCENT)	TOTAL (a) (PERCENT)		
		VEHICLE (PERCENT)	NON-VEHICLE (PERCENT)				
1975	53.1	23.0 ^b	23.9	23.9	100.0		
1976	52.7	23.2 ^b	24.1	24.1	100.0		
1977	53.9	23.6 ^b	22.5	22.5	100.0		
1978	55.3	17.1	21.2	21.2	100.0		
1979	52.3	20.5	19.6	19.6	100.0		
1980	52.0	20.4	19.6	19.6	100.0		
1981	51.2	19.9	21.1	21.1	100.0		
1982	51.4	20.6	19.9	19.9	100.0		
P 1983	49.4	21.3	20.5	20.5	100.0		

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Operating Expense only, excludes Depreciation and Amortization and Other Reconciling Items.

(b) Vehicle Maintenance and Non-Vehicle Maintenance combined.

TABLE 7A

Trend of Transit Expenses by Object Class, Dollars

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	OTHER	TOTAL OPERATING EXPENSE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1975	\$2,849.3	—	—	—	—	—	\$3,537.3
1976	3,085.4	—	—	—	—	—	3,857.4
1977	3,360.3	—	—	—	—	—	4,121.0
1978	3,704.6	—	—	—	—	—	4,539.1
1979	4,115.4	\$136.3	\$508.3	\$188.7	\$183.4	\$99.6	5,231.7
1980	4,634.0	237.6	759.4	231.3	237.8	146.4	6,246.5
1981	5,142.6	266.8	940.8	280.9	252.8	140.4	7,024.3
1982	5,487.9	298.3	1,129.9	322.5	188.1	126.1	7,552.9
P 1983	5,898.6	309.4	1,023.9	431.2	192.6	100.3	7,956.0

P = Preliminary

— Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) See Table 13 for further detail of labor expense.

TABLE 7B

Trend of Transit Expenses by Object Class, Percent of Operating Expense

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	OTHER	TOTAL OPERATING EXPENSE
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	80.6	—	—	—	—	—	100.0
1976	79.9	—	—	—	—	—	100.0
1977	81.5	—	—	—	—	—	100.0
1978	81.6	—	—	—	—	—	100.0
1979	78.7	2.6	9.7	3.6	3.5	1.9	100.0
1980	74.2	3.8	12.2	3.7	3.8	2.3	100.0
1981	73.2	3.8	13.4	4.0	3.6	2.0	100.0
1982	72.7	3.9	15.0	4.3	2.5	1.6	100.0
P 1983	74.1	3.9	12.9	5.4	2.4	1.3	100.0

P = Preliminary

— Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) See Table 13 for further detail of labor expense.

FIGURE III
Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF OPERATING EXPENSE FOR			
			TRANSPORTATION	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Multi-Mode, All Areas (b)	1979	10	46.8	19.0	12.8	21.4
	1980	12	45.9	18.7	12.4	23.0
	1981	15	43.5	18.7	11.1	26.7
	1982	14	44.0	19.9	11.8	24.3
	1983	15	43.9	21.2	12.9	22.0
Motor Bus Only, 1,000,000 or More	1979	24	59.3	20.1	2.5	18.1
	1980	24	55.6	21.7	2.3	20.4
	1981	35	58.2	21.2	2.3	18.3
	1982	30	57.1	22.5	2.3	18.1
	1983	39	55.8	22.3	2.5	19.4
Motor Bus Only, 500,000 - 1,000,000	1979	17	60.0	19.2	2.0	18.8
	1980	21	61.2	16.7	2.7	19.4
	1981	24	61.6	18.6	2.2	17.6
	1982	18	61.8	19.6	2.3	16.3
	1983	24	59.5	19.3	2.3	18.9

(a), (b) See footnotes Page 27.

FIGURE III (continued)
Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF OPERATING EXPENSE FOR			
			TRANSPORTATION	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Motor Bus Only, 200,000 to 500,000	1979	31	62.7	18.9	1.7	16.7
	1980	25	62.4	20.1	1.6	15.9
	1981	35	62.7	18.2	2.1	17.0
	1982	33	63.4	17.7	2.2	16.7
	1983	46	61.8	19.0	1.8	17.4
Motor Bus Only, 200,000 or Fewer	1979	33	61.7	19.4	1.2	17.7
	1980	39	60.2	19.0	1.7	19.1
	1981	55	61.7	19.2	1.7	17.4
	1982	46	62.2	19.2	1.5	17.1
	1983	61	61.8	19.3	1.5	17.4

NOTE: Figure excludes automated guideway transit and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolley coach, urban ferry boat, or inclined plane.

FIGURE IV

**Transit Operating Expense for 1983 Classified By Function and Object Class*
(Total Dollars in Thousands)**

Function and Object Class	Transportation	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Total
Salaries and Wages	2,111,310	813,010	393,030	603,980	3,921,330
Fringe Benefits	1,016,780	418,390	226,940	315,160	1,977,270
Services	46,100	75,540	31,820	155,940	309,400
Fuels and Lubricants	409,000	8,760			417,760
Tires and Tubes	52,450	790			53,240
Other Materials and Supplies	12,720	377,880	91,490	70,810	552,900
Utilities		5,550	222,770	202,880	431,200
Casualty and Liability Costs		1,590	2,450	188,560	192,600
Other	282,440	(4,880)	(273,620)	96,360	100,300
Total	3,930,800	1,696,630	694,880	1,633,690	7,956,000

*Includes motor bus, heavy rail, light rail, trolley coach, cable car, and inclined plane only; excludes automated guideway transit, commuter railroad, and urban ferry boat.

FIGURE IV (continued)

**Transit Operating Expense for 1983 Classified By Function and Object Class*
(Percent of Total)**

Function and Object Class	Transportation	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Total
Salaries and Wages	26.54	10.22	4.94	7.59	49.29
Fringe Benefits	12.78	5.26	2.85	3.96	24.85
Services	0.58	0.95	0.40	1.96	3.89
Fuels and Lubricants	5.14	0.11			5.25
Tires and Tubes	0.66	0.01			0.67
Other Materials and Supplies	0.16	4.75	1.15	0.89	6.95
Utilities		0.07	2.80	2.55	5.42
Casualty and Liability Costs		0.02	0.03	2.37	2.42
Other	3.55	(0.06)	(3.44)	1.21	1.26
Total	49.41	21.33	8.73	20.53	100.00

*Includes motor bus, heavy rail, light rail, trolley coach, cable car, and inclined plane only; excludes automated guideway transit, commuter railroad, and urban ferry boat.

TABLE 8

Trend of Transit Passenger Trips Classified by Population Groups

CALENDAR YEAR	HEAVY RAIL (MILLIONS)	SURFACE LINES				TOTAL PASSENGER RIDES/TRIPS (MILLIONS)
		500,000 AND OVER (MILLIONS)	250,000-500,000 (MILLIONS)	100,000-250,000 (MILLIONS)	50,000-100,000 (MILLIONS)	
1940 ^b	2,382	5,611	1,710	1,329	967	13,098
1945	2,698	8,721	3,654	2,952	2,376	23,254
1950	2,264	6,649	2,563	2,024	1,689	17,246
1955	1,870	4,510	1,668	1,236	1,019	11,529
1960	1,850	3,865	1,175	891	714	9,395
1965	1,858	3,747	757	520	592	8,253
1970	1,881	3,265	662	428	494	7,332
1975 ^c	1,673	4,488	356	281	72	6,972

Unlinked Transit Passenger Trips (d)

1980	2,108	5,206	409	310	90	112	8,235
1981 ^e	2,094	5,158	301	242	91	78	7,964
1982	2,115	4,934	286	238	90	78	7,741
P 1983	2,167	5,050	276	231	89	76	7,889

P = Preliminary — Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Total Passenger Rides from 1940 through 1975 based upon individual transit system data collection procedures.

(b) From 1940 through 1970 transit systems assigned by population of headquarters city.

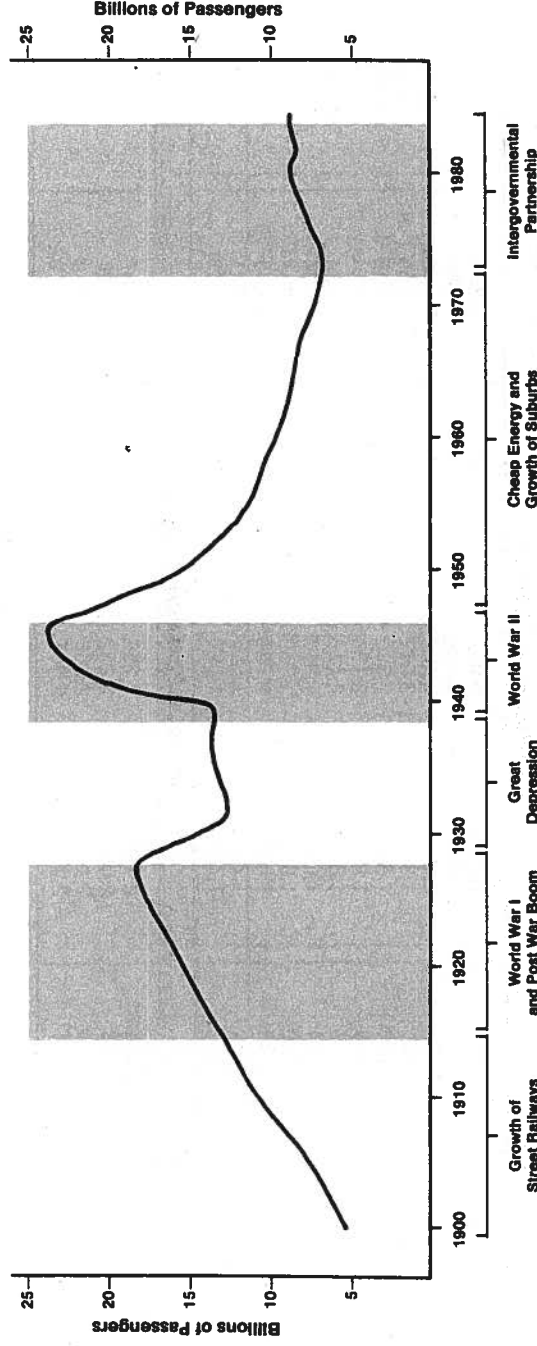
(c) From 1975 through 1980 transit systems assigned by population of urbanized area based on 1970 United States Census of Population.

(d) Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15.

Series not continuous between 1975 and 1980.

(e) From 1981 through 1983 transit systems assigned by population of urbanized area based on 1980 United States Census of Population.

**FIGURE V
Major Trends of Transit Ridership**



Transit ridership has gone through six major cycles of growth and decline during the Twentieth Century influenced by social and economic forces external to transit. From 1900 to 1929 transit ridership grew steadily; first due to technical innovation and investment opportunities during the early development of street railroads and then due to the economic boom of World War I and the post-war period. The Great Depression caused a steep decline in ridership between 1929 and 1939 as people made fewer work trips and often could not afford to take pleasure trips. A new federal law limiting utilities' ability to subsidize transit, as had been normal practice, led to a decline in transit capital facilities. World War II caused motor fuel rationing and an economic boom that led to a new rapid growth cycle in transit ridership. Ridership quickly declined from artificially high war levels as people fled to suburbs spurred on by cheap fuel and government policy favoring low-density suburban growth. In 1973 the ridership cycle reversed again and transit began a steady growth based on a partnership of local, state, and federal government committed to improving America's transportation infrastructure.

TABLE 9
Trend of Transit Passenger Trips

CALENDAR YEAR	RAILWAY			TOTAL RAIL(a) (MILLIONS)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL PASSENGER RIDES/TRIPS (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)	TOTAL RAIL(a) (MILLIONS)				
Total Passenger Rides (b)							
1940	5,943	2,382	8,325	534	4,239	13,098	
1945	9,426	2,698	12,124	1,244	9,886	23,254	
1950	3,904	2,264	6,168	1,658	9,420	17,246	
1955	1,207	1,870	3,077	1,202	7,250	11,529	
1960	463	1,850	2,313	657	6,425	9,395	
1965	276	1,858	2,134	305	5,814	8,253	
1970	235	1,881	2,116	182	5,034	7,332	
1975	124	1,673	1,810	78	5,084	6,972	
1976	112	1,632	1,759	75	5,247	7,081	
1977	103	1,610	1,728	70	5,488	7,286	
1978	104	1,706	1,825	70	5,721	7,616	
1979	107	1,777	1,899	75	6,156	8,130	
Unlinked Transit Passenger Trips (c)							
1980	133	2,108	2,256	142	5,837	8,235	
1981	123	2,094	2,232	138	5,594	7,964	
1982	136	2,115	2,266	151	5,324	7,741	
P 1983	137	2,167	2,307	160	5,422	7,889	

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes cable car and inclined plane beginning in 1975.

(b) Total Passenger Rides from 1940 through 1979 based on individual transit data collection procedures.

(c) Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Series not continuous between 1979 and 1980.

TABLE 10
Trend of Passenger Miles

CALENDAR YEAR	RAILWAY			TOTAL RAIL(a) (MILLIONS)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL PASSENGER MILES (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)	TOTAL RAIL(a) (MILLIONS)				
1977	389	9,682	10,083	225	19,730	30,038	
1978	392	10,330	10,734	234	20,708	31,676	
1979	407	10,760	11,179	204	21,393	32,776	
1980	381	10,558	10,951	219	21,790	32,960	
1981	346	10,244	10,602	254	21,012	31,868	
1982	379	10,049	10,437	295	19,987	30,719	
P 1983	391	10,350	10,755	325	20,047	31,127	

P = Preliminary

(a) Includes cable car and inclined plane.

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

TABLE 11

Trend of Passenger Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TOTAL RAIL(a)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL VEHICLE MILES OPERATED (MILLIONS)
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL(a)				
1940	844.7	470.8	1,315.5	86.0	1,194.5	2,596.0	
1945	939.8	458.4	1,398.2	133.3	1,722.3	3,253.8	
1950	468.1	443.4	906.5	205.7	1,895.4	3,007.6	
1955	178.3	382.8	561.1	176.5	1,709.9	2,447.5	
1960	74.8	390.9	465.7	100.7	1,576.4	2,142.8	
1965	41.6	395.3	436.9	43.0	1,528.3	2,008.2	
1970	33.7	407.1	440.8	33.0	1,409.3	1,883.1	
1975	23.8	423.1	446.9	15.3	1,526.0	1,989.7	
1976	21.1	407.0	428.1	15.3	1,581.4	2,026.3	
1977	20.4	361.3	381.7	14.8	1,623.3	2,021.3	
1978	19.5	363.5	383.0	13.3	1,630.5	2,028.3	
1979	19.1	380.5	400.2	11.7	1,633.6	2,045.5	
1980	17.5	384.7	402.8	13.0	1,677.2	2,093.0	
1981	16.5	420.1	437.2	11.9	1,684.6	2,133.7	
1982	16.1	429.1	445.8	13.7	1,668.8	2,128.3	
P 1983	16.0	407.5	424.1	15.0	1,677.8	2,116.9	

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes cable car and inclined plane beginning in 1975.

TABLE 12

Trend of Transit Fares

CALENDAR YEAR	AVERAGE REVENUE PER UNLINKED TRANSIT PASSENGER TRIP (a)	ADULT CASH FARE (BASE PERIOD)			PERCENT OF TRANSIT SYSTEMS WITH (c)		
		HIGH	LOW	MEAN(b)	PEAK PERIOD SURCHARGES	TRANSFER CHARGES	ZONE FARES
1940	5.4¢	10¢	5¢	—	—	—	—
1945	5.6	10	5	—	—	—	—
1950	8.0	17	5	—	—	—	—
1955	11.8	20	5	—	—	—	—
1960	14.2	30	7	—	—	—	—
1965	16.2	35	10	—	—	—	—
1970	22.4	50	10	—	—	—	—
1975	26.7	75	Free	—	—	—	—
1976	27.8	75	Free	—	—	—	—
1977	29.6	75	Free	32.6¢	3.7%	—	—
1978	29.8	75	Free	33.6	4.6	—	—
1979	30.0	75	Free	35.7	5.4	—	—
1980	31.0	75	Free	40.3	5.1	29.6%	31.4%
1981	33.9	100	Free	47.3	4.2	23.7	31.6
1982	39.7	100	Free	52.8	9.0	28.4	38.9
P 1983	40.2	100	10	54.9	8.9	37.1	35.9

P = Preliminary

— Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes transfer charges and zone charges; includes reduced-fare trips, free-fare trips, and free-transfer trips.

(b) Unweighted average of adult cash fares, fixed-route service; excludes transfer, premium, or zone charges; each transit system counted equally.

(c) As of June 1; percents represent a 200-transit-system sample, not estimated for all transit systems.

TABLE 13

Trend of Transit Employment, Compensation, and Labor Costs

CALENDAR YEAR	NUMBER OF EMPLOYEES (a)	SALARIES AND WAGES (THOUSANDS)	FRINGE BENEFIT COSTS (THOUSANDS)	TOTAL LABOR COSTS (THOUSANDS)
1940	203,000	\$ 360,000	—	—
1945	242,000	632,000	—	—
1950	240,000	835,000	—	—
1955	198,000	864,000	—	—
1960	156,400	857,300	—	—
1965	145,000	963,500	—	—
1970	138,040	1,274,109	—	—
1975	159,800	2,236,063	\$ 613,274	\$2,849,337
1976	162,950	2,403,683	681,684	3,085,367
1977	162,510	2,546,720	813,607	3,360,327
1978	165,400	2,740,557	964,096	3,704,653
1979	177,900	3,025,041	1,090,376	4,115,417
1980	187,000	3,280,915	1,353,132	4,634,047
1981	191,600	3,493,564	1,649,071	5,142,635
1982	193,500	3,731,397	1,756,507	5,487,904
P 1983	194,960	3,921,330	1,977,270	5,898,600

P = Preliminary

— Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.

TABLE 14

Trend of Transit Employees by Job Category

CALENDAR YEAR	NUMBER OF EMPLOYEES (a)					TOTAL
	VEHICLE OPERATORS (b)	OTHER TRANSPORTATION	VEHICLE MECHANICS	OTHER MAINTENANCE	ALL OTHER	
1975	84,300	—	—	—	—	159,800
1976	85,200	—	—	—	—	162,950
1977	84,800	—	—	—	—	162,510
1978	85,100	—	—	—	—	165,400
1979	90,760	23,360	20,650	31,360	11,770	177,900
1980	95,690	22,830	22,220	32,350	13,910	187,000
1981	96,930	22,740	23,640	33,190	15,100	191,600
1982	95,800	22,580	24,830	33,240	17,500	193,950
P 1983	94,170	22,400	25,030	33,980	19,380	194,960

P = Preliminary

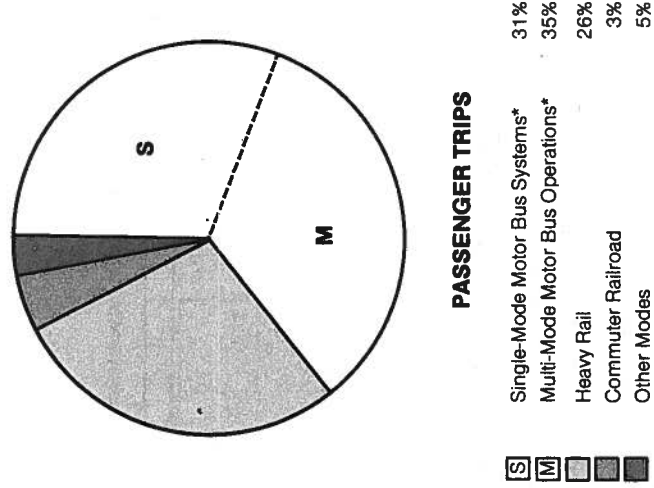
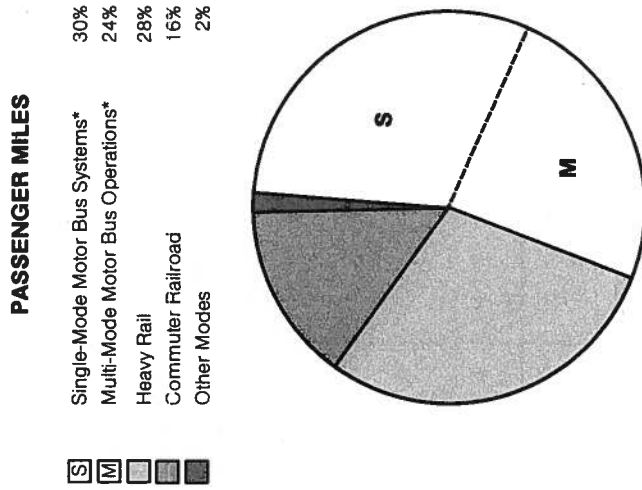
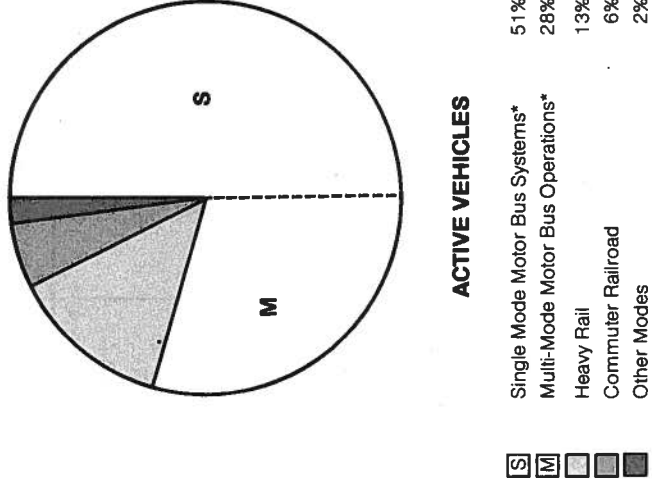
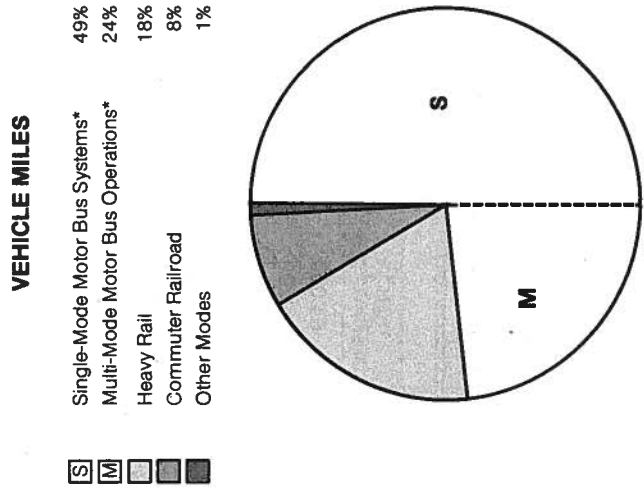
— Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.

(b) Includes conductors.

FIGURE VI
Comparison of Operating Data by
Transit Mode for 1983



*Single-Mode Motor Bus Systems include both motor bus and van operations by systems not operating any other types of vehicles; Multi-Mode Motor Bus Operations include both motor bus and van operations of transit systems also operating marine service, trolley coach service, or a railway mode.

TABLE 15

Trend of Energy Consumption by Transit Passenger Vehicles

CALENDAR YEAR	ELECTRIC POWER CONSUMED (KILOWATT HOURS IN MILLIONS)	FOSSIL FUELS CONSUMED (GALLONS IN THOUSANDS)	
		GASOLINE(a)	DIESEL
1940	6,334	—	—
1945	7,033	510,000	11,800
1950	5,251	430,000	98,600
1955	3,530	276,000	172,600
1960	2,908	191,900	208,100
1965	2,584	124,200	248,400
1970	2,561	68,200	270,600
1975	2,646	7,576	365,060
1976	2,576	6,163	389,187
1977	2,303	9,273	402,842
1978	2,223	9,331	422,017
1979	2,473	8,973	423,212
1980	2,446	11,400	431,400
1981	2,655	13,950	445,950
1982	2,722	11,670	455,590
P 1983	2,930	9,460	450,260

P = Preliminary

— Data not available

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes propane.

TABLE 16

Trend of Commuter Railroad Operations

CALENDAR YEAR	NUMBER OF SYSTEMS	OPERATING REVENUE (MILLIONS)	OPERATING EXPENSE (MILLIONS)	LINKED PASSENGER TRIPS (MILLIONS)	COMMUTER RAIL CARS OWNED AND LEASED	VEHICLE MILES OPERATED (MILLIONS)
1973	15	\$250	\$ 413	239	—	—
1974	15	263	495	254	—	—
1975	15	283	571	260	—	—
1976	15	334	657	260	4,438	—
1977	15	347	671	265	4,340	175
1978	17	370	778	267	4,473	174
1979	18	410	915	279	4,350	176
1980	18	436	973	280	4,448	179
1981	18	454	1,041	268	4,413	176
1982	18	490	1,164	259	4,445	175
P 1983	17	606	1,178	262	4,371	177

P = Preliminary

— Data not available

NOTE: Commuter railroad financial data and statistical data are not included in summary data in Tables 2 through Table 15.

TABLE 17

Trend of Local and Suburban Operations by Class I Intercity Bus Carriers*

CALENDAR YEAR	INTERCITY MOTOR BUS CARRIER LOCAL AND SUBURBAN SERVICE (a)				VEHICLE MILES (MILLIONS)
	PASSENGER REVENUE (MILLIONS)	PERCENT OF ALL CARRIER REVENUE (b)	REVENUE PASSENGERS CARRIED (MILLIONS)		
1970	\$13.3	1.8%	21	16.9	
1971	12.6	1.7	19	16.2	
1972	11.7	1.5	16	15.2	
1973	13.8	1.7	17	16.9	
1974	14.0	1.5	17.0	16.7	
1975	11.7	1.2	13.7	13.0	
1976	11.2	1.2	12.7	10.8	
1977	9.6	1.0	10.1	9.6	
1978	7.9	0.8	8.2	10.9	
1979	8.8	0.7	8.7	6.5	
1980	10.1	0.7	8.8	6.8	
1981	10.8	0.7	8.0	6.3	
1982	5.7	0.4	2.9	3.9	
1983	5.7	0.4	2.6	3.8	

* Includes Class I Intercity Motor Carriers only. Class I Motor Carriers include all intercity bus companies with gross revenues over \$1,000,000 from 1970 through 1976; and with gross revenues over \$3,000,000 beginning in 1977.

(a) Intercity Motor Bus Carrier Local and Suburban Service is defined by the Interstate Commerce Commission as "transportation within a city or its contiguous suburbs."

(b) Passenger Revenue from Local and Suburban Service divided by all Class I Intercity Motor Bus Carrier operating revenue.

NOTE: Intercity Motor Bus Carrier Local and Suburban Service financial data and statistical data are not included in summary data in Tables 1 through Table 15.

Source: American Bus Association

Transit Vehicle Characteristics and System Locations



TABLE 18

Transit Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS (b)	TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL(a)			
1940	26,630	11,032	37,662	2,802	35,000	75,464
1945	26,160	10,217	36,377	3,711	49,670	89,758
1950	13,228	9,758	22,986	6,504	56,820	86,310
1955	5,300	9,232	14,532	6,157	52,400	73,089
1960	2,856	9,010	11,866	3,826	49,600	65,292
1965	1,549	9,115	10,664	1,453	49,600	61,717
1970	1,262	9,338	10,600	1,050	49,700	61,350
1975	1,061	9,608	10,712	703	50,811	62,226
1976	963	9,714	10,720	685	52,382	63,787
1977	992	9,639	10,674	645	51,968	63,287
1978	944	9,567	10,554	593	52,866	64,013
1979	959	9,522	10,524	725	54,490	65,739
1980	1,013	9,693	10,749	823	59,411	70,983
1981	1,075	9,801	10,919	751	60,393	72,063
1982	1,016	9,867	10,926	763	62,114	73,803
P 1983	1,013	9,943	11,003	686	62,093	73,782

P = Preliminary

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

(a) Includes cable car and inclined plane beginning in 1975.

(b) Includes vans owned and leased by transit systems beginning in 1979.

TABLE 19

New Transit Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES(a)				TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1940-44 ^b	1,525	189	1,714	1,377	—	—	—	21,842	24,933
1945-49 ^b	2,130	665	2,795	3,492	6,369	10,817	16,114	33,300	39,587
1950-54 ^b	79	599	678	1,003	441	3,879	9,120	13,440	15,121
1955-59 ^b	0	1,771	1,771	43	19	854	9,165	10,038	11,852
1960-64 ^b	0	2,588	2,588	0	22	620	12,279	12,921	15,509
1965-69 ^b	0	1,878	1,878	0	202	1,131	11,725	13,058	14,936
1970-74 ^b	0	1,248	1,248	3	823	910	13,127	14,860	16,111
1975	0	127	127	1	419	128	4,714	5,261	5,389
1976	4	472	476	260	395	251	4,099	4,745	5,481
1977	62	506	568	198	549	308	1,580	2,437	3,203
1978	35	172	207	0	610	222	2,973	3,805	4,012
1979	70	94	164	141	408	130	2,902	3,440	3,745
1980	32	130	162	98	287	143	4,142	4,572	4,832
1981	188	276	464	0	153	171	3,735	4,059	4,523
1982	10	126	136	0	67	138	2,757	2,962	3,098
P 1983	30	88	118	0	151	74	3,856	4,081	4,199

P = Preliminary

— Data not available

(a) Buses or bus-type vehicles only, excludes vans and passenger automobiles.

(b) Five-year totals.

**FIGURE VII
Characteristics of the Urban Transit Fleet**

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Vehicles Owned and Leased	1980	59,411	9,693	1,013	823	4,448
	1981	60,393	9,801	1,075	751	4,413
	1982	62,114	9,867	1,016	763	4,445
	1983	62,093	9,943	1,013	686	4,371
Vehicles in Active Service	1980	—	—	—	—	—
	1981	55,562	9,488	844	658	3,864
	1982	57,021	9,539	868	661	3,972
	1983	58,392	9,623	853	665	3,935
Vehicles with Major Rehabilitation	1980	—	—	—	—	—
	1981	1,087	—	41	0	—
	1982	2,174	—	70	0	—
	1983	3,151	—	92	0	—

*As of December 31. — Data not available
(a) Includes all motor buses and vans owned and leased by transit systems.

**FIGURE VII (continued)
Characteristics of the Urban Transit Fleet**

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Average Age (Years)	1980	8.8	18.0	27.3	8.9	17.1
	1981	8.2	18.6	26.7	7.3	17.9
	1982	8.6	19.0	22.8	8.2	18.6
	1983	8.3	19.6	21.8	6.7	18.4
Average Length	1980	38'5"	58'4"	52'4"	39'6"	83'7"
	1981	38'5"	59'0"	52'7"	39'9"	83'9"
	1982	38'6"	58'11"	52'7"	39'9"	83'10"
	1983	38'6"	59'0"	56'6"	39'11"	84'0"
Average Number of Seats	1980	45.6	53.6	50.1	47.1	118.4
	1981	45.3	53.5	52.0	47.5	119.7
	1982	45.3	53.5	54.0	47.4	120.2
	1983	44.9	53.6	55.0	47.5	116.4

*As of December 31. — Data not available
(a) Includes all motor buses and vans owned and leased by transit systems.

FIGURE VII (continued)
Characteristics of the Urban Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Vehicles Equipped with Air Conditioning	1980	45,687	4,690	132	162	4,020
	1981	49,280	4,868	153	162	3,979
	1982	51,430	5,276	320	174	4,088
	1983	50,851	5,570	334	174	4,121
Vehicles Equipped with Two-Way Radios	1980	40,993	7,918	386	191	--
	1981	46,744	8,141	430	235	--
	1982	47,828	7,688	463	225	--
	1983	49,332	7,844	608	335	--
Vehicles with Wheelchair Accessibility	1980	6,535	(b)	(b)	110	(b)
	1981	11,414	(b)	(b)	110	(b)
	1982	12,858	(b)	(b)	110	(b)
	1983	14,520	(b)	(b)	184	(b)

*As of December 31.

-- Data not available

(a) Includes all motor buses and vans owned and leased by transit systems.

(b) Wheelchair accessibility for high-platform-boarding railcars is provided by station modifications.

FIGURE VIII
Number of Bus Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Bus Service Providers (d)
Alabama	6	35	5	40
Alaska	1	9	8	18
Arizona	2	9	19	27
Arkansas	2	8	28	37
California	68	82	25	175
Colorado	5	16	13	27
Connecticut	21	9	16	46
Delaware	2	2	3	7
District of Columbia	2	0	6	8
Florida	21	20	15	52
Georgia	8	40	21	69
Guam	0	1	0	1
Hawaii	1	3	4	7
Idaho	2	7	9	16
Illinois	35	16	13	61
Indiana	14	13	19	46
Iowa	8	25	8	33
Kansas	3	62	18	83
Kentucky	4	19	8	29
Louisiana	12	34	20	52
Maine	3	15	8	18
Maryland	15	5	23	43
Massachusetts	31	10	19	58

(a), (b), (c), (d) See footnotes Page 51.

(continued on Page 50)

FIGURE VIII (Continued)

Number of Bus Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Bus Service Providers (d)
Michigan	15	45	9	69
Minnesota	7	37	21	64
Mississippi	3	15	10	23
Missouri	7	29	26	59
Montana	3	10	9	21
Nebraska	2	47	11	60
Nevada	2	4	8	14
New Hampshire	3	6	7	15
New Jersey	164	14	29	205
New Mexico	1	18	30	31
New York	87	59	53	199
North Carolina	12	19	13	44
North Dakota	2	16	10	24
Ohio	36	28	66	130
Oklahoma	2	5	25	31
Oregon	5	24	10	30
Pennsylvania	49	20	36	105
Puerto Rico	19	—	—	19
Rhode Island	3	2	7	10
South Carolina	6	7	20	33
South Dakota	2	17	10	26
Tennessee	8	12	35	53
Texas	25	20	30	74

— Data not available

(a), (b), (c), (d) See footnotes Page 51.

FIGURE VIII (Continued)

Number of Bus Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Bus Service Providers (d)
Utah	1	3	12	15
Vermont	1	4	7	12
Virginia	17	11	11	39
Washington	11	21	12	37
West Virginia	5	13	20	34
Wisconsin	15	28	8	51
Wyoming	0	1	5	6
United States Total	779	975	858	2,486

— Data not available

(a) Transit systems operating at least one fixed route by motor bus within an urbanized area. Systems operating in two or more states are counted in the state in which they operate the largest portion of their service.

(b) Transit systems receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 18, during Federal Fiscal Year 1984. Includes service providers operating fixed-route only, demand-response only, and combined fixed-route and demand-response service.

(c) Transit service providers receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 16(b)2, during Federal Fiscal Year 1984.

(d) Total number of agencies listed minus the number of agencies receiving funds from both Section 18 and Section 16(b)2 of the Urban Mass Transportation Act of 1964, as amended, during Federal Fiscal Year 1984. This number may be lower than the actual number of motor bus, including van, service providers because (1) not all agencies eligible for Section 18 and Section 16(b)2 funding during federal Fiscal Year 1984 received funds; (2) not all non-fixed-route service providers in urbanized areas are eligible for Section 16(b)2 funds; and (3) private for-profit providers of specialized service for elderly and disabled, even if they receive assistance or compensation through a government or non-profit agency, are not counted.

Data Source for Small Urban and Rural Transit Systems and Non-Profit Elderly and Disabled Service Providers: *Rural and Specialized Transportation: UMTA Programs and the States*, American Association of State Highway and Transportation Officials, August 1984.

FIGURE IX

**Rail, Trolley Coach, and Marine Transit Service
In Operation as of November 1, 1984**

CITY	TRANSIT SYSTEM
HEAVY RAIL	
Atlanta, Georgia	Metropolitan Atlanta Rapid Transit Authority
Baltimore, Maryland	Mass Transit Administration of Maryland
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Chicago, Illinois	Chicago Transit Authority
Cleveland, Ohio	Greater Cleveland Regional Transit Authority
Miami, Florida	Metro-Dade Transportation Administration
New York, New York	New York City Transit Authority; Port Authority Trans-Hudson Corporation
Philadelphia, Pennsylvania	Port Authority Transit Corporation of Pennsylvania and New Jersey; Southeastern Pennsylvania Transportation Authority
Oakland, California	San Francisco Bay Area Rapid Transit District
Washington, District of Columbia	Washington Metropolitan Area Transit Authority
LIGHT RAIL	
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Buffalo, New York	Niagara Frontier Transit Metro System, Inc.
Cleveland, Ohio	Greater Cleveland Regional Transit Authority
Detroit, Michigan	City of Detroit Department of Transportation
Fort Worth, Texas	Dillard's Department Store
Newark, New Jersey	New Jersey Transit Corporation
New Orleans, Louisiana	Regional Transit Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
Pittsburgh, Pennsylvania	Port Authority of Allegheny County
San Diego, California	San Diego Metropolitan Transit Development Board
San Francisco, California	San Francisco Municipal Railway
Seattle, Washington	Municipality of Metropolitan Seattle

FIGURE IX (continued)

**Rail, Trolley Coach, and Marine Transit Service
In Operation as of November 1, 1984**

CITY	TRANSIT SYSTEM
COMMUTER RAILROAD (a)	
Baltimore, Maryland	State of Maryland Department of Transportation
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Chicago, Illinois	Burlington Northern; Chicago and Northwestern Transportation Company; Chicago South Shore & South Bend Railroad; Illinois Central Gulf Railroad Company; Norfolk and Western Railway Company; Northeast Illinois Railroad Corporation
Newark, New Jersey	New Jersey Transit Corporation
New York, New York	The Long Island Rail Road Company; Metro-North Commuter Railroad Company; Staten Island Rapid Transit Operating Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
Pittsburgh, Pennsylvania	Beaver County Transit Authority; Port Authority of Allegheny County
San Francisco, California	Southern Pacific Transportation Company
Washington, District of Columbia	State of Maryland Department of Transportation
OTHER RAIL MODES	
Chattanooga, Tennessee	Chattanooga Area Regional Transportation Authority Lookout Mountain Incline (Inclined Plane)
Dubuque, Iowa	Fenelon Place Elevator (Inclined Plane)
Johnstown, Pennsylvania	Cambria County Transit Authority (Inclined Plane)
Morgantown, West Virginia	West Virginia University (Automated Guideway Transit)
New York, New York	Roosevelt Island Special Service (Aerial Tramway)
Pittsburgh, Pennsylvania	Port Authority of Allegheny County Monongahela Incline and Duquesne Heights Incline (Inclined Planes)
San Francisco, California	San Francisco Municipal Railway (Cable Car)
Seattle, Washington	Municipality of Metropolitan Seattle (Monorail) (b)

(a) Excludes commuter-type services operated by Amtrak.
(b) Monorail data included as Heavy Rail in summary data on Tables 1 through 15.

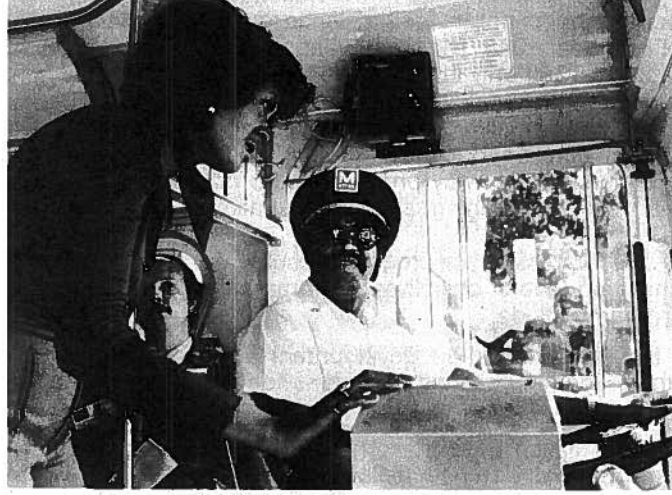
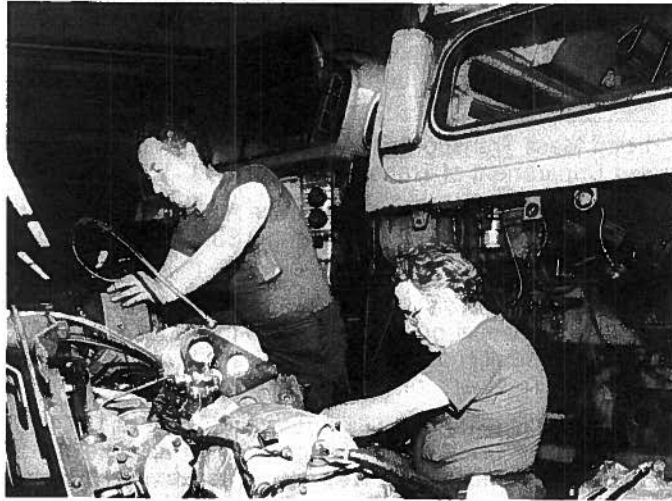
FIGURE IX (continued)

**Rail, Trolley Coach, and Marine Transit Service
In Operation as of November 1, 1984**

CITY	TRANSIT SYSTEM
Boston, Massachusetts	TROLLEY COACH
Dayton, Ohio	Massachusetts Bay Transportation Authority
Philadelphia, Pennsylvania	Miami Valley Regional Transit Authority
San Francisco, California	Southeastern Pennsylvania Transportation Authority
Seattle, Washington	San Francisco Municipal Railway
	Municipality of Metropolitan Seattle
	PUBLICLY OWNED URBAN FERRY BOAT (a)
Boston, Massachusetts	Commonwealth of Massachusetts Executive Office of Transportation and Construction
Corpus Christi, Texas	Texas State Department of Transportation and Highways
Galveston, Texas	Texas State Department of Transportation and Highways
Nantucket, Massachusetts	Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
New Orleans, Louisiana	Mississippi River Bridge Authority
New York, New York	City of New York Department of Transportation (Staten Island Ferry)
Norfolk, Virginia	Tidewater Transportation District Commission
Portland, Maine	Casco Bay Transit District
San Francisco, California	Golden Gate Bridge, Highway and Transportation District
San Juan, Puerto Rico	Metropolitan Bus Authority
Sault Sainte Marie, Michigan	Eastern Upper Peninsula Transportation Authority
Seattle, Washington	Washington State Ferries
Tacoma, Washington	Pierce County Ferry

(a) Includes non-urban ferry boat authorities receiving U.S. Government financial assistance.

The United States Urban Mass Transportation Act



History and Provisions of the Urban Mass Transportation Act of 1964, as Amended

In 1964 the Congress of the United States found that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs are being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." To remedy this situation, Congress passed the Urban Mass Transportation Act of 1964 which provided a program for transit systems to purchase capital equipment.

Continuing this commitment into its third decade, the Congress appropriated over four billion dollars for assistance to urban mass transportation during Fiscal Year 1985. The FY 1985 appropriation includes \$875 million in new budget authority for operating assistance and \$1,502 million in capital assistance allocated to urbanized areas on a formula basis; \$72 million allocated to small urban and rural areas on a formula basis; \$1,120 million of discretionary capital funding; \$250 million for capital transfers from Interstate Highway projects; and \$332 million for other capital projects, research, training, and administration.

This variety of federal assistance programs results from changing transit needs and changing federal objectives. Landmarks in the evolution of the federal program include:

- 1961: The Housing and Urban Development Act of 1961 provided funding for transit demonstrations and loans for mass transportation projects.
- 1964: The Urban Mass Transportation Act of 1964 (UMT Act of 1964) established the Urban Mass Transportation Administration (UMTA) within the Department of Housing and Urban Development to administer a program of capital grants to transit systems.
- 1966: The Urban Mass Transportation Act of 1966 expanded funding for capital purchases and allowed funding for research, planning, and training.
- 1966: The Urban Mass Transportation Administration was moved to the newly created Department of Transportation (DOT).
- 1970: The Urban Mass Transportation Assistance Act of 1970 provided increased levels of federal funding by authorizing a \$3.1 billion program of capital grants.
- 1973: The Federal-Aid Highway Act of 1973 increased the federally funded portion of transit capital projects from two-thirds to 80 percent and authorized expenditure of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying transit projects.
- 1974: The National Mass Transportation Assistance Act of 1974 increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas

that could be used for either operations or capital projects.

- 1978: The Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978 (STA Act of 1978) expanded the formula grant program and divided it into categorical programs that included additional operating grants for fixed guideway systems, capital grants for bus purchases, and operating grants for places outside of urbanized areas.
- 1982: The Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 (STA Act of 1982) provided that 1¢ of a 5¢ increase in the Highway Trust Fund users' fee on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include transit service data as well as population data.

During FY 1985 transit systems will receive the majority of their funding through four continuing programs and budget authority available for obligation from two discontinued programs. Four of these programs allocate funding to urbanized areas or states by formula. In each case the amount allocated to an urbanized area or state is equal to the ratio of the data for that urbanized area or state to the sum of data for all urbanized areas or states eligible in the formula. These programs, identified by section number in the UMT Act of 1964, as amended, are:

Section 3 Original grant program begun in FY 1964 provides capital assistance to eligible transit projects selected by the Urban Mass Transportation Administration or "earmarked" by Congress. This process is known as "discretionary funding."

Status: Authorized through FY 1986.

TABLE 20

United States Government Operating Grant Approvals for Mass Transportation

FEDERAL FISCAL YEAR	UMT ACT SECTION 5 GRANT APPROVALS FOR OPERATING ASSISTANCE (a)	
	NUMBER OF GRANTS	TOTAL APPROVALS
		(MILLIONS)
1975	100	\$ 142.5
1976	211	411.8
1977	386	571.8
1978	398	685.3
1979	376	868.5
1980	498	1,120.7
1981	535	1,129.5
1982	525	1,055.5
1983	389	887.9

(a) Urban Mass Transportation Act of 1964, as amended, Section 5 (49 USC 1604)

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

TABLE 21

United States Government Capital Grant Approvals for Mass Transportation by Program*

FEDERAL FISCAL YEAR	UMT ACT SECTION 3 (a) (MILLIONS)	UMT ACT SECTION 5 (b) (MILLIONS)	URBAN SYSTEMS (c) (MILLIONS)	INTERSTATE TRANSFERS (d) (MILLIONS)	TOTAL APPROVALS (MILLIONS)
1965-69 ^e	\$ 547.8	\$ 0.0	\$ 0.0	\$ 0.0	\$ 547.8
1970	132.8	0.0	0.0	0.0	132.8
1971	284.0	0.0	0.0	0.0	284.0
1972	508.6	0.0	0.0	0.0	508.6
1973	863.7	0.0	0.0	0.0	863.7
1974	870.3	0.0	34.6	51.0	955.9
1975	1,122.6	9.1	15.7	65.7	1,213.1
1976	1,339.2	32.3	23.3	553.0	1,947.9
1977	1,250.0	39.4	42.0	392.3	1,723.7
1978	1,400.0	50.1	30.4	556.4	2,036.9
1979	1,225.0	255.6	21.3	599.7	2,101.6
1980	1,655.0	431.2	25.6	675.4	2,787.1
1981	1,925.0	361.1	49.7	609.9	2,945.7
1982	1,634.5	297.9	52.6	559.2	2,544.1
1983	1,640.9	301.4	6.4	411.3	3,161.6 ^f

* Net amounts, excludes cancelled and reduced projects.

(a) Urban Mass Transportation Act of 1964, as amended, Section 3 (49 USC 1602), Section 16(b)(2), and Advance Land Acquisition Loans

(b) Urban Mass Transportation Act of 1964, as amended, Section 5 (49 USC 1604)

(c) Federal-Aid Highway Act of 1973 (23 USC 142)

(d) Federal-Aid Highway Act of 1973 (23 USC 103)

(e) Five-year total.

(f) Includes \$561.7 million from Urban Mass Transportation Act of 1964, as amended, Section 9A (49 USC 1607a-1) and \$240.0 million from National Capital Transportation Act of 1989, as amended, Section 14 (D.C. Code 1-1441 et seq.)

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

Recipients of Funds: State or local public bodies and agencies making application based on discretion of UMTA and availability of funds. Specific areas or categories of expenditures may have amounts "earmarked" during the Congressional legislative process.

Eligible Expenditures: For capital projects only.

Method of Allocation: Discretionary.

Matching Ratio: Beginning FY 1984; 75% federal, 25% state and local. Prior to FY 1984; 80% federal, 20% state and local.

Source of Funds: Beginning FY 1984, the Mass Transit Account of the Highway Trust Fund. Prior to FY 1984, general revenues.

Section 5 Effective in FY 1974 provided the first federal operating assistance to transit and allocation of funds on a formula basis directly to urbanized areas.

Status: Discontinued at end of FY 1983, funds remain available for obligation through FY 1985.

Recipients of Funds: Urbanized areas; directly over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: Tiers I, II, and III, for operations or capital projects; Tier IV, for bus capital projects only.

Method of Allocation: By formula. Tiers I, II, and IV formulas are 50% urbanized area population and 50% urbanized area population density weighted by population. Total funding amounts allocated by resultant proportions for Tiers I and IV; proportions applied to different total funding amounts for urbanized areas above and below 750,000 population for Tier II. Tier III formula is one-third commuter rail train miles, one-third commuter rail route miles, one-third fixed guideway route miles.

Matching Ratio: Operating assistance; federal share up to 50% of operating expense less earned revenue, including passenger fares, to the limit of available federal funds. State and local operating assistance share must equal or exceed federal operating assistance share. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues.

Section 9A Provided a program to allocate capital assistance from the Mass Transit Account of the Highway Trust Fund until all the provisions of the STA Act of 1982 became effective in FY 1984.

Status: Effective in FY 1983 only, funds remain available for obligation through FY 1986.

Recipients of Funds: Urbanized areas; directly over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: For capital projects only.

Method of Allocation: By formula. Funds allocated in five categories; bus operations from 50,000 to 200,000 population, 200,000 to 1,000,000

TABLE 22

United States Government Capital Grant Approvals for Mass Transportation by Use*

FEDERAL FISCAL YEAR	BUS (a) (MILLIONS)	RAPID TRANSIT (b) (MILLIONS)	COMMUTER RAIL (MILLIONS)	OTHER (c) (MILLIONS)	TOTAL (MILLIONS)
1965-1976 ^d	\$ 1,960.1	\$ 3,370.1	\$ 937.3	\$ 186.3	\$ 6,453.8
1977	483.6	1,001.1	232.0	7.0	1,723.7
1978	598.5	1,162.9	271.7	3.8	2,036.9
1979	544.6	1,318.7	232.6	5.7	2,101.6
1980	935.8	1,474.3	340.4	36.6	2,787.1
1981	994.3	1,546.1	373.5	31.8	2,945.7
1982	854.4	1,307.1	323.0	59.6	2,544.1
1983	1,138.4	1,455.5	465.4	102.3	3,161.6
Cumulative Total	\$ 7,509.6	\$ 12,635.9	\$ 3,175.9	\$ 433.2	\$ 23,754.6

* Net amounts; excludes cancelled and reduced projects. Includes funding from Section 3, Section 5, Section 9A, and Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended, Urban Systems and Interstate Transfers Sections of the Federal-Aid Highway Act of 1973, as amended, and funding from Section 14 of the National Capital Transportation Act of 1969, as amended.

(a) Motor bus and trolley coach.

(b) Heavy rail and light rail.

(c) Urban ferry boat, cable car, inclined plane, and automated guideway transit.

(d) Twelve-year total.

Source: U. S. Department of Transportation, Urban Mass Transportation Administration.

population, and over 1,000,000 population; fixed guideway operations; and small urban and rural operations outside urbanized areas. The formula for both bus categories above 200,000 population is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population. The formula for bus operations below 200,000 population is 50% urbanized area population and 50% urbanized area population density weighted by population. The formula for fixed guideway operations is 60% revenue vehicle miles operated and 40% route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of total fixed guideway funding. Allocation of funds for small urban and rural areas is through Section 18 procedures.

Matching Ratio: 80% federal, 20% state and local.

Source of Funds: Mass Transit Account of the Highway Trust Fund.

Section 9 Replaced Section 5 as the program allocating operating and capital assistance on a formula basis to urbanized areas, effective FY 1984. Funding for the Section 9 program is authorized through Section 21(a) of the UMT Act of 1964, as amended, which also provides funds allocated to small urban and rural areas under the procedures of Section 18.

Status: Authorized through FY 1986.

Recipients of Funds: Urbanized areas; directly over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: For operations or capital projects by local decision up to a limit equal to a percentage of the sum of FY 1982 Section 5, Tiers I, II, and III allocation for each urbanized area. Percentage limitations are 80% for urbanized areas over 1,000,000 population; 90% for urbanized areas between 200,000 population and 1,000,000 population; and 95% for urbanized areas less than 200,000 population. Urbanized areas newly designated by the 1980 Census of Population did not receive Section 5 allocations in FY 1982 and are eligible to use up to 40% of their total Section 9 allocation for operations.

The remaining portion of each urbanized area's allocation may be used only for capital projects, except that through FY 1984 three dollars of the remainder could have been traded for two dollars additional operating assistance up to an amount where the total federal operating funding equals an urbanized area's total funding from Section 5, Tiers I, II, and III for FY 1982; or, if the urbanized area is newly designated, until the total federal operating funding equals 50% of an urbanized area's FY 1984 Section 9 allocation. This provision does not apply to FY 1985 or FY 1986 funding.

Method of Allocation: By formula. Funds are allocated for Section 9 and Section 18 in seven subsections that are equal to percentages of the total amount authorized under Section 21(a) of the STA Act of 1982. The percent of funding for each urbanized area in a subsection with a formula based on transit operating data will vary each year because of variations

Glossary of Federal Terms

Authorization: Legislation that creates the structure of a program including any formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended as in "such sums as may be necessary." General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Appropriation: Legislation that grants money from general revenues to a program that has usually been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Apportionment: Approval by the Office of Management and Budget for an agency to spend funds appropriated by Congress. The public reporting of the OMB approved apportionment, detailing the amount of formula funding available to each urbanized area or designated recipient, is done by UMTA and is commonly referred to as "the apportionment."

Budget Authority: Authority to enter into obligations which will result in immediate or future outlays. The basic forms of budget authority are appropriations, authority to borrow, and contract authority.

Contract Authority: A type of budget authority that permits an agency to incur specific obligations in advance of an appropriation. Contract authority does not provide the money to pay the obligation; it must be followed by an "appropriation to liquidate" any obligations incurred.

Funding Commitment: Spending of obligated money by a grant recipient.

Grant: Money received by a non-federal agency eligible to receive federal funding under the provisions of authorizing legislation with funding provided by appropriations legislation.

Mass Transportation: Transportation by bus, or rail or other conveyance, either publicly or privately owned, which provides to the public general or special service (but not including school buses or charter or sightseeing service) on a regular or continuing basis.

Obligation: An action by an administrative agency approving the spending of money for a specific purpose to a specific grant recipient.

Outlays: Value of money actually spent in a given time period. Outlays include checks issued, interest debt accrued, and other payments. An excess of outlays compared to revenue results in a deficit.

in the transit operating data. These subsections, designated by funding type, are:

(1) Fixed guideway operations in urbanized areas over 200,000 population, basic formula, 28.15% of Section 21(a) authorization. The formula is 60% fixed guideway revenue vehicle miles operated and 40% fixed guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of this subsection.

(2) Fixed guideway operations in urbanized areas over 200,000 population, incentive formula, 1.29% of Section 21(a) authorization. The formula is the number of fixed guideway passenger miles traveled multiplied by the number of fixed guideway passenger miles traveled per dollar of operating cost. Urbanized areas over 750,000 population that have commuter railroad operations receive a minimum of 0.75% of this subsection.

(3) Bus operations in urbanized areas over 1,000,000 population, basic formula, 39.31% of Section 21(a) authorization. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(4) Bus operations in urbanized areas from 200,000 to 1,000,000 population, basic formula, 14.25% of Section 21(a) authorization. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(5) Bus operations in urbanized areas over 200,000 population, incentive formula, 5.43% of Section 21(a) authorization. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

(6) Mass transportation operations in urbanized areas less than 200,000 population, 8.64% of Section 21(a) authorization. The formula is 50% urbanized area population and 50% urbanized area population density weighted by population.

(7) Mass transportation operations outside of urbanized areas, 2.93% of Section 21(a) authorization. These allocations are made through Section 18 procedures.

Matching Ratios: Operating assistance; federal share up to 50% of operating expense less earned revenue, including passenger fares, to the limit of available federal funds. State and local operating assistance share must equal or exceed federal operating assistance share. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues.

Section 16(b)2 Established by the Urban Mass Transportation Act of 1970 to assure the availability of mass transportation to elderly and disabled persons.

Status: Authorized through FY 1986.

Recipients of Funds: Private non-profit corporations and associations providing mass transportation services for the elderly and disabled through state governors.

Eligible Expenditures: For capital equipment and state administrative costs.

Method of Allocation: By formula. Funds are allocated to states based on population of elderly and disabled individuals with a fixed minimum amount for each state.

Matching Ratio: 80% federal, 20% state and local.

Source of Funds: Beginning in FY 1984, the Mass Transit Account of the Highway Trust Fund. Prior to FY 1984, general revenues.

Section 18 Established by the STA Act of 1978 to allocate funds for mass transportation in small urban and rural areas outside of urbanized areas.

Status: Authorized through FY 1986.

Recipients of Funds: Mass transportation providers outside of urbanized areas through state governors.

Eligible Expenditures: For operations or capital projects.

Method of Allocation: By formula. Prior to FY 1982 funds were authorized directly in provisions of Section 18, beginning in FY 1983 funds are authorized in Section 21(a) of the UMT Act of 1964, as amended, to be allocated through Section 18 procedures. Formula is non-urbanized area population of each state.

Matching Ratio: Operating assistance; not to exceed 50% of net cost up to an amount equal to the sum of state and local operating assistance. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues.

Interstate Transfers Introduced in the Federal-Aid Highway Act of 1973, allows substitution of transit projects in urban areas for non-essential Interstate Highway projects.

Status: Authorized through FY 1986.

Recipients of Funds: Any eligible state or local government agency.

Eligible Expenditures: For capital projects only.

Method of Allocation: Upon application by state governor and local government agency; beginning in FY 1984, 50% of funding at the discretion of the Secretary of Transportation, 50% in accordance with cost estimates approved by Congress. Specific areas may have amounts "earmarked" during the Congressional legislative process.

Matching Ratio: From FY 1973 through FY 1978, 80% federal, 20% state and local; after FY 1978, 85% federal, 15% state and local.

Source of Funds: General revenues.

Statistical Trends of Canadian Transit Operations

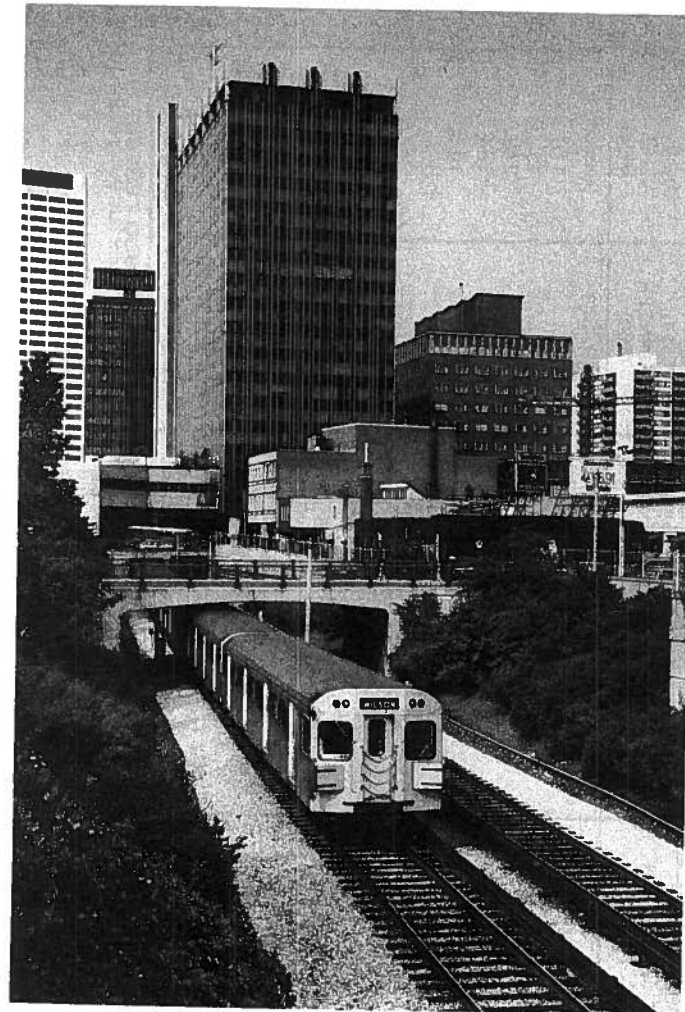


TABLE 23

Canadian Transit Operations: Summary Statistics

CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS (MILLIONS)	TOTAL PASSENGER TRIPS (MILLIONS)	PASSENGER VEHICLE MILES (MILLIONS)	OPERATING REVENUE (a) (MILLIONS)	OPERATING EXPENSE (a) (MILLIONS)
1940	33	691.7	—	116.0	\$ 40.7	\$ 28.8
1945	35	1,221.6	—	153.0	72.1	51.0
1950	33	1,395.7	—	248.5	85.5	75.2
1955	32	1,119.3	—	184.3	109.2	98.8
1960	34	973.2	—	184.3	133.0	116.4
1965	39	941.5	—	198.1	154.8	140.0
1970	49	979.7	1,512.7	242.0	239.5	231.1
1975	61	1,158.9	1,736.3	329.2	326.8	495.6
1976	64	1,214.0	1,815.1	352.9	402.6	607.5
1977	64	1,222.7	1,808.6	366.1	422.7	687.0
1978	65	1,218.1	1,698.5	383.6	448.8	806.5
1979	66	1,205.3	1,658.7	391.5	492.6	882.3
1980	73	1,315.4	1,781.2	426.3	581.0	1,082.5
1981	76	1,381.3	1,868.9	447.4	688.2	1,307.8
1982	74	1,355.8	1,857.8	450.0	763.6	1,482.0
1983	74	1,385.7	1,859.2	433.4	839.4	1,573.4

— Data not available

NOTE: Table includes all regular service on motor bus, trolley coach, heavy rail, light rail, commuter rail, and sea-bus.

(a) Monetary data are Canadian Dollars.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 24

Canadian Transit Operations: Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES	TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL			
1940	3,060	0	—	13	821	3,894
1945	3,009	0	—	60	1,582	4,651
1950	2,647	0	—	926	3,933	7,506
1955	1,687	102	—	1,137	3,215	6,141
1960	870	134	—	1,185	4,470	6,659
1965	738	334	—	1,110	5,224	7,406
1970	439	703	—	782	5,913	7,837
1975	388	826	—	664	8,160	10,038
1976	360	851	—	608	8,326	10,145
1977	356	1,005	—	588	8,828	10,777
1978	363	1,325	—	549	9,049	11,286
1979	375	1,377	—	559	9,554	11,865
1980	418	1,425	202	539	10,013	12,597
1981	485	1,427	203	540	10,231	12,886
1982	415	1,437	201	649	10,500	13,202
1983	392	1,435	184	649	10,398	13,058

— Data not available

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

NOTE: Data for regular transit service only.

TABLE 25

Canadian Transit Operations: New Passenger Vehicle Purchases

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES				TOTAL VEHICLES PURCHASED
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1955-59 ^a	0	32	—	38	13	511	1,385	1,909	1,979
1960-64 ^a	0	36	—	8	12	136	686	834	878
1965-69 ^a	0	533	—	0	10	138	1,785	1,933	2,466
1970-74 ^a	0	82	—	45	134	103	2,255	2,492	2,619
1975	0	0	—	27	24	61	920	1,005	1,032
1976	0	21	—	21	26	19	701	746	788
1977	0	154	—	0	9	3	814	826	980
1978	20	320	—	16	9	55	543	607	963
1979	11	52	—	0	3	27	620	650	713
1980	75	14	—	5	18	51	702	771	865
1981	126	2	—	1	0	79	478	557	686
1982	8	10	—	120	1	95	717	813	951
1983	44	0	71	224	9	31	429	469	808

— Data not available

(a) Five-year total.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

NOTE: Data for regular transit service only.

TABLE 26

Canadian Transit Operations: Fares

CALENDAR YEAR	AVERAGE REVENUE PER REVENUE PASSENGER TRIP (a)	ADULT CASH FARE (BASE PERIOD) (a)		
		HIGH	LOW	MEAN
1940	5.9¢	10¢	5¢	7.5¢
1945	5.9	10	5	8.6
1950	6.1	13	5	9.2
1955	9.8	15	10	11.0
1960	13.7	20	10	14.6
1965	16.4	25	15	—
1970	24.5	35	15	—
1975	28.2	50	15	29.3
1976	33.2	50	20	32.2
1977	34.6	50	25	35.1
1978	36.8	60	25	39.2
1979	40.9	60	25	42.9
1980	44.2	65	30	47.3
1981	49.8	75	35	53.0
1982	56.3	85	40	62.1
1983	60.6	100	40	69.0

— Data not available

(a) Monetary data are Canadian dollars.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

NOTE: Data for regular transit service only.

TABLE 27

Canadian Transit Operations: Employees

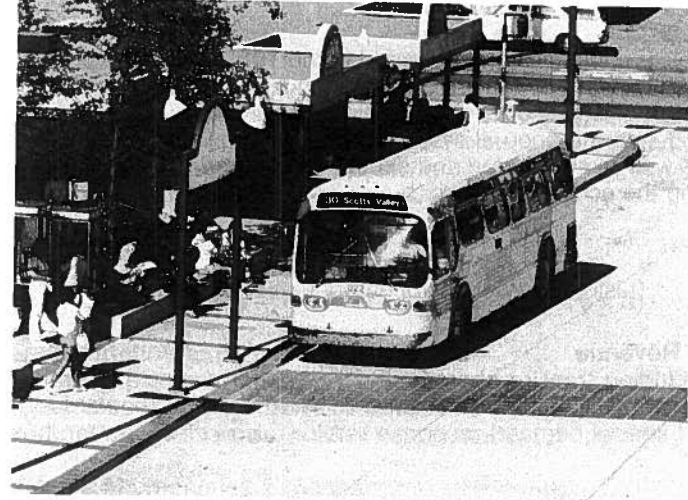
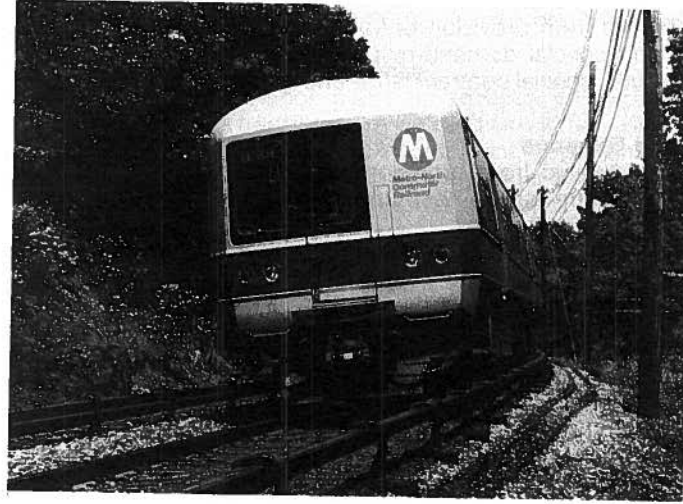
CALENDAR YEAR	NUMBER OF EMPLOYEES						TOTAL EMPLOYEES
	VEHICLE OPERATORS	INSPECTORS	MAINTENANCE		ADMINISTRATIVE AND OTHER		
			VEHICLE	PLANT			
1950							18,471
1955							19,699
1960							17,963
1965							18,057
1970							20,023
1975	16,152		7,054		3,993		27,199
1976	17,061		6,393		4,674		28,128
1977	16,983	687	7,060		4,243		28,973
1978	17,260	788	6,540		5,353		29,941
1979	17,546	873	7,559		4,297		30,275
1980	18,700	989	5,567	2,071	5,504		32,831
1981	19,675	951	6,071	2,559	5,493		34,749
1982	19,695	998	5,576	2,303	6,680		35,252
1983	19,341	918	3,799	4,490	6,224		34,772

- Data not available

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

NOTE: Data for regular transit service only.

Glossary of Transit Terms



Glossary of Financial Terms

Financial terms used in the 1985 Transit Fact Book are based on the "Urban Mass Transportation Act of 1964, as amended, Section 15, Uniform System of Accounts and Records." The following definitions of financial terms do not, however, identify specific ledger accounts from "Section 15" or any other accounting system and are not intended to serve as model definitions of financial terms in publications other than the 1985 Transit Fact Book. Changes in financial term titles and definitions evident when comparing the 1985 Transit Fact Book with previous editions were made in order to more closely conform to the "Section 15" accounting system.

Transit system financial data reported in the 1985 Transit Fact Book are based on the accrual system of accounting. Unlike the cash system of accounting which records only monies actually received or monies actually paid out, the accrual system of accounting records revenues received as well as anticipated and expenses incurred as well as anticipated during the accounting period.

Revenue Terms

(Listed in order of appearance in Table 3)

Passenger Revenue

Fares, including transfer charges and zone charges, paid by transit passengers traveling aboard transit vehicles operating in regular fixed-route and special demand-response service; also known as "farebox revenue."

Other Operating Revenue

Revenue derived from provision of transit service other than regular fixed-route and special demand-response service; includes charter service revenues, special contract fares, and special route guarantees.

Total Operating Revenue

Total revenue derived from provision of transit service; the sum of "Passenger Revenue" and "Other Operating Revenue."

Net Auxiliary Operating Revenue

Net revenue from operations closely associated with provision of transit service, including station and vehicle concessions, and advertising.

Non-Operating Income

Net income from transit system facilities or operations not associated with providing transit service, including rental of vehicles and properties, investment income, and "park-and-ride" parking lot revenue.

Total Non-Operating Revenue

The sum of "Net Auxiliary Operating Revenue" and "Non-Operating Income."

State and Local Operating Assistance

Financial assistance for transit operations (not capital expenditures) which originated at the state or local government level.

Federal Operating Assistance

Financial assistance for transit operations (not capital expenditures) which originated at the federal government level.

Total Operating Assistance

The sum of "State and Local Operating Assistance" and "Federal Operating Assistance."

Total Revenue

Total receipts derived from provision of transit service plus additional monies related to provision of transit service but derived from other sources; the sum of "Total Operating Revenue," "Total Non-Operating Revenue," and "Total Operating Assistance."

Expense Function Class Terms

(Listed in order of appearance in Table 3)

Transportation Expense

Total expense of all labor, materials, fees, and rents required for operating transit passenger vehicles and passenger stations including all fuels for vehicle propulsion except electric propulsion power.

Vehicle Maintenance Expense

Total expense of all labor, materials, services, and equipment used to repair and to service transit passenger vehicles and service vehicles.

Non-Vehicle Maintenance Expense

Total expense of all labor, materials, services, and equipment used to repair and service transit system way and structures, vehicle movement control systems, fare collection equipment, communication systems, buildings and grounds, and equipment other than vehicles including expense of electric propulsion power for transit passenger vehicles.

General Administration Expense

Total expense of all labor, materials, and fees associated with general office functions, insurance, safety, legal services, and customer services.

Total Operating Expense

The sum of all transit system operating expenses: "Transportation Expense," "Vehicle Maintenance Expense," "Non-Vehicle Maintenance Expense," and "General Administration Expense."

Depreciation and Amortization

Total decline in value of transit system assets incurred through use of tangible property (depreciation) and intangible property (amortization). Because property is depreciated or amortized on a formula basis over several years, the amount recorded as depreciation or amortization normally does not represent the actual money spent for property in any specific time period.

Many publicly owned transit systems receive financial assistance for the purchase of property (capital assistance). Although the property purchased with capital assistance might be depreciated or amortized and thus reported as an "expense" in the **Transit Fact Book**, any financial assistance received for the purchase of property is not included in "revenue" or "operating assistance" amounts in the **Transit Fact Book**.

Other Reconciling Items

All transit system expenses in addition to "Total Operating Expense" and "Depreciation and Amortization" including interest expenses and leases and rentals.

Total Expense

Total expenditures related to provision of transit service; the sum of "Total Operating Expense," "Depreciation and Amortization," and "Other Reconciling Items."

Expense Object Class Terms

(Listed in order of appearance in Figure IV)

Salaries and Wages

All pay and paid monetary allowances, including overtime, paid to transit employees for performance of specific pieces of work.

Fringe Benefits

All compensation in the form of payments or accruals made to transit employees not for performance of a specific piece of work including sick pay, holiday pay, vacation pay, pension plans, life insurance, health insurance, unemployment insurance, social security, workmen's compensation, and other allowances.

Services

Expense for labor or other work provided by outside organizations for a fee.

Fuel and Lubricants

Expense for gasoline, diesel fuel, and vehicle lubricants.

Tires and Tubes

Expense for tires and tubes including lease payments.

Other Materials and Supplies

Expense for materials and supplies other than "Fuel and Lubricants" and "Tires and Tubes."

Utilities

Expense for utilities including electric, gas, water, and telephone service, and propulsion power for electric transit vehicles.

Casualty and Liability Costs

Expense for protection of transit system from loss through insurance programs or for compensation of others for losses due to acts for which the transit system is liable.

Other

Expenses not identified in the eight object categories defined above including taxes, purchased transportation service, expense transfers, and miscellaneous expenses.

Glossary of Non-Financial Terms

Definitions of non-financial terms in the 1985 **Transit Fact Book** conform to general usage in transit. Specific terms, however, may vary in meaning when used in other publications or contexts. Definitions used in describing United States Government programs appear on Page 62, "Glossary of Federal Terms."

Active Service Transit Passenger Vehicles

Transit passenger vehicles licensed, where required, and maintained for regular use, including spares and vehicles out of service for maintenance purposes but excluding vehicles in "dead" storage, leased to other operators, in energy contingency reserve status, or permanently not usable for transit service.

Adult Cash Fare (Base Period)

Basic full fare paid by one person for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges, and reduced fares.

Aerial Tramway

System of aerial cables with suspended unpowered passenger vehicles propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Average Fare (Revenue) per Unlinked Transit Passenger Trip

"Passenger Revenue" divided by "Unlinked Transit Passenger Trips."

Average Length of Unlinked Transit Passenger Trip

"Passenger Miles" divided by "Unlinked Transit Passenger Trips."

Automated Guideway Transit

Fixed-guideway transit vehicles operating without vehicle operators or other crewpersons on board the vehicle.

Cable Car

A type of transit vehicle railway operating in mixed street traffic with unpowered, individually-controlled transit vehicles propelled by moving cables located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Commuter Railroad

Those portions of "main-line railroad" (not "electric railway") transportation operations which encompass urban passenger train service for local travel between a central city and adjacent suburbs; commuter railroad service—using both locomotive-hauled and self-propelled railroad passenger cars—is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district. Also known as "suburban railroad."

Demand-Response Service

A type of non-fixed-route bus or van service characterized by passengers boarding and alighting at any location within the transit provider's service area. Vehicles pick up and discharge passengers at times requested by the passengers by prior arrangement, either by telephone for "dial-a-ride" service, or other prescheduling arrangements.

Downtown People Mover

A type of automated guideway transit operating on a loop or shuttle route within the central business district of a city.

Express Bus Service

Scheduled, fixed-route bus service where a portion of the route is operated without stops or with a limited number of stops to pick up and discharge passengers.

Ferry Boat

Passenger-carrying marine vessel providing frequent "bridge" service over a fixed route and on a published time schedule between two or more points.

Fixed-Route Transit Service

Transit service provided on a repetitive, scheduled basis along a specific route with transit vehicles stopping to pick up and discharge passengers at the same locations each time they traverse the route.

Heavy Rail

A type of transit vehicle railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high

platform loading. Also known as "subway," "elevated (railway)," or "metropolitan railway (metro)."

Inclined Plane

A type of transit passenger vehicle railway operating over exclusive right-of-way on steep grades with unpowered vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle.

Light Rail

A type of electric transit vehicle railway with a "light volume" traffic capacity compared to "Heavy Rail." Light rail may be on exclusive or shared rights-of-way, high or low platform loading, multi-car trains or single cars, automated or manually operated. In generic usage light rail includes "streetcars," "trolley cars," and "tramways," in specific usage light rail refers to very modern and more sophisticated developments of these older rail modes.

Major Rehabilitation of Transit Passenger Vehicle

Major rebuilding of a transit passenger vehicle for the purpose of preserving its useful service life.

Metropolitan Railway

See "Heavy Rail."

Mode of Transit Service

Transit service provided by a single type of transit vehicle operated in a particular format of service. Generic modes include motor bus, heavy rail, light rail, commuter rail, cable car, ferry boat, and other modes distinguished by vehicle type. Modes further defined by format of service include fixed-route bus, demand-response bus, and subscription bus among many possible service format alternatives.

Monorail

A type of transit vehicle railway with a guideway formed by a single beam or rail which an electrically powered transit vehicle or train of vehicles either straddles or is suspended from.

Motor Bus

Rubber tired, self-propelled, manually steered transit vehicle with fuel supply carried on board the vehicle. Motor bus types include:

Advanced Design Bus: A type of transit bus, introduced in the mid-1970's and incorporating new styling and design features compared to previous transit buses.

Articulated Bus: A type of transit bus from 55 feet to 60 feet in length with two connected passenger compartments able to bend at their connecting point when the bus negotiates a corner.

Double Deck Bus: A type of transit bus with two separate passenger compartments, one above the other.

Intercity Bus: A standard-size bus equipped with front doors only, high backed seats, luggage compartments separate from the passenger compartment, and usually with restroom facilities, for high-speed long-distance service.

Medium Size Bus: Any bus from 29 feet to 34 feet in length.

New Look Bus: A type of transit bus characterized by the predominant styling and mechanical equipment common to transit buses manufactured between 1959 and 1978.

Sightseeing Bus: A bus of any type adapted for sightseeing use, usually with expanded window areas.

Small Bus: Any bus 28 feet or less in length.

Standard-Size Bus: Any bus from 35 feet to 41 feet in length.

Suburban Bus: A bus similar to a transit bus except equipped with front doors only and normally with high-backed seats for use in longer-distance service with relatively fewer stops.

Transit Bus: A bus designed for frequent-stop service with front and center doors, normally with a rear-mounted diesel engine, low-back seating, and without luggage storage compartments or restroom facilities.

Van: A small vehicle, usually 20 feet or shorter in length, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors of the vehicle rather than from a central aisle, used for door-to-door and other specialized transit service.

Multi-Mode Transit System

A transit system operating more than one mode of transit service.

Passenger Miles

The number of person-miles traveled by all passengers riding transit vehicles; one person traveling one mile aboard a transit vehicle is one passenger mile.

Passenger Vehicle Miles Operated

Sum of all miles operated in regular service, special service, and non-revenue service by transit vehicles that carry passengers. When vehicles are operated in trains, each vehicle is counted separately, e.g., an eight-vehicle train operating for one mile equals eight vehicle miles.

Peak Period Surcharge

An extra fee in addition to the basic cash fare required during peak periods (rush hours).

Publicly Owned Transit System

A transit system owned by any municipality, county, regional authority, state, or other governmental agency including a transit system operated or managed by a private management firm under contract to the government agency owner.

Rapid Transit

Transit vehicles operating over completely grade-separated exclusive right-of-way. The term rail rapid transit, also known as "rapid rail transit," applies to both operation of light rail vehicles over exclusive right-of-way and operation of heavy rail vehicles; the term bus rapid transit applies to operation of motor buses over exclusive bus roads ("rapid busways").

Revenue Passenger Trips (Revenue Passengers)

Single-vehicle transit rides by initial-board (first-ride) transit passengers only; excludes all transfer rides and all non-revenue rides.

Single-Vehicle Transit Ride

One person traveling aboard one transit vehicle.

Special Service

All transit service other than fixed-route service. Some types of special services are: variable-route service where a passenger boarding a vehicle can select any discharge point in a service area; demand-response service (also known as dial-a-ride) where a passenger can board and alight at any point in a service area; charter service; subscription service where a group of passengers are carried between the same locations on a repetitive basis; and brokerage service where a transit system or other agency organizes vanpool-type service.

Streetcar

A type of electric transit vehicle railway operated in mixed traffic on streets, usually single cars, manually operated, with boarding from street level rather than platforms. Also known as "trolley car" or "tramway," included as a type of "light rail" in generic usage.

Total Labor Costs

Sum of "Salaries and Wages" and "Fringe Benefit Costs," see Glossary of Financial Terms.

Total Passenger Rides (Total Passengers)

Combined total of all single-vehicle transit rides by (1) initial-board (first-ride) revenue passengers, (2) transfer passengers on second and successive rides, and (3) non-revenue passengers entitled to transportation without charge.

Tramway

See "Light Rail" and "Streetcar."

Transfer Charge

An extra fee in addition to the basic cash fare charged for purchase of a transfer for boarding another transit vehicle to continue a trip.

Transit Passenger Vehicle

Any vehicle used to carry passengers in transit service.

Transit System

Organizations providing any type of intraurban or rural intracommunity multiple-occupancy-vehicle passenger service, including fixed-route service, variable-route service, and unscheduled service, provided for use by the general public or groups of the general public. As used in the *Transit Fact Book*, for data aggregation purposes only, transit systems are limited to organizations providing intraurban passenger service to the general public over at least one regular fixed route with a published time schedule; organizations providing only variable route or unscheduled service are not included in Summary Data Tables in the *Transit Fact Book*.

Trolley Coach

Rubber-tired transit vehicle, manually steered, propelled by an electric motor drawing current— normally through overhead wires— from a central power source not on board the vehicle.

Unlinked Transit Passenger Trips

Transit trips taken by both initial-board (originating) and transfer (continuing) transit passengers; includes charter rides and special rides. Each passenger is counted each time that person boards a transit vehicle regardless of the type of fare paid or transfer presented.

Urban Ferry Boat

Any ferry boat operation with one or more terminals within an urbanized area.

Urbanized Area

An area delimited by the United States Bureau of the Census consisting of a central city of 50,000 inhabitants or more or two cities having contiguous boundaries and constituting, for general social and economic purposes, a single community with a population of at least 50,000, plus surrounding closely settled territory but excluding the rural portion of extended cities.

Urban Place

An area delimited by the United States Bureau of the Census consisting of incorporated political units or closely settled population centers without corporate limits not within the boundaries of an urbanized area.

Wheelchair Accessible Transit Passenger Vehicle

A transit passenger vehicle equipped with a lift, ramp, or other boarding and safety devices required to allow a person in a wheelchair to use the vehicle. For high platform boarding rail cars, wheelchair accessibility might require elevators or ramps in stations rather than lifts or ramps on the cars.

Zone Fare Charge

An extra fee in addition to the basic cash fare charged when a passenger crosses a predetermined boundary.