

*1989
Transit Fact
Book*

*American Public Transit Association
1201 New York Avenue, N.W.
Washington, DC 20005*



Transit Fact Book

1989 Edition

published by

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**TRANSIT FACT BOOK
1989 EDITION**

International Standard Serial Number: ISSN 0149-3132

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SUGGESTED IDENTIFICATION

American Public Transit Association, 1989 Transit Fact Book, Washington, DC, 1989.

APTA Research & Statistics Department

August 1989



**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.

This year APTA has expanded significantly the Transit Fact Book to provide more interesting and useful information. Among the new data tables are a chronology of transit history, a list of major transitways, comparisons of vehicle energy efficiency, transit ridership by various categories, and rankings of the largest transit systems by mode.

The trends highlighted in this edition of the Transit Fact Book show the steady growth and improvement in public transit during the past decades. 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, appearing to read "James E. Cowen". The signature is fluid and cursive, with a large loop at the end.

James E. Cowen
Chairman

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Transit Fact Book

TECHNICAL NOTES

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 Transit Fact Book was first published by an APTA predecessor organization in 1942.

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. Over ninety percent of persons using urban public transit in the United States are carried by APTA members.

APTA members total over 900 and include 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 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.

This book includes in Sections A and B aggregate information for all transit systems in the United States. Except as noted, prior-to-1984 data exclude commuter railroad, automated guideway, urban ferry boat, and demand response, as well as most transit systems outside of urbanized areas. Data for these systems were not available prior to that date; accordingly, all data tables are non-continuous between 1983 and 1984. Non-transit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks, airports, and international, rural, rural interstate, island, and urban park ferries) are excluded from all tables. Beginning in 1984, only active vehicles are counted in vehicle tables to conform with data reported to the Urban Mass Transportation Administration of the U.S. Department of Transportation (UMTA).

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 the Canadian Urban Transit Association. 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.

Beginning in 1984, data used by APTA to compile Sections A and B of this book are based on National Urban Mass Transportation Statistics, published by UMTA. This document is the annual summary of reports submitted to UMTA to comply with

requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended.

Data for prior years were voluntarily provided by APTA member United States transit systems. All data are expanded by standard statistical methods to provide estimates of statistical trends for all United States transit systems.

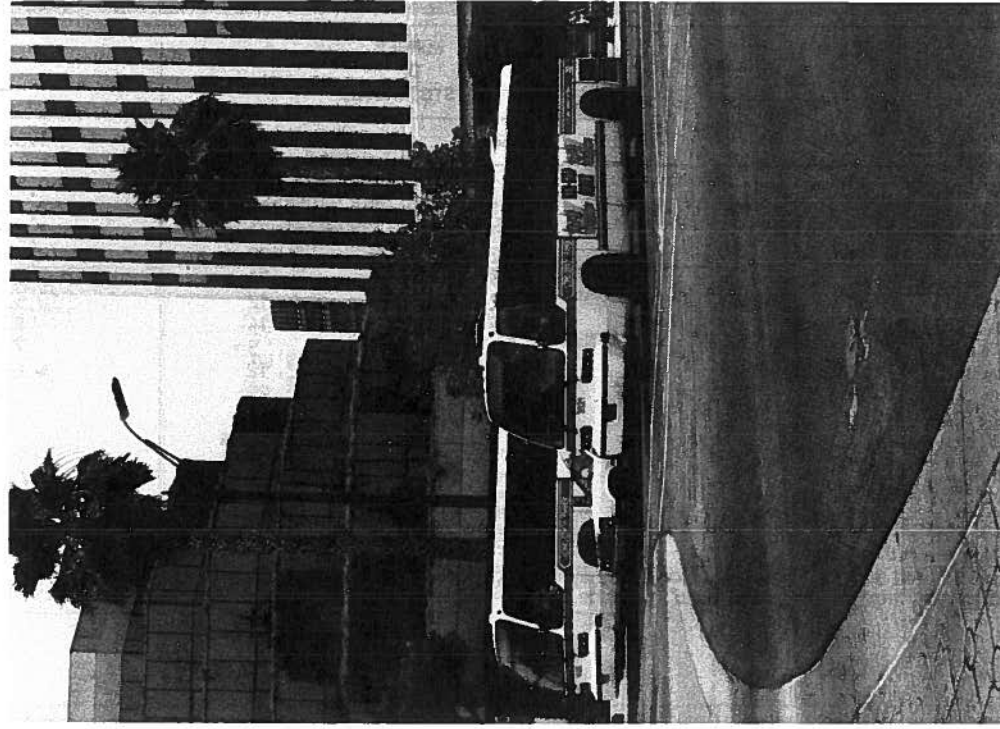
The initial adoption of the Section 15 requirements effective in 1979 resulted in several alterations to previous transit recordkeeping practices. Passenger data are collected for Section 15 by a sample survey technique not normally used by transit systems prior to Section 15 implementation. This has resulted in a break in the continuity of APTA Passenger Trip data in Tables 15 & 17 between 1980 and the preceding line. Passenger Trip data reported in these tables are Total Passenger Rides before 1980 and Unlinked Transit Passenger Trips beginning in 1980.

Salaries and Wages data prior to 1977 in Table 28 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 for this book, data for the last two calendar years reported are preliminary and will be refined when additional data become available. Changes in data reported for prior years, evident when comparing this book to previous editions, were made from subsequent availability of additional or updated data.

SECTION A

Profile of U.S. Transit



Transit Modal Statistics at a Glance
TABLE 1 (continued)

MODE	OPERATING EMPLOYEES		VEHICLE MILES OPERATED (MILLIONS)	
	1988	1987	1988	1987
Motor Bus	153,553	160,822	1,866.0	1,926.6
Urbanized Area Fixed-Route	138,119	144,581	1,750.4	1,811.4
Other Fixed-Route	15,434	16,241	115.6	115.2
Demand Response	29,445	25,281	381.5	304.7
Heavy Rail	46,269	51,334	517.5	490.2
Light Rail	3,930	3,818	20.8	18.4
Trolleybus	2,032	2,112	14.7	15.0
Commuter Railroad	22,603	23,107	201.2	188.7
Ferry Boat (b)	2,807	2,805	1.9	2.0
Other (a)	577	547	16.8	16.2
Total	261,216	269,826	3,020.4	2,961.8
Total Motor Bus Mile Equivalents	261,216	269,826	3,807.1	3,749.3

All data are preliminary.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

Transit Modal Statistics at a Glance
TABLE 1

MODE	NUMBER OF SYSTEMS (a)		ACTIVE VEHICLES	
	1988	1987	1988	1987
Motor Bus	2,671	2,671	60,388	61,000
Urbanized Area Fixed-Route	751	751	52,716	53,458
Other Fixed-Route	1,920	1,920	7,672	7,542
Demand Response	2,582	2,580	18,190	17,717
Vanpool	23	21	940	904
Heavy Rail	12	12	10,539	10,168
Light Rail	15	14	831	766
Trolleybus	5	5	710	671
Commuter Railroad	12	12	4,649	4,686
Ferry Boat (b)	23	25	88	92
Cable Car	1	1	44	44
Cable Car	1	1	44	44
Inclined Plane	4	4	10	10
Aerial Tramway	1	1	2	2
Automated Guideway	5	4	88	88
Total	5,036	5,044	96,490	96,148

All data are preliminary.
(a) Total is not sum of all modes since many systems operate more than one mode.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS	MULTI-MODE SYSTEMS	MOTOR BUS/ DEMAND RESPONSE/ VANPOOL SYSTEMS	ALL-FERRY SYSTEMS	TOTAL SYSTEMS(b)
500,000 and greater	15	27	1,057	16	1,115
250,000 to 500,000	0	1	310	1	312
100,000 to 250,000	0	0	350	1	351
50,000 to 100,000	1	1	2,899	1	356
Less than 50,000(a)	1	1	4,969	20	2,902
Total U.S. Transit Systems	17	30	4,969	20	5,036

(a) Rural areas and urban places with less than 50,000 population outside of urbanized areas.
 (b) As of July 1, 1989. Excludes "Local and Suburban" bus service operated by Class I Inter-city Bus Carriers.

Transit Systems Classified by Vehicle Type and Population Group

TABLE 2

MODE	UNLINKED PASSENGER TRIPS (MILLIONS)		PASSENGER MILES (MILLIONS)	
	1988	1987	1988	1987
Motor Bus	5,754	5,624	21,332	20,977
Urbanized Area Fixed-Route	5,541	5,431	20,605	20,287
Other Fixed-Route	213	193	727	690
Demand Response	96	78	601	491
Heavy Rail	2,321	2,402	11,365	11,198
Light Rail	154	133	471	405
Trolleybus	136	141	211	223
Commuter Railroad	325	311	6,941	6,819
Ferry Boat (b)	49	45	274	196
Other (a)	32	32	182	207
Total	8,867	8,766	41,377	40,516

All data are preliminary.
 (a) Includes cable car, inclined plane, aerial tramway, vanpool, and automated guideway.
 (b) Excludes international, rural, rural interstate, island, and urban park ferries.

Transit Modal Statistics at a Glance

TABLE 1 (continued)

Number of Transit Service Providers By State

TABLE 4

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Alabama	7	32	12	51
Alaska	1	8	31	40
Arizona	5	10	64	79
Arkansas	4	8	89	101
California	106	75	206	387
Colorado	10	19	24	53
Connecticut	21	6	40	67
Delaware	2	2	20	24
District of Columbia	2	0	13	15
Florida	23	20	129	172
Georgia	11	34	51	96
Guam	0	1	0	1
Hawaii	1	3	24	28
Idaho	3	6	47	56
Illinois	28	11	46	85
Indiana	20	19	89	128
Iowa	18	20	24	62
Kansas	4	41	76	121
Kentucky	6	17	47	70
Louisiana	15	37	66	118
Maine	5	15	1	21
Maryland	20	6	66	92
Massachusetts	28	6	68	102

(a), (b), (c) See footnotes Page 17. (continued on Page 16)

Publicly Owned Transit as a Portion of All Transit*

TABLE 3

CALENDAR YEAR	NUMBER OF TRANSIT SYSTEMS	PERCENT OF ALL TRANSIT	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF ALL TRANSIT	VEHICLE MILES OPERATED	PERCENT OF ALL TRANSIT	UNLINKED PASSENGER TRIPS	PERCENT OF ALL TRANSIT
1940	20	2%	4,934	7%	--	--	--	--
1945	29	3	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	--	--	--	--
1970	159	15	40,778	66	1,280	68%	5,646	77%
1975	333	35	51,964	83	1,706	86	6,275	90
1980	576	55	64,128	90	1,939	93	7,741	94
1985	1,435	29	79,443	81	2,496	89	8,335	96

P = Preliminary - Data not available

*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. Series not continuous between 1980 and 1985. Data prior to 1985 exclude commuter railroads, urban ferry boats, demand response, and some transit systems in non-urbanized areas.

(a) Transit systems operating at least one fixed route 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. Includes service providers operating fixed-route only, demand-response only, and combined fixed-route and demand-response service. Excludes providers also providing urbanized area service.

(c) Transit service providers receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 16(b)2. Excludes service providers also providing urbanized area or small urban and rural service.

Data estimate for Small Urban and Rural Transit Systems and Non-Profit Elderly and Disabled Service Providers based on A Directory of Rural and Specialized Transit Operators, U.S. Department of Transportation, June 1986.

-- Data not available				
STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Utah	3	4	44	51
Vermont	1	2	25	28
Virginia	31	11	30	72
Washington	26	28	19	73
West Virginia	4	12	68	84
Wisconsin	18	32	93	143
Wyoming	1	5	27	33
United States Total	786	940	3,310	5,036

Number of Transit Service Providers By State

TABLE 4 (continued)

-- Data not available				
STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Michigan	17	48	45	110
Minnesota	8	37	71	116
Mississippi	3	14	67	84
Missouri	6	32	94	132
Montana	3	9	52	64
Nebraska	2	50	32	84
Nevada	3	6	42	51
New Hampshire	3	3	33	39
New Jersey	42	11	112	165
New Mexico	4	26	43	73
New York	82	41	56	179
North Carolina	15	20	94	129
North Dakota	2	17	46	65
Ohio	45	29	265	339
Oklahoma	3	12	148	163
Oregon	5	16	44	65
Pennsylvania	46	16	64	126
Puerto Rico	19	--	--	19
Rhode Island	2	0	20	22
South Carolina	6	6	79	91
South Dakota	2	14	50	66
Tennessee	13	13	126	152
Texas	31	30	188	249

Number of Transit Service Providers By State

TABLE 4 (continued)

(continued on Page 17)

(a), (b), (c) See footnotes Page 17.

Milestones in U.S. Transit History

TABLE 6

Year	Event
1630	Boston—reputed first publicly operated ferry boat
1740	New York—reputed first use of ox carts for carrying of passengers
1827	New York—first horse-drawn urban stagecoach line (Dry Dock & East Broadway)
1830	Baltimore—first railroad (Baltimore & Ohio Railroad Co.)
1832	New York—first horse-drawn street railway line (New York & Harlem Railroad Co.)
1835	New Orleans—oldest street railway line still operating (New Orleans & Carrollton line)
1838	Boston—first commuter fares on a railroad (Boston & West Worcester Railroad)
1850	New York—first use of exterior advertising on street railways
1856	Boston—first fare-free promotion
1861	New York—first failed attempt to form street railway labor organization
1868	New York—first cable-powered (& first elevated) line (West Side & Yonkers Patent Railway)
1870	New York—first pneumatic-powered (& first underground) line (Beach Pneumatic Railroad Co.)
1870	Pittsburgh—first inclined plane
1871	New York—first steam-powered elevated line (New York Elevated Railroad Co.)
1872	Great Epizootic horse influenza epidemic in eastern states kills thousands of horses (the motive power for most street railways)
1873	San Francisco—first successful cable-powered line (Clay St. Hill Railroad)
1875	New York—first publicly operated rail line (Brooklyn Bridge cable line)
1882	Boston—American Street Railway Association (APTA's original predecessor) formed
1883	New York—first surviving street railway labor organization (Knights of Labor Local 2878)
1884	Cleveland—first electric street railway line (East Cleveland Street Railway)
1884	First transit publication (The Street Railway Journal)
1886	New York—first recorded strike by street railway workers (Third Avenue & Sixth Avenue Elevated)
1886	Montgomery, AL—first semi-successful citywide street railway system (Capital City Street Railway Co.)

Major United States Transits

TABLE 5

LOCATION	TRANSITWAY	LENGTH (miles)
Honolulu, HI	I-H-1	10.0 east, 9.0 west
Houston, TX	I-10 (Katy)	11.5 reversible
Houston, TX	I-45 (North)	9.8 reversible
Houston, TX	I-75 (Gulf)	6.3 reversible
Los Angeles, CA	I-10 (El Monte)	10.8 2-way
Los Angeles, CA	CA Route 91	8.0 1-way
Miami, FL	I-95	7.6 1-way
New York, NY	I-495 (Lincoln Tunnel)	2.9 1-way
Orange County, CA	CA Route 55	11.0 2-way
Orlando, FL	I-4	25.0 1-way
Pittsburgh, PA	East (MLK, Jr.) Busway	8.1 2-way
Pittsburgh, PA	South Busway	4.3 2-way
San Francisco, CA	Bay Bridge	2.7 1-way
San Francisco, CA	U.S. 101 (Martin County)	6.9 north, 8.1 south
San Francisco, CA	U.S. 101 (South Bay)	3.2 north, 2.0 south
San Jose, CA	CA Route 237	4.9 1-way
San Jose, CA	San Tomas Expressway	8.3 1-way
San Jose, CA	Montague Expressway	5.9 1-way
San Jose, CA	U.S. 101	3.7 1-way
Seattle, WA	I-5	5.8 south, 4.3 north
Seattle, WA	I-5	3.5 1-way
Seattle, WA	I-5	4.0 reversible
Seattle, WA	I-405	6.2 1-way
Seattle, WA	WA Route 520	2.8 1-way
Washington, DC	I-395 (Shirley)	10.1 reversible
Washington, DC	I-395 (Shirley)	5.5 1-way
Washington, DC	I-66/Dulles Access Rd	19.1 1-way

Source: American Public Transit Association, Transits, 1987; selected Urban Mass Transportation Administration Fiscal Year 1988 Section 15 reports.

Milestones in U.S. Transit History

TABLE 6 (continued)

Year	Event
1888	Richmond, VA—first successful electric street railway line (Union Passenger Railway)
1889	New York—first major strike by street railway workers
1892	Indianapolis—first national street railway labor union founded (Amalgamated Association of Street Railway Employees of America, now called the Amalgamated Transit Union)
1893	Portland, OR—first interurban rail line (East Side Railway Co.)
1894	Boston—first public transit commission (Boston Transit Commission)
1895	Chicago—first electric elevated rail line (Metropolitan West Side Elevated Railway)
1897	Boston—first electric underground (& first publicly-financed) street railway line (West End Street Railway)
1898	Chicago—first electric multiple-unit controlled rail line (Chicago & South Side Rapid Transit Railroad Co.)
1904	New York—first electric underground (& first 4-track express) heavy rail line (Interborough Rapid Transit Co.)
1905	New York—first public takeover of a private transit company (Staten Island Ferry)
1905	New York—first motor bus company (Fifth Avenue Coach Co.)
1906	Monroe, LA—first public takeover of a street railway
1908	New York—first interstate underground heavy rail line (Hudson & Manhattan Railroad to New Jersey)
1910	Hollywood, CA—first trolleybus line (Laurel Canyon Utilities Co.)
1912	San Francisco—first publicly operated street railway in a large city (San Francisco Municipal Railway)
1912	Cleveland—first street railway to operate motor buses (Cleveland Railway)
1914	Los Angeles—first jitney
1917	New York—last horse-drawn street railway line closed
1920	first motor bus not based on truck chassis (Fageol Safety Coach)
1921	New York—first successful trolleybus line
1923	Bay City, MI, Everett, WA, Newburgh, NY—first cities to replace all streetcars with motor buses
1926	highest peacetime transit ridership before World War II (17.2 billion)

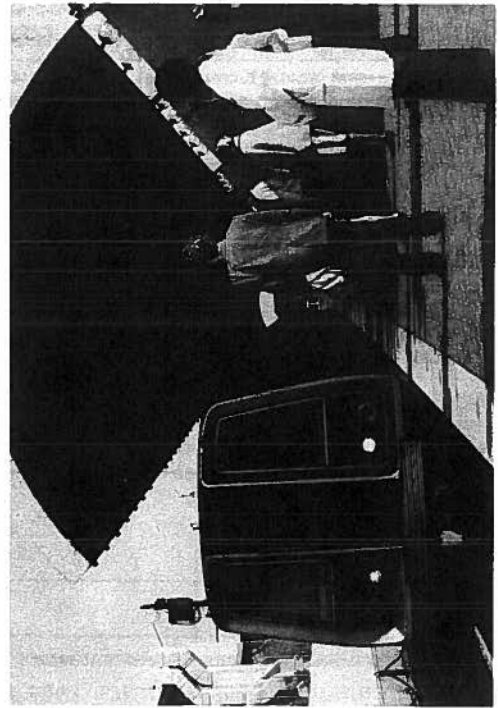
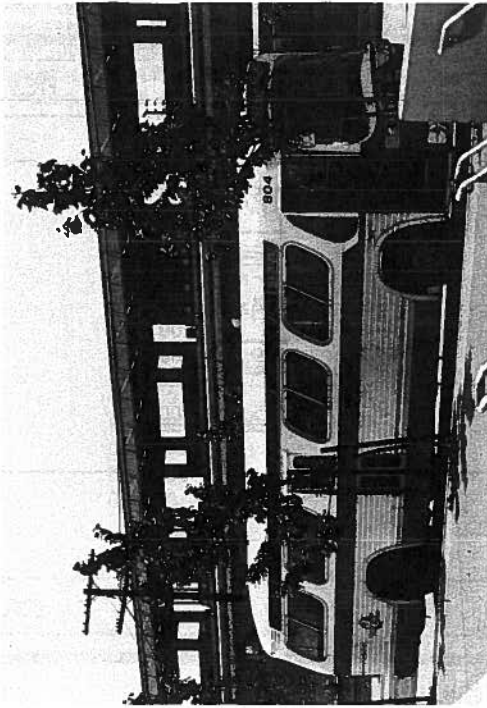
Milestones in U.S. Transit History

TABLE 6 (continued)

Year	Event
1927	Detroit—first motor bus without cow-type engine
1927	Philadelphia—first automobile park and ride lot and first bus-rail transfer facility for a non-commuter rail line
1932	New York—first publicly operated heavy rail line (Independent Subway)
1933	San Antonio—first large city to replace all streetcars with motor buses
1934	New York—Transport Workers Union of America founded
1935	Washington—Public Utility Holding Company Act of 1935 enacted requiring most power companies to divest themselves of transit operations and eliminating much private transit financing
1936	motor bus manufacturers began to assume control of or influence street railways, leading to rapid replacement of streetcars with motor buses
1936	New York—first industry-developed standardized street railway car (P.C.C. car) (Brooklyn & Queens Transit System)
1938	Chicago—first use of federal capital funding to build a transit rail line
1939	Chicago—first street with designated bus lane
1940	first time motor bus ridership exceeded street railway ridership
1940	San Francisco becomes last surviving cable car system
1946	highest-ever transit ridership (23.4 billion)
1952	San Francisco—last new PCC car for U.S. transit system placed in service
1961	Washington—first significant federal transit legislation (Housing & Urban Development Act of 1961)
1962	Seattle—first monorail (Seattle World's Fair)
1963	New York—first automated heavy rail line (Grand Central Shuttle)
1964	Chicago becomes last surviving city with interurban line (Chicago, South Shore, & South Bend Railroad)
1964	Washington—creation of Urban Mass Transportation Administration (Urban Mass Transportation Act of 1964)
1966	New York—first public takeover of commuter railroad (Long Island Rail Road Co.)
1966	Providence—first statewide transit system (Rhode Island Public Transit Authority)
1966	Washington—Urban Mass Transportation Administration moved to new Department of Transportation

SECTION B

**Statistical Trends
of Transit Finances
and Operations**



Year	Event
1968	Minneapolis—first downtown transit mall (Nicollet Mall)
1968	Cleveland—first rail station at an airport opened
1969	Washington—first transitway (Shirley Highway)
1969	Philadelphia—first modern heavy rail system replacing former rail line (Port Authority Transit Corporation)
1970	Fort Walton Beach, FL—first dial-a-ride demand response bus
1971	Washington—first federally subsidized intercity railroad providing commuter service (AMTRAK)
1972	San Francisco—first computer-controlled heavy rail system (Bay Area Rapid Transit District)
1972	transit ridership hits all-time low (\$3 billion)
1973	Washington—transit service required to be accessible to disabled (Rehabilitation Act of 1973)
1973	Boston, Dayton, OH, Philadelphia, San Francisco, & Seattle become last surviving trolleybus systems
1974	Boston, Cleveland, Newark, New Orleans, Philadelphia, Pittsburgh, & San Francisco become the last surviving street railway systems
1974	Washington—first federal transit operating assistance legislation (National Mass Transportation Assistance Act of 1974)
1974	American Public Transit Association formed from merger of 2 organizations
1975	Morgantown, WV—first automated guideway peoplemover (West Virginia University)
1977	San Diego—first wheelchair-lift-equipped fixed-route bus
1979	Seattle—first successful wheelchair-lift-equipped fixed-route bus service
1979	Washington—first standardized transit data accounting system (Section 15)
1980	San Diego—first completely new light rail system (San Diego Trolley)
1982	Washington—transit trust fund for capital projects created thru dedication of one cent of federal gas tax

TABLE 6 (continued)

Milestones in U.S. Transit History

TABLE 7

Transit Financial Statement for 1988 and 1987

REVENUES	
1987	1988
\$ 5,171,200,000	\$ 5,504,600,000
776,700,000	856,900,000
<u>\$ 5,947,900,000</u>	<u>\$ 6,361,500,000</u>
\$ 7,160,600,000	\$ 8,103,700,000
895,200,000	950,200,000
<u>\$ 8,055,800,000</u>	<u>\$ 9,053,900,000</u>
\$14,003,700,000	\$15,415,400,000
Total Revenue	Total Revenue
Passenger Revenue	Passenger Revenue
Other Operating Revenue	Other Operating Revenue
Total Operating Revenue	Total Operating Revenue
State and Local Operating Assistance	State and Local Operating Assistance
Federal Operating Assistance	Federal Operating Assistance
Total Operating Assistance	Total Operating Assistance

All data are preliminary.

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Transit Financial Statement for 1988 and 1987

TABLE 7 (continued)

EXPENSES	
1987	1988
\$ 6,066,000,000	\$ 6,403,700,000
2,901,700,000	3,030,900,000
1,428,700,000	1,533,300,000
2,979,000,000	3,249,000,000
\$ 636,200,000	\$ 792,100,000
<u>14,011,600,000</u>	<u>15,009,000,000</u>
\$ 1,261,300,000	\$ 1,447,200,000
749,400,000	816,200,000
<u>\$ 2,010,700,000</u>	<u>\$ 2,263,400,000</u>
\$16,022,300,000	\$17,272,400,000
Total Expense	Total Expense
Vehicle Operations Expense	Vehicle Operations Expense
Vehicle Maintenance Expense	Vehicle Maintenance Expense
Non-Vehicle Maintenance Expense	Non-Vehicle Maintenance Expense
General Administration Expense	General Administration Expense
Purchased Transportation Expense	Purchased Transportation Expense
Total Operating Expense	Total Operating Expense
Depreciation and Amortization	Depreciation and Amortization
Other Reconciling Items	Other Reconciling Items
Total Reconciling Items	Total Reconciling Items

All data are preliminary.

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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 as 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.

Trend of Transit Revenues, Percent of Total Revenue*

TABLE 8B

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE (PERCENT)
	PASSENGER(a)	OTHER	TOTAL	STATE & LOCAL	FEDERAL	TOTAL	
1975	53.9	5.3	59.2	32.1	8.7	40.8	100.0
1976	52.2	5.4	57.6	31.5	10.9	42.4	100.0
1977	50.7	4.6	55.3	31.0	13.7	44.7	100.0
1978	48.5	3.8	52.3	33.0	14.7	47.7	100.0
1979	43.8	3.8	47.6	37.0	15.4	52.4	100.0
1980	39.0	3.7	42.7	40.0	17.3	57.3	100.0
1981	36.7	4.6	41.3	43.8	14.9	58.7	100.0
1982	38.3	4.7	43.0	44.5	12.5	57.0	100.0
1983	37.2	3.9	41.1	49.2	9.7	58.9	100.0
1984	38.3	6.7	45.0	46.4	8.6	55.0	100.0
1985	37.5	5.8	43.3	49.0	7.7	56.7	100.0
1986	38.1	5.7	43.8	49.3	6.9	56.2	100.0
1987	36.9	5.5	42.4	51.2	6.4	57.6	100.0
1988	35.7	5.6	41.3	52.5	6.2	58.7	100.0

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984. (a) Beginning 1984 includes fare revenue retained by contractors.

P = Preliminary

Trend of Transit Revenues, Dollars*

TABLE 8A

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE (MILLIONS)
	PASSENGER(a)	OTHER	TOTAL	STATE & LOCAL	FEDERAL	TOTAL	
1960	\$1,334.9	\$ 72.3	\$1,407.2	--	--	--	--
1970	1,639.1	68.3	1,707.4	--	--	--	--
1975	1,860.5	182.5	2,043.0	\$1,106.0	\$ 301.8	\$1,407.8	\$ 3,450.8
1976	2,025.6	210.5	2,236.1	1,224.5	442.9	1,667.3	3,883.4
1977	2,157.1	196.5	2,353.6	1,319.5	584.5	1,904.1	4,257.7
1978	2,271.0	178.9	2,449.9	1,542.1	689.5	2,231.7	4,681.5
1979	2,436.3	211.5	2,647.8	2,054.6	855.8	2,910.4	5,558.2
1980	2,556.8	248.3	2,805.1	2,611.2	1,093.9	3,705.1	6,510.2
1981	2,701.4	343.8	3,045.2	3,225.7	1,095.1	4,320.8	7,366.0
1982	3,077.0	380.0	3,457.0	3,582.0	1,005.4	4,587.4	8,044.3
1983	3,171.6	332.5	3,504.1	4,194.6	827.0	5,021.6	8,525.7
1984	4,447.7	780.5	5,228.2	5,399.1	995.8	6,394.9	11,623.1
1985	4,574.7	701.8	5,276.5	5,978.5	939.6	6,918.1	12,194.6
1986	5,011.0	743.5	5,754.5	6,481.3	911.5	7,392.8	13,147.3
1987	5,155.8	771.0	5,926.8	7,147.2	894.4	8,041.6	13,968.4
1988	5,504.6	856.9	6,361.5	8,103.7	950.2	9,053.9	15,415.4

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984. (a) Beginning 1984 includes fare revenue retained by contractors.

P = Preliminary

-- Data not available

TABLE 9

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)	PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE	PERCENT OF REVENUE FOR OPERATIONS FROM						
							1984	1985	1986	1987	p 1988	1984	1985
Multi-Mode, All Areas (c)	1984	23	41.1	4.1	47.7	7.1	7.1	4.8	4.2	5.5	4.6	4.4	
	1985	27	39.9	5.2	48.3	6.6	6.6	4.9	4.2	5.5	4.6	4.4	
	1986	24	40.0	5.3	49.2	5.5	5.5	4.9	4.2	5.5	4.6	4.4	
	1987	33	37.8	4.9	52.7	4.6	4.6	4.9	4.2	5.5	4.6	4.4	
	p 1988	33	36.1	5.0	54.5	4.4	4.4	4.9	4.2	5.5	4.6	4.4	
	1984	39	27.3	5.9	57.4	9.4	9.4	5.9	4.9	5.5	4.6	4.4	
	1985	40	27.1	6.4	58.1	8.4	8.4	6.4	4.9	5.5	4.6	4.4	
1986	40	32.0	6.0	54.1	7.9	7.9	6.0	4.9	5.5	4.6	4.4		
1987	54	33.9	4.1	54.4	7.6	7.6	4.1	4.9	5.5	4.6	4.4		
p 1988	61	33.5	5.4	53.8	7.3	7.3	5.4	4.9	5.5	4.6	4.4		
Motor Bus Only, 1,000,000 or More	1984	20	29.7	4.9	47.4	18.0	18.0	4.9	4.9	4.9	4.9	4.9	
	1985	23	27.9	5.7	48.5	17.9	17.9	5.7	4.9	4.9	4.9	4.9	
	1986	22	27.3	4.8	47.1	20.8	20.8	4.8	4.9	4.9	4.9	4.9	
	1987	23	25.9	7.1	47.4	19.6	19.6	7.1	4.9	4.9	4.9	4.9	
	p 1988	22	25.1	6.6	50.7	17.6	17.6	6.6	4.9	4.9	4.9	4.9	
	1984	39	27.3	5.9	57.4	9.4	9.4	5.9	4.9	4.9	4.9	4.9	
	1985	40	27.1	6.4	58.1	8.4	8.4	6.4	4.9	4.9	4.9	4.9	
1986	40	32.0	6.0	54.1	7.9	7.9	6.0	4.9	4.9	4.9	4.9		
1987	54	33.9	4.1	54.4	7.6	7.6	4.1	4.9	4.9	4.9	4.9		
p 1988	61	33.5	5.4	53.8	7.3	7.3	5.4	4.9	4.9	4.9	4.9		
Motor Bus Only, 200,000 to 500,000	1984	42	28.9	4.3	44.4	22.4	22.4	4.3	4.3	4.3	4.3	4.3	
	1985	43	28.6	4.9	45.4	21.1	21.1	4.9	4.3	4.3	4.3	4.3	
	1986	49	23.9	3.9	55.2	17.0	17.0	3.9	4.3	4.3	4.3	4.3	
	1987	55	24.8	4.8	52.2	18.2	18.2	4.8	4.3	4.3	4.3	4.3	
	p 1988	50	24.6	5.5	53.2	16.7	16.7	5.5	4.3	4.3	4.3	4.3	
	1984	73	24.3	6.2	46.9	22.6	22.6	6.2	4.3	4.3	4.3	4.3	
	1985	73	22.1	6.4	50.5	21.0	21.0	6.4	4.3	4.3	4.3	4.3	
1986	97	20.3	6.0	50.8	22.9	22.9	6.0	4.3	4.3	4.3	4.3		
1987	99	20.1	6.2	53.0	20.7	20.7	6.2	4.3	4.3	4.3	4.3		
p 1988	102	19.3	6.2	54.6	19.9	19.9	6.2	4.3	4.3	4.3	4.3		

TABLE 9 (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)	PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE	PERCENT OF REVENUE FOR OPERATIONS FROM						
							1984	1985	1986	1987	p 1988	1984	1985
Motor Bus Only, 200,000 or Fewer	1984	73	24.3	6.2	46.9	22.6	22.6	6.2	4.3	4.3	4.3	4.3	
	1985	73	22.1	6.4	50.5	21.0	21.0	6.4	4.3	4.3	4.3	4.3	
	1986	97	20.3	6.0	50.8	22.9	22.9	6.0	4.3	4.3	4.3	4.3	
	1987	99	20.1	6.2	53.0	20.7	20.7	6.2	4.3	4.3	4.3	4.3	
	p 1988	102	19.3	6.2	54.6	19.9	19.9	6.2	4.3	4.3	4.3	4.3	
	1984	42	28.9	4.3	44.4	22.4	22.4	4.3	4.3	4.3	4.3	4.3	
	1985	43	28.6	4.9	45.4	21.1	21.1	4.9	4.3	4.3	4.3	4.3	
1986	49	23.9	3.9	55.2	17.0	17.0	3.9	4.3	4.3	4.3	4.3		
1987	55	24.8	4.8	52.2	18.2	18.2	4.8	4.3	4.3	4.3	4.3		
p 1988	50	24.6	5.5	53.2	16.7	16.7	5.5	4.3	4.3	4.3	4.3		

NOTE: Excludes automated guideway 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, trolleybus, urban ferry boat, or inclined plane.

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*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
 (a) General Administration and Purchased Transportation combined.
 (b) Vehicle Maintenance and Non-Vehicle Maintenance combined.

CALENDAR YEAR	VEHICLE OPERATIONS		VEHICLE MAINTENANCE		GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)			
1984	44.4	18.5	7.9	25.2	4.0	100.0	100.0
1985	45.7	20.4	9.3	20.2	4.4	100.0	100.0
1986	43.8	21.3	10.3	21.1	3.5	100.0	100.0
1987	43.3	20.7	10.2	21.3	4.5	100.0	100.0
1988	42.7	20.2	10.2	21.6	5.3	100.0	100.0
1978	55.3	17.1	6.4	21.2(a)	22.5(a)	100.0	100.0
1979	52.3	20.5	7.6	19.6(a)	19.6(a)	100.0	100.0
1980	52.0	20.4	8.0	19.6(a)	21.1(a)	100.0	100.0
1981	51.2	19.9	7.8	21.1(a)	19.9(a)	100.0	100.0
1982	51.4	20.6	8.1	19.9(a)	20.5(a)	100.0	100.0
1983	49.4	21.3	8.8	22.5(a)	22.5(a)	100.0	100.0

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

TABLE 10B

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
 (a) Vehicle Maintenance and Non-Vehicle Maintenance combined.
 (b) General Administration and Purchased Transportation combined.

CALENDAR YEAR	VEHICLE OPERATIONS		VEHICLE MAINTENANCE		GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL	DEPRECIATION AND AMORTIZATION	OTHER RECONCILING ITEMS	TOTAL EXPENSE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)						
1960	--	--	--	--	--	--	--	--	--	\$ 1,376.5
1965	--	--	--	--	--	--	--	--	--	1,454.4
1970	--	--	--	--	--	--	--	--	--	1,995.6
1975	\$1,876.5	\$814.4(a)	\$846.4(b)	\$3,537.3	\$121.0	\$94.2	3,752.5	88.9	4,082.6	4,366.6
1976	2,033.4	894.1(a)	929.9(b)	3,857.4	136.3	84.2	4,082.6	161.4	4,366.6	4,788.9
1977	2,219.8	972.7(a)	928.5(b)	4,121.0	161.4	84.2	4,366.6	149.6	4,788.9	5,611.4
1978	2,508.7	\$776.6	\$292.1	4,539.1	149.6	100.2	4,788.9	253.4	5,611.4	6,710.6
1979	2,755.0	1,070.2	398.8	5,231.7	277.6	186.5	6,710.6	254.3	7,621.7	8,755.7
1980	3,248.2	1,274.3	499.7	6,246.5	277.6	186.5	7,621.7	254.3	8,314.3	10,000.0
1981	3,596.5	1,397.8	547.9	7,024.3	386.3	211.1	8,314.3	254.3	8,755.7	10,000.0
1982	3,882.3	1,555.8	611.8	7,552.9	507.1	254.3	8,314.3	254.3	8,755.7	10,000.0
1983	3,930.8	1,696.6	694.9	7,956.0	472.5	307.2	8,755.7	254.3	9,010.0	10,000.0
1984	5,141.9	2,169.4	912.3	11,574.0	885.5	497.6	12,957.1	1,077.1	14,034.2	15,111.3
1985	5,654.7	2,522.6	1,149.6	12,380.9	1,097.6	598.6	14,077.1	1,077.1	15,154.2	16,222.3
1986	5,873.6	2,858.6	1,379.8	13,410.4	1,188.8	648.4	15,247.6	1,247.6	16,495.2	17,722.4
1987	6,066.0	2,901.7	1,428.7	14,011.6	1,261.3	749.4	16,022.3	1,272.4	17,294.7	18,566.7
1988	6,403.7	3,030.9	1,533.3	15,009.0	1,447.2	816.2	17,272.4	1,272.4	18,544.8	20,000.0

Trend of Transit Expenses by Function Class, Dollars*

TABLE 10A

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

TABLE 118

CALENDAR YEAR	LABOR (a)	SERVICES (PERCENT)	MATERIALS AND SUPPLIES (PERCENT)	UTILITIES (PERCENT)	CASUALTY AND LIABILITY COSTS (PERCENT)	PURCHASED TRANS-PORTATION (PERCENT)		OTHER (PERCENT)	TOTAL OPERATING EXPENSE (PERCENT)
						(PERCENT)	(PERCENT)		
1977	81.5	--	--	--	--	--	--	--	100.0
1978	81.6	--	--	--	--	--	--	--	100.0
1979	78.7	2.6	9.7	3.6	3.5	1.9(b)	2.3(b)	1.8	100.0
1980	74.2	3.8	12.2	3.7	3.8	2.3(b)	2.0(b)	1.3	100.0
1981	73.2	3.8	13.4	4.0	3.6	2.0(b)	1.6(b)	1.0	100.0
1982	72.7	3.9	15.0	4.3	2.5	1.6(b)	1.3(b)	1.0	100.0
1983	74.1	3.9	12.9	5.4	2.4	1.3(b)	--	1.6	100.0
1984	70.9	4.1	12.6	4.0	2.8	4.0	5.3	1.6	100.0
1985	70.4	4.0	12.6	4.0	2.8	4.4	4.5	1.8	100.0
1986	71.4	4.4	11.7	3.8	3.9	4.4	3.5	1.3	100.0
1987	70.7	4.8	10.9	3.7	4.4	3.8	4.5	1.0	100.0
1988	71.8	4.8	10.4	3.4	3.8	3.8	5.3	0.6	100.0

P = Preliminary
-- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) See Table 28 for further detail of labor expense.
(b) Purchased Transportation and Other combined.

Trend of Transit Expenses by Object Class, Dollars*

TABLE 11A

CALENDAR YEAR	LABOR (a)	SERVICES (MILLIONS)	MATERIALS AND SUPPLIES (MILLIONS)	UTILITIES (MILLIONS)	CASUALTY AND LIABILITY COSTS (MILLIONS)	PURCHASED TRANS-PORTATION (MILLIONS)		OTHER (MILLIONS)	TOTAL OPERATING EXPENSE (MILLIONS)
						(MILLIONS)	(MILLIONS)		
1977	\$3,360.3	--	--	--	--	--	--	--	\$4,121.0
1978	3,704.6	--	--	--	--	--	--	--	4,539.1
1979	4,115.4	\$136.3	759.4	\$188.7	\$183.4	\$99.6(b)	146.4(b)	5,231.7	5,231.7
1980	4,634.0	237.6	759.4	231.3	237.8	146.4(b)	140.4(b)	6,246.5	6,246.5
1981	5,142.6	266.8	940.8	280.9	252.8	140.4(b)	140.4(b)	7,024.3	7,024.3
1982	5,487.9	298.3	1,129.9	322.5	188.1	126.1(b)	126.1(b)	7,552.9	7,552.9
1983	5,898.6	309.4	1,023.9	431.2	192.6	100.3(b)	100.3(b)	7,956.0	7,956.0
1984	8,204.5	469.2	1,462.2	465.7	328.5	455.7	548.7	188.2	11,574.0
1985	8,711.4	491.9	1,561.2	494.7	347.1	548.7	548.7	225.9	12,380.9
1986	9,578.6	595.9	1,572.5	507.8	517.7	468.2	468.2	169.7	13,410.4
1987	9,911.3	667.6	1,533.5	514.1	609.8	636.2	636.2	139.1	14,011.6
1988	10,783.8	715.1	1,561.1	502.9	565.1	792.1	792.1	88.9	15,009.0

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) See Table 28 for further detail of labor expense.
(b) Purchased Transportation and Other combined.

TABLE 12

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

VEHICLE MODE, POPULATION SIZE OF SERVICE DATA	CALENDAR YEAR	SAMPLE SIZE(a)	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	PERCENT OF OPERATING EXPENSE FOR			
								VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Multi-Mode, All Areas (b)	1984	23	41.9	20.4	13.2	21.7	2.8	2.0	4.0	3.0	6.0
	1985	27	41.5	20.7	12.7	23.1	2.0	2.0	4.7	3.0	6.0
	1986	24	38.7	20.6	13.7	23.0	4.0	4.0	4.0	3.0	6.0
	1987	33	38.9	20.9	14.1	23.1	4.0	4.0	4.0	3.0	6.0
Motor Bus Only, 1,000,000 or More	1984	39	53.6	22.0	2.7	17.7	4.0	4.0	4.7	3.3	4.2
	1985	40	52.0	21.9	2.4	19.0	4.0	4.0	4.7	3.3	4.2
	1986	40	52.4	21.7	2.8	19.6	4.4	4.4	4.4	3.3	4.2
	1987	54	52.1	20.9	3.0	19.6	4.4	4.4	4.4	3.3	4.2
Motor Bus Only, 500,000 - 1,000,000	1984	20	60.0	19.0	2.6	15.5	2.9	2.9	4.2	3.9	3.6
	1985	23	57.9	19.4	2.5	16.3	3.9	3.9	4.1	3.9	3.6
	1986	22	56.5	18.8	2.7	17.9	4.1	4.1	4.1	3.9	3.6
	1987	23	56.3	19.1	2.8	18.1	3.7	3.7	4.1	3.9	3.6
Motor Bus Only, 200,000 to 500,000	1984	42	61.8	19.1	1.9	15.2	2.0	2.0	3.2	3.0	3.7
	1985	43	60.4	19.4	2.0	16.2	2.0	2.0	3.0	3.0	3.7
	1986	49	56.3	19.7	1.9	19.1	2.0	2.0	3.0	3.0	3.7
	1987	55	55.6	20.2	2.3	18.7	3.2	3.2	3.0	3.0	3.7
Motor Bus Only, 200,000 or Fewer	1984	73	60.4	18.9	1.7	15.7	3.3	3.3	3.7	3.4	4.5
	1985	73	59.1	19.3	1.8	16.4	3.3	3.3	3.7	3.4	4.5
	1986	97	56.0	19.2	2.0	17.9	4.9	4.9	3.7	3.4	4.5
	1987	99	54.7	18.8	2.0	18.8	5.7	5.7	3.7	3.4	4.5

(a), (b) See footnotes Page 35.

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

TABLE 12 (continued)

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	PERCENT OF OPERATING EXPENSE FOR			
								VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Motor Bus Only, 200,000 to 500,000	1984	42	61.8	19.1	1.9	15.2	2.0	2.0	3.2	3.0	3.7
	1985	43	60.4	19.4	2.0	16.2	2.0	2.0	3.0	3.0	3.7
	1986	49	56.3	19.7	1.9	19.1	2.0	2.0	3.0	3.0	3.7
	1987	55	55.6	20.2	2.3	18.7	3.2	3.2	3.0	3.0	3.7
Motor Bus Only, 200,000 or Fewer	1984	73	60.4	18.9	1.7	15.7	3.3	3.3	3.7	3.4	4.5
	1985	73	59.1	19.3	1.8	16.4	3.3	3.3	3.7	3.4	4.5
	1986	97	56.0	19.2	2.0	17.9	4.9	4.9	3.7	3.4	4.5
	1987	99	54.7	18.8	2.0	18.8	5.7	5.7	3.7	3.4	4.5

NOTE: Excludes automated guideway 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, trolleybus, urban ferry boat, or inclined plane.

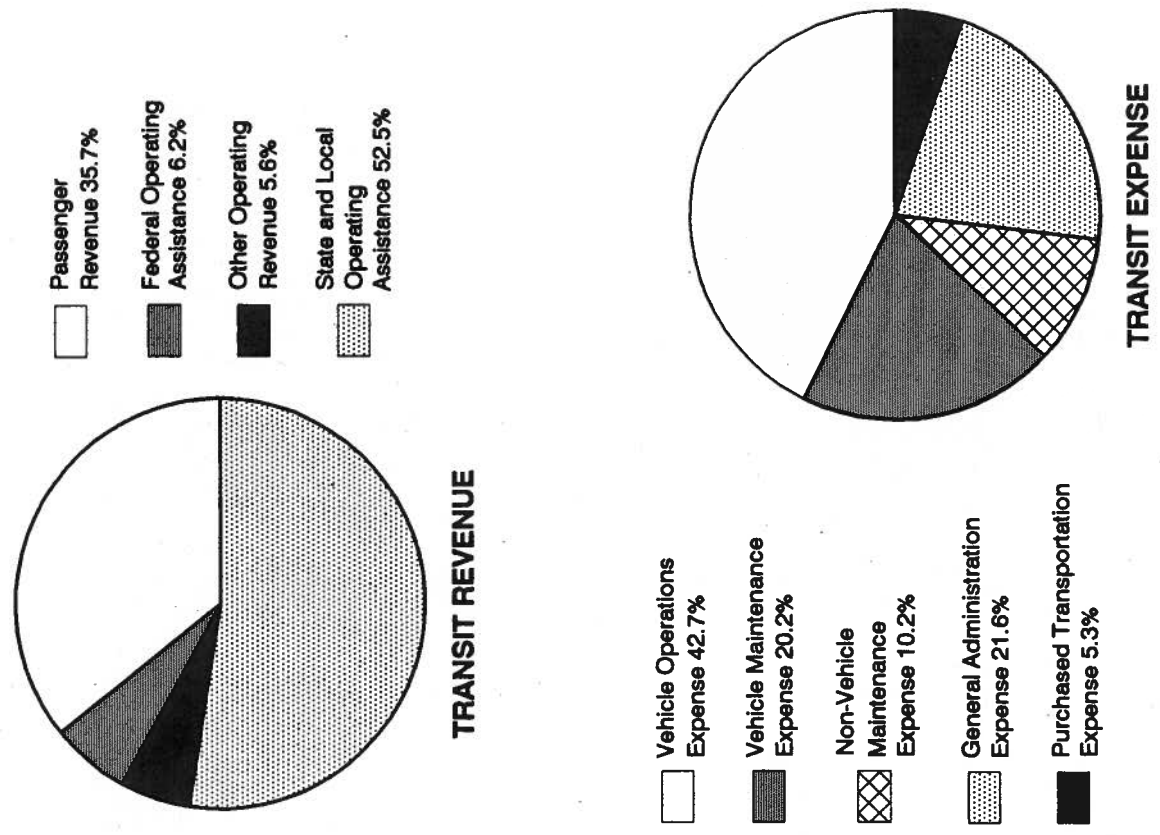
TABLE 13 (continued)
 Transit Operating Expense for 1988 Classified By Function and Object Class (Percent of Total)

FUNCTION AND OBJECT CLASS	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
Salaries and Wages	23.44	9.48	5.38	8.84	0.00	47.14
Fringe Benefits	11.64	4.84	3.06	5.17	0.00	24.71
Services	0.37	0.90	0.74	2.75	0.00	4.76
Fuels and Lubricants	2.72	0.19	0.01	0.00	0.00	2.92
Materials and Supplies	0.60	4.57	1.08	1.23	0.00	7.48
Utilities	0.57	0.03	1.76	0.99	0.00	3.35
Casualty and Liability	0.13	0.04	0.06	3.54	0.00	3.77
Costs	0.00	0.00	0.00	0.00	0.00	0.00
Purchased Transportation	3.19	0.14	-1.87	-0.87	0.00	0.59
Other	42.66	20.19	10.22	21.65	5.28	100.00

TABLE 13
 Transit Operating Expense for 1988 Classified By Function and Object Class (Total Dollars in Millions)

FUNCTION AND OBJECT CLASS	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
Salaries and Wages	3,518.1	1,422.2	807.3	1,327.4	0.0	7,075.0
Fringe Benefits	1,745.6	726.9	460.0	776.3	0.0	3,708.8
Services	55.8	134.5	111.5	413.3	0.0	715.1
Fuels and Lubricants	408.7	28.5	1.1	0.0	0.0	438.3
Materials and Supplies	90.8	686.6	160.8	184.6	0.0	1,122.8
Utilities	85.6	4.6	264.8	147.9	0.0	502.9
Casualty and Liability	20.2	6.1	8.1	530.7	0.0	565.1
Costs	0.0	0.0	0.0	0.0	0.0	0.0
Purchased Transportation	478.9	21.5	-280.3	-131.2	0.0	88.9
Other	6,403.7	3,030.9	1,533.3	3,249.0	792.1	15,009.0

TABLE 14
Transit Revenue and Expense in 1988



Trend of Transit Passenger Trips Classified by Population Groups (a)

TABLE 15

CALENDAR YEAR	HEAVY RAIL (MILLIONS)		COMPUTER RAIL (MILLIONS)		SURFACE LINES (MILLIONS)					TOTAL PASSENGER RIDERS/TRIPS(e)
	RAIL	AND OVER	500,000-100,000	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000	DEMAND RESPONSE	DENSITY	
1960(b)	1,850	3,865	1,175	891	714	297	--	--	9,395(f)	
1965	1,858	3,747	757	520	494	240	--	--	8,253(f)	
1970	1,881	3,265	662	428	496	175	--	--	7,332(f)	
1975(c)	1,673	4,493	357	282	73	146	--	--	7,284	
1980	2,108	5,210	410	311	91	157	--	--	8,567	
1981(d)	2,094	5,162	302	243	92	123	--	--	8,284	
1982	2,115	4,939	287	238	91	123	--	--	8,052	
1983	2,167	5,055	277	231	90	121	--	--	8,203	
1984	2,231	5,494	295	211	90	201	62	8,851		
1985	2,290	5,251	296	215	86	187	59	8,659		
1986	2,333	5,261	315	229	89	194	75	8,802		
1987	2,402	5,160	309	225	88	193	78	8,766		
p 1988	2,308	5,281	310	234	99	214	96	8,867		

(a) Total Passenger Rides from 1960 through 1979 based upon individual transit system data collection procedures. Unlinked Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Prior to 1984, excludes demand response and most rural and smaller systems. Series not continuous between 1983 and 1984.
 (b) From 1960 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) From 1981 through 1987 transit systems assigned by population of urbanized area based on 1980 United States Census of Population.
 (e) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.
 (f) Includes suburban and other surface lines not allocated to population groups prior to 1975.

(a) Total Passenger Rides from 1960 through 1979 based on individual transit data collection procedures. Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Prior to 1984, excludes demand response and most rural and smaller systems. Series not continuous between 1983 and 1984.
 (b) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.

p = Preliminary - Data not available

CALENDAR YEAR	RAILWAY							TOTAL PASSENGER RIDES/TRIPS(b) (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)	COMPUTER RAIL (MILLIONS)	TROLLEY BUS (MILLIONS)	MOTOR BUS (MILLIONS)	DEMAND RESPONSE (MILLIONS)	OTHER (MILLIONS)	
1960	463	1,850	--	657	6,425	--	9,395	
1965	276	1,858	--	305	5,814	--	8,253	
1970	235	1,881	--	182	5,034	--	7,332	
1975	124	1,673	260	78	5,084	65	7,284	
1976	112	1,632	260	75	5,247	67	7,393	
1977	103	1,610	265	70	5,488	67	7,603	
1978	104	1,706	267	70	5,721	67	7,935	
1979	107	1,777	279	75	6,156	67	8,461	
1980	133	2,108	280	142	5,837	67	8,567	
1981	123	2,094	268	138	5,594	67	8,284	
1982	136	2,115	259	151	5,324	67	8,052	
1983	137	2,167	262	160	5,422	--	8,203	
1984	157	2,231	267	165	5,908	62	8,851	
1985	132	2,290	275	142	5,675	59	8,659	
1986	130	2,333	306	139	5,742	75	8,802	
1987	133	2,402	311	141	5,624	78	8,766	
p 1988	154	2,308	325	136	5,767	96	8,867	

Trend of Transit Passenger Trips (a)

TABLE 17

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 railways 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 modest growth based on a partnership of local, state, and federal government committed to improving America's transportation infrastructure.

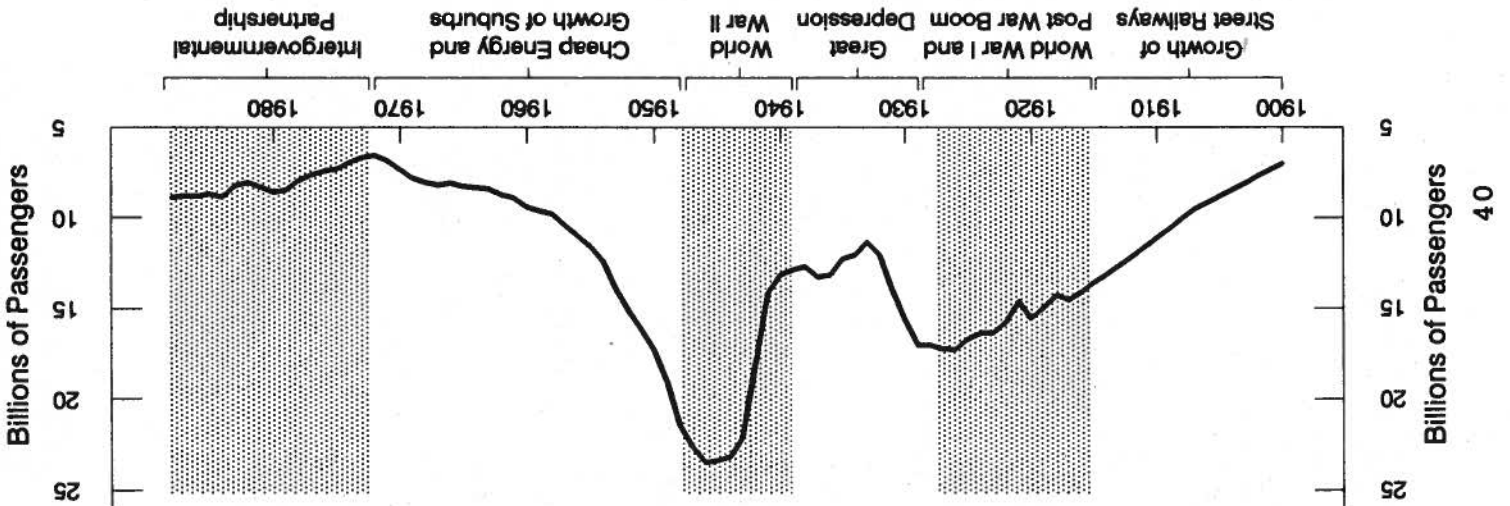


TABLE 16

TABLE 18

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1988 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
SYSTEM TOTAL (30 LARGEST SYSTEMS)				
1	New York City Transit Authority	New York, NY	2,193.6	24.7
2	Chicago Transit Authority	Chicago, IL	605.4	6.8
3	Southern California Rapid Transit District	Los Angeles, CA	424.6	4.8
4	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	369.9	4.2
5	Washington Metropolitan Area Transit Authority	Washington, DC	339.0	3.8
6	Massachusetts Bay Transportation Authority	Boston, MA	301.6	3.4
7	New Jersey Transit Corporation	New York, NY	298.3	3.4
8	San Francisco Municipal Railway	San Francisco, CA	245.1	2.8
9	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	148.3	1.7
10	Mass Transit Administration of Maryland	Baltimore, MD	118.7	1.4
11	Long Island Rail Road Company	New York, NY	96.1	1.1
12	Port Authority of Allegheny County	Pittsburgh, PA	89.1	1.0
13	Greater Cleveland Regional Transit Authority	Cleveland, OH	80.3	0.9
14	Municipality of Metropolitan Seattle	Seattle, WA	74.6	0.8
15	Regional Transit Authority of Orleans & Jefferson	New Orleans, LA	74.4	0.8
16	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	73.3	0.8
17	Milwaukee County Transit System	Milwaukee, WI	73.3	0.8
18	Metropolitan Transit Authority of Harris County	Houston, TX	71.6	0.8
19	Metropolitan Transit Commission	Minneapolis, MN	71.3	0.8

(a) See footnote Page 49.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1988 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
SYSTEM TOTAL (30 LARGEST SYSTEMS), continued.				
20	Metro-Dade Transit Agency	Miami, FL	67.7	0.8
21	Metra Metropolitan Rail	Chicago, IL	67.0	0.8
22	Detroit Department of Transportation	Detroit, MI	64.9	0.7
23	San Francisco Bay Area Rapid Transit District	San Francisco, CA	61.2	0.7
24	Port Authority Trans-Hudson Corporation	New York, NY	60.9	0.7
25	Alameda-Contra Costa Transit District	San Francisco, CA	57.2	0.6
26	Metro-North Commuter Railroad Company	New York, NY	57.0	0.6
27	Dallas Area Rapid Transit	Dallas, TX	56.2	0.6
28	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	54.3	0.6
29	Regional Transportation District	Denver, CO	51.2	0.6
30	Bi-State Development Agency	Saint Louis, MO	45.2	0.5

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
MOTOR BUS (15 LARGEST SYSTEMS)				
1	New York City Transit Authority	New York, NY	710.3	12.3
2	Chicago Transit Authority	Chicago, IL	430.1	7.5
3	Southern California Rapid Transit District	Los Angeles, CA	424.6	7.4

(a) See footnote Page 49.

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1988 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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MOTOR BUS (15 LARGEST SYSTEMS), continued.

4	New Jersey Transit Corporation	New York, NY	193.3	3.4
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	189.8	3.3
6	Washington Metropolitan Area Transit Authority	Washington, DC	166.4	2.9
7	Massachusetts Bay Transportation Authority	Boston, MA	109.0	1.9
8	Mass Transit Administration of Maryland	Baltimore, MD	105.1	1.8
9	San Francisco Municipal Railway	San Francisco, CA	96.5	1.7
10	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	82.3	1.4
11	Port Authority of Allegheny County	Pittsburgh, PA	77.4	1.4
12	Milwaukee County Transit System	Milwaukee, WI	73.3	1.3
13	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	72.8	1.3
14	Greater Cleveland Regional Transit Authority	Cleveland, OH	71.4	1.2
15	Metropolitan Transit Commission	Minneapolis, MN	71.3	1.2

(a) See footnote Page 49.

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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HEAVY RAIL

1	New York City Transit Authority	New York, NY	1,483.2	64.3
2	Chicago Transit Authority	Chicago, IL	176.4	7.6
3	Washington Metropolitan Area Transit Authority	Washington, DC	172.6	7.5

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1988 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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HEAVY RAIL, continued.

4	Massachusetts Bay Transportation Authority	Boston, MA	151.5	6.6
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	98.5	4.3
6	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	65.9	2.8
7	San Francisco Bay Area Rapid Transit District	San Francisco, CA	61.2	2.6
8	Port Authority Trans-Hudson Corporation	New York, NY	60.9	2.6
9	Mass Transit Administration of Maryland	Baltimore, MD	13.4	0.6
10	Port Authority Transit Corp. of PA & NJ	Philadelphia, PA	11.1	0.5
11	Metro-Dade Transit Agency	Miami, FL	10.4	0.5
12	Greater Cleveland Regional Transit Authority	Cleveland, OH	4.6	0.2
	Southern California Rapid Transit District	Los Angeles, CA	UC	UC

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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LIGHT RAIL

1	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	42.8	27.8
2	San Francisco Municipal Railway	San Francisco, CA	39.5	25.6
3	Massachusetts Bay Transportation Authority	Boston, MA	19.9	12.9
4	San Diego Trolley	San Diego, CA	9.3	6.0

(a) See footnote Page 49.

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1988 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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LIGHT RAIL, continued.

5	Port Authority of Allegheny County	Pittsburgh, PA	8.2	5.3
6	Regional Transit Authority of Orleans and Jefferson	New Orleans, LA	8.2	5.3
7	Niagara Frontier Transit Metro System	Buffalo, NY	7.4	4.8
8	Tri-County Metropolitan Transportation Dist. of Oregon	Portland, OR	5.6	3.7
9	Greater Cleveland Regional Transit Authority	Cleveland, OH	3.9	2.5
10	New Jersey Transit Corporation	Newark, NJ	3.8	2.5
11	Sacramento Regional Transit District	Sacramento, CA	3.6	2.3
12	Santa Clara County Transportation Agency (b)	San Jose, CA	0.2	0.1
13	Municipality of Metropolitan Seattle	Seattle, WA	0.2	0.1
	City of Detroit Department of Transportation	Detroit, MI	NA	NA
	Island Transit (c)	Galveston, TX	NA	NA
	Tandy Corporation/Dillard's Department Store	Fort Worth, TX	NA	NA
	Mass Transit Administration of Maryland	Baltimore, MD	UC	UC
	McKinney Avenue Transit Authority	Dallas, TX	UC	UC
	Southern California Rapid Transit District	Los Angeles, CA	UC	UC

(a) (b) (c) (d) See footnotes Page 49.

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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COMPUTER RAIL (d)

1	Long Island Rail Road Company	New York, NY	96.1	29.6
2	Metropolitan Rail	Chicago, IL	67.0	20.6
3	Metro-North Commuter Railroad Company	New York, NY	57.0	17.6

COMPUTER RAIL (d), continued.

4	New Jersey Transit Corporation	New York, NY	45.3	14.0
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	25.4	7.8
6	Massachusetts Bay Transportation Authority	Boston, MA	16.7	5.1
7	Staten Island Rapid Transit Operating Authority	New York, NY	6.2	1.9
8	California Department of Transportation	San Francisco, CA	5.6	1.7
9	Northern Indiana Commuter Transportation District	Chicago, IL	2.6	0.8
10	Maryland Department of Transportation	Washington, DC	2.1	0.7
11	California Department of Transportation	Los Angeles, CA	0.3	0.1
12	Port Authority of Allegheny County (e)	Pittsburgh, PA	0.2	0.1
13	Tri-County Commuter Rail Organization (f)	Miami, FL	NA	NA
	New Jersey Transit Corporation	Atlantic City, NJ	UC	UC

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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TROLLEYBUS

1	San Francisco Municipal Railway	San Francisco, CA	96.7	71.2
2	Municipality of Metropolitan Seattle	Seattle, WA	17.6	12.9
3	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	13.2	9.7
4	Miami Valley Regional Transit Authority	Dayton, OH	4.5	3.3
5	Massachusetts Bay Transportation Authority	Boston, MA	3.9	2.9

(a) (d) (e) (f) See footnotes Page 49.

TABLE 18 (continued)
Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1988 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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PUBLICLY SUPPORTED URBAN FERRY BOAT (g)

1	New York City Dept. of Transport. Staten Island Ferry	New York, NY	22.0	44.8
2	Washington State Department of Transportation	Seattle, WA	10.8	22.0
3	Mississippi River Bridge Authority	New Orleans, LA	5.1	10.4
4	Golden Gate Bridge, Highway and Transportation Dist.	San Francisco, CA	1.4	2.9
5	Tidewater Transportation District Commission	Norfolk, VA	0.8	1.6
6	Casco Bay Transit District	Portland, ME	0.6	1.2
7	Massachusetts Bay Transportation Authority	Boston, MA	0.5	1.0
8	Pierce County Ferry	Tacoma, WA	0.1	0.2
	Texas State Department of Transportation and Highways	Galveston, TX	NA	NA
	Plaquemines Parish	New Orleans, LA	NA	NA

OTHER PUBLICLY SUPPORTED RAIL MODES

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
1	San Francisco Municipal Railway (Cable car)	San Francisco, CA	12.0	44.3
2	Metro-Dade Transit Agency (Automated guideway)	Miami, FL	3.2	11.8
3	Roosevelt Island Special Service (Aerial tramway)	New York, NY	2.2	8.1
4	Port Authority of Allegheny County (Inclined plane)	Pittsburgh, PA	1.5	5.6
5	Municipality of Metropolitan Seattle (Monorail)	Seattle, WA	1.2	4.4
6	Chattanooga Area Reg. Transp. Auth. (Inclined plane)	Chattanooga, TN	0.3	1.1

(a) (g) See footnotes Page 49.

TABLE 18 (continued)
Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1988 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
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OTHER PUBLICLY SUPPORTED RAIL MODES, continued.

	Detroit Transit Corporation (Automated guideway)	Detroit, MI	NA	NA
	Fenelon Place Elevator (Inclined plane)	Dubuque, IA	NA	NA
	Jacksonville Transport. Auth. (Automated guideway) (h)	Jacksonville, FL	NA	NA
	Camden County Transit Authority (Inclined plane)	Johnstown, PA	NA	NA
	Las Colinas Area Pers. Tr. Sys. (Auto. guideway) (i)	Las Colinas, TX	NA	NA
	West Virginia University (Automated guideway)	Morgantown, WV	NA	NA
	Hillsborough Area Reg. Tr. Auth. (Automated guideway)	Tampa, FL	NA	NA
	Las Vegas People Mover (Automated guideway)	Las Vegas, NV	UC	UC
	South. California Rapid Tr. Dist. (Automated guideway)	Los Angeles, CA	UC	UC

NA = Not available.

UC = Under construction.

(a) Data includes both directly operated and purchased service.

(b) Opened during year; data for 203 days only.

(c) Opened in July 1988, diesel-powered.

(d) Excludes commuter-type services operated independently by Amtrak.

(e) Closed in April 1989.

(f) Opened in January 1989.

(g) Excludes 13 private urban ferry companies and over 200 international, rural, island, and urban park ferries.

(h) Opened in June 1989.

(i) Opened in July 1989.

Source: U.S. Bureau of Census, *State and Metropolitan Area Data Book*, 1986.

METROPOLITAN/PRIMARY METROPOLITAN STATISTICAL AREA	PERCENT OF WORKERS USING PUBLIC TRANSPORTATION, 1980
New York, NY	49.3%
Jersey City, NJ	25.8
San Francisco, CA	22.1
Chicago, IL	20.4
Washington, DC-MD-VA	14.8
Philadelphia, PA-NJ	14.0
Boston-Lawrence-Salem-Lowell-Brockton, MA	12.6
Nassau-Suffolk, NY	12.5
Pittsburgh, PA	11.7
Oakland, CA	11.1
Newark, NJ	10.9
Iowa City, IA	10.7
Cleveland, OH	10.6
New Orleans, LA	10.4
Baltimore, MD	10.2
Honolulu, HI	10.0

Metropolitan Areas With Over 10% of Workers Using Public Transportation

TABLE 20

Source: U.S. Department of Transportation, Federal Highway Administration, *1983-1984 Nationwide Personal Transportation Study*.
 (a) Excludes 3.5% living in SMSA, but location unknown.
 SMSA = Standard Metropolitan Statistical Area.

Sex	Men	Women	Household Income	Trip Length	Residence	Total
	78.5%	70.7%	61.7	72.8	70.8	75.2
			\$10,000-19,999	79.8	77.0	76.3
			\$20,000-39,999	78.9	77.0	76.3
			\$40,000 & Over	79.8	77.0	76.3
			5 or less miles	11.5	10.9	12.2
			6 to 10 miles	11.1	10.9	12.2
			11 to 15 miles	13.5	10.9	12.2
			16 to 20 miles	13.8	10.9	12.2
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			31 miles or more	19.2	10.9	12.2

TABLE 21

States With Over 5% of Workers Using Public Transportation

STATE	PERCENT OF WORKERS USING PUBLIC TRANSPORTATION, 1980
District of Columbia	38.0%
New York	26.5
Illinois	12.0
Massachusetts	9.3
New Jersey	9.2
Maryland	8.8
Hawaii	8.3
Pennsylvania	8.2
National Average	6.4
California	5.8
Minnesota	5.5
Washington	5.3
Connecticut	5.1
Virginia	5.1
Oregon	5.0

Source: U.S. Bureau of Census, *State and Metropolitan Area Data Book, 1986*.

Mode of Travel to Work by Region

MODE	NORTHEAST	CENTRAL	NORTH	SOUTH	WEST	TOTAL	NUMBER OF WORKERS
Private Car, Truck, or Van	75.3%	84.6%	84.6%	89.3%	84.5%	84.1%	81,300,801
Drive Alone	56.8	66.1	66.9	66.4	66.4	66.4	62,242,307
Carpool	18.5	18.5	22.4	18.1	19.7	19.7	19,058,494
Public Transportation	14.2	4.9	3.2	4.9	6.4	6.4	6,173,008
Motor/Trolley Bus, Light Rail	5.9	3.7	2.8	4.6	4.0	4.0	3,918,627
Heavy/Commuter Rail	8.0	1.1	0.3	0.3	0.2	0.2	2,087,107
Other	0.3	0.1	0.1	0.0	0.2	0.2	167,274
Walk	7.6	6.0	4.2	5.4	5.6	5.6	5,419,292
Other Means	1.1	1.1	1.6	3.0	1.6	1.6	1,593,994
Worked at Home	1.8	3.4	1.7	2.2	2.3	2.3	2,185,108
Persons Per Private Car, Truck, or Van	1.16	1.14	1.17	1.14	1.15	1.15	
Mean Travel Time (Minutes)	24.5	20.0	21.5	21.1	21.7	21.7	
Car, Truck, or Van	21.9	19.8	21.5	20.9	21.0	21.0	
Public Transportation	46.1	39.1	38.3	38.9	42.3	42.3	
Persons With a Public Transportation Disability	0.5%	0.4%	0.5%	0.4%	0.5%	0.5%	444,078

Source: U.S. Bureau of the Census, *1980 Census of Population, Journey to Work: Characteristics of Workers in Metropolitan Areas, 1984*.

TABLE 24

Trend of Vehicle Miles Operated

CALENDAR YEAR	RAILWAY							TOTAL MOTOR BUS MILE EQUIVALENTS (c)	TOTAL VEHICLE MILES OPERATED (a)(b)	(MILLIONS)
	LIGHT RAIL	HEAVY RAIL	COMPUTER RAIL	TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER			
1960	74.8	390.9	--	100.7	1,576.4	--	2,142.8	--	(MILLIONS)	
1965	41.6	395.3	--	43.0	1,528.3	--	2,008.2	--	(MILLIONS)	
1970	33.7	407.1	--	33.0	1,409.3	--	1,883.1	--	(MILLIONS)	
1975	23.8	423.1	173.0	15.3	1,526.0	--	2,176.2	--	(MILLIONS)	
1976	21.1	407.0	173.0	15.3	1,581.4	--	2,213.2	--	(MILLIONS)	
1977	20.4	361.3	175.0	14.8	1,623.3	--	2,210.2	--	(MILLIONS)	
1978	19.5	363.5	174.0	13.3	1,630.5	--	2,216.2	--	(MILLIONS)	
1979	19.1	380.5	176.0	11.7	1,633.6	--	2,236.3	--	(MILLIONS)	
1980	17.5	384.7	179.0	13.0	1,677.2	--	2,286.8	--	(MILLIONS)	
1981	16.5	420.1	176.0	11.9	1,684.6	--	2,324.5	--	(MILLIONS)	
1982	16.1	429.1	175.0	13.7	1,668.8	--	2,318.1	--	(MILLIONS)	
1983	16.0	407.5	177.0	15.0	1,677.8	--	2,305.9	--	(MILLIONS)	
1984	16.8	435.8	167.9	15.3	1,844.7	256.1	2,749.5	13.0	(MILLIONS)	
1985	16.5	450.8	182.7	15.5	1,862.9	247.4	2,790.7	14.9	(MILLIONS)	
1986	17.0	475.8	188.6	14.7	1,897.4	306.7	2,915.6	15.4	(MILLIONS)	
1987	18.4	490.2	188.7	15.0	1,926.6	304.7	2,961.8	18.2	(MILLIONS)	
1988	20.8	517.5	201.2	14.7	1,866.0	381.5	3,020.4	18.7	(MILLIONS)	

P = Preliminary
-- Data not available

(a) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.
(b) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)(2), Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.
(c) Estimate based on average seating plus standing capacity of vehicle compared to that of a motor bus (70 passengers): light rail = 1.7, heavy rail = 2.6, commuter rail = 2.2, trolleybus = 1.0, demand response = 0.2, other = 1.0.

TABLE 23

Trend of Passenger Miles

CALENDAR YEAR	RAILWAY							TOTAL PASSENGER MILES (a)	(MILLIONS)
	LIGHT RAIL	HEAVY RAIL	COMPUTER RAIL	TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER		
1977	389	9,682	6,167	225	19,730	--	390	36,583	
1978	392	10,330	6,213	234	20,708	--	390	38,267	
1979	407	10,760	6,492	204	21,393	--	390	39,646	
1980	381	10,558	6,516	219	21,790	--	390	39,854	
1981	346	10,244	6,236	254	21,012	--	390	38,482	
1982	379	10,049	6,027	295	19,987	--	387	37,124	
1983	391	10,350	6,097	325	20,047	--	392	37,602	
1984	416	10,111	6,207	364	21,595	349	382	39,424	
1985	350	10,427	6,534	306	21,161	364	439	39,581	
1986	361	10,649	6,723	305	21,528	479	403	40,448	
1987	405	11,198	6,819	223	20,977	491	403	40,516	
1988	471	11,301	6,941	211	21,379	603	456	41,362	

P = Preliminary

(a) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)(2), Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

TABLE 26
Trend of Transit Employees by Job Category*

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)(b)						
	VEHICLE OPERATORS(c)	OTHER OPERATIONS	VEHICLE MECHANICS	MAINTENANCE OTHER	ALL OTHER	OPERATING TOTAL	CAPITAL
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	--
1983	94,170	22,400	25,030	33,980	19,380	194,960	--
1984	122,843	32,397	31,420	43,227	25,222	255,409	7,788
1985	127,065	25,277	30,514	45,400	33,781	262,037	7,983
1986	127,076	24,003	32,421	44,846	35,533	263,879	8,555
1987	128,471	24,890	33,578	46,233	36,654	269,826	9,143
1988	124,624	23,952	32,368	44,792	35,480	261,216	9,511
						270,020	272,434
						270,020	278,969
						263,197	270,727

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
 (a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.
 (b) Excludes an estimated 10,000-20,000 individuals not employed by transit systems whose compensation is classified as "services."
 (c) Includes conductors.

TABLE 25
Trend of Transit Fares

CALENDAR YEAR	ADULT CASH FARE (BASE PERIOD) (cents)				PEAK PERIOD SURCHARGES	TRANSFER CHARGES	ZONE FARES
	AVERAGE REVENUE PER UNLINKED TRANSIT PASSENGER TRIP(a)(e) (cents)	HIGH	LOW	MEAN(b)			
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
1983	40.2	100	Free	54.9	8.9	37.1	35.9
1984	50.3	150	Free	56.9(d)	9.5	36.6	34.0
1985	52.8	150	Free	58.4(d)	8.6	37.0	33.1
1986	56.9	210	Free	61.7(d)	8.8	30.7	27.9
1987	59.0	275	Free	63.4(d)	8.4	29.5	33.1
1988	62.1	275	Free	66.2(d)	7.8	30.2	33.2

(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) Percents represent a 300-transit-system sample, not estimated for all transit systems.
 (d) Calculation based on basic Adult Cash Fare only. Excludes (b) in excess of Adult Cash Fare.
 (e) Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

P = Preliminary
 - Data not available
 *Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
 (a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)	SALARIES AND WAGES (THOUSANDS)	FRINGE BENEFIT COSTS (THOUSANDS)	TOTAL LABOR COSTS (THOUSANDS)
1984	263,197	5,487,862	2,716,676	8,204,538
1985	270,020	5,843,062	2,868,337	8,711,399
1986	272,434	6,343,609	3,234,948	9,578,557
1987	278,969	6,581,794	3,329,525	9,911,319
P 1988	270,727	7,074,983	3,708,758	10,783,741
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
1983	194,960	3,921,330	1,977,270	5,898,600

Trend of Transit Employment, Compensation, and Labor Costs*

TABLE 28

(a) Based on employee equivalents of 2,000 labor hours equals one employee. Excludes capital employees and an estimated 10,000-20,000 individuals not employed by transit systems and whose compensation is classified as "services" - e.g. boiler repairman, marketing consultant, independent auditor.

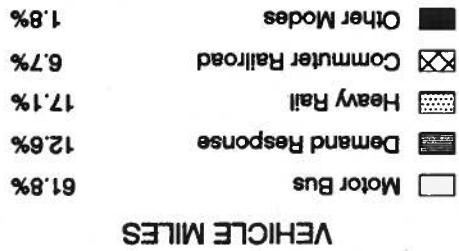
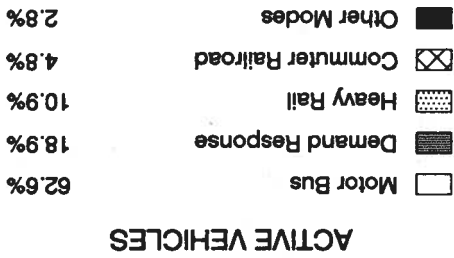
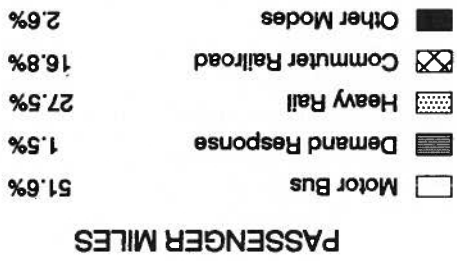
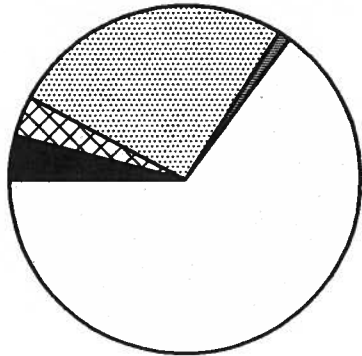
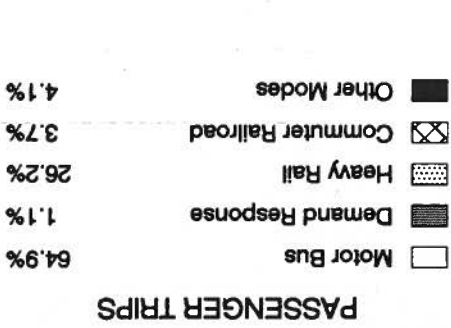
CALENDAR YEAR	RAILWAY							TOTAL
	LIGHT RAIL	HEAVY RAIL	COMPUTER RAIL	TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	
1984	3,242	47,047	21,884	2,012	154,326	23,798	3,100	255,409
1985	2,980	49,670	22,929	1,893	157,581	23,767	3,217	262,037
1986	3,503	51,028	22,414	2,140	156,470	24,729	3,595	263,879
1987	3,818	51,334	23,107	2,112	160,822	25,281	3,352	269,826
P 1988	3,930	46,269	22,603	2,032	153,553	29,445	3,384	261,216

Trend of Transit Operating Employees by Mode (a)(b)

TABLE 27

Comparison of Operating Data by Transit Mode for 1988

TABLE 29



Trend of Energy Consumption by Transit Passenger Vehicles*

TABLE 30

CALENDAR YEAR	ELECTRIC POWER CONSUMED (KILOWATT HOURS IN MILLIONS)	FOSSIL FUELS CONSUMED (GALLONS IN THOUSANDS)					TOTAL
		DIESEL	GASOLINE(a)	FERRY	BOAT (a)	MOTOR BUS	
1960	2,908	208,100	191,900				399,000
1965	2,584	248,400	124,200				372,600
1970	2,561	270,600	68,200				338,800
1975	2,646	365,060	7,576				372,636
1976	2,576	389,187	6,163				395,346
1977	2,303	402,842	9,273				414,418
1978	2,223	422,017	9,331				433,551
1979	2,473	423,212	8,973				434,658
1980	2,446	431,400	11,400				445,246
1981	2,655	445,950	13,950				464,555
1982	2,722	455,590	11,670				479,982
1983	2,930	450,260	9,460				499,650
1984	3,092	505,049	49,907				564,048
R 1985	1,043	518,137	45,704				573,844
R 1986	3,066	533,532	42,677				629,275
1987	3,214	539,684	46,527				685,425
P 1988	1,163	524,194	44,024				578,181
P 1989	3,256	524,194	44,024				608,314

P = Preliminary
 - Data not available
 R = Revised
 *Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984.
 (a) Includes propane, Lpg and others.
 (b) Excludes international, rural, rural interstate, island, and urban park ferries.

Transportation Energy Use by Mode, 1985

TABLE 31

FUEL CONSUMPTION (TRILLION BTUS)		PERCENT OF TOTAL
Automobiles	9,074.2	43.1
Transit Buses	72.4	0.3
Other Buses	89.4	0.4
Trucks	6,108.6	29.0
Motorcycles	62.0	0.3
Total Highway	15,406.6	73.1
Off-highway	712.8	3.4
Air	1,677.6	8.0
Water	1,311.4	6.2
Pipeline	758.4	3.6
Passenger Rail	74.6	0.3
Freight Rail	426.9	2.0
Military	706.4	3.4
Total	21,074.7	100.0

Source: U.S. Department of Energy, Transportation Energy Data Book, Edition 10, Table 1.10.

Transit Passenger Vehicles

TABLE 33

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS(a)	DEMAND RESPONSE	OTHER(a)	TOTAL PASSENGER VEHICLES(a)(b)
	LIGHT RAIL	HEAVY RAIL	COMPUTER RAIL(a)					
1960	2,856	9,010	--	3,826	49,600	--	--	65,292
1965	1,549	9,115	--	1,453	49,600	--	--	61,717
1970	1,262	9,286	--	1,050	49,700	--	--	61,298
1975	1,061	9,556	--	703	50,811	--	--	62,183
1976	963	9,662	4,490	685	52,382	--	--	68,182
1977	992	9,587	4,392	645	51,968	--	--	67,584
1978	944	9,515	4,525	593	52,866	--	--	68,443
1979	959	9,470	4,402	725	54,490	--	--	70,046
1980	1,013	9,641	4,500	823	59,411	--	--	75,388
1981	1,075	9,749	4,465	751	60,393	--	--	76,433
1982	1,016	9,815	4,497	763	62,114	--	--	78,205
1983	1,013	9,891	4,423	686	62,093	--	--	78,106
1984	733	9,083	4,075	664	63,497	16,471	1,080	95,603
1985	699	9,326	4,035	676	57,285	15,545	1,008	88,691
1986	697	10,386	4,440	680	61,586	17,063	1,114	95,965
1987	766	10,168	4,686	671	61,000	17,717	1,140	96,148
p 1988	831	10,539	4,649	710	60,388	18,190	1,183	96,490

-- Data not available

P = Preliminary

(a) Commuter rail data not available prior to 1976; demand response and other mode data not available prior to 1984.
 (b) Prior to 1984 includes total vehicles owned and leased. Also prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b)(2), Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

Energy Use by Passenger Vehicles, 1985

TABLE 32

MODE	ENERGY USE (trillion BTUs)	LOAD FACTOR (PMT/MT)	BTU/PASSENGER MILE
Automobile	9,074.2	1.7	4,234.4
Transit Bus	72.4	12.7	3,221.5
Transit Rail	39.6	23.1	3,668.4
Commuter Rail	19.0	35.6	2,902.1
Intercity Bus	31.5	41.8	1,323.5
Intercity Rail	13.4	19.1	2,800.4
Air Certificated Route	1,365.6	89.3	5,056.6

Source: U.S. Department of Energy, *Transportation Energy Data Book, Edition 10*, Table 1.16.

TABLE 34

New Transit Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS(d)				TROLLEY BUSES	MOTOR BUSES(a)				TOTAL PASSENGER VEHICLES(b)
	LIGHT RAIL	HEAVY RAIL	COMPUTER RAIL	RAIL		30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	TOTAL	
1960-64(c)	0	2,588	--	0	22	620	12,279	12,921	15,509	
1965-69(c)	0	1,878	--	0	202	1,131	11,725	13,058	14,936	
1970-74(c)	0	1,248	--	3	823	910	13,127	14,860	16,111	
1975	0	127	--	1	419	128	4,714	5,261	5,389	
1976	4	472	--	260	395	251	4,099	4,745	5,481	
1977	62	506	--	198	549	308	1,580	2,437	3,203	
1978	35	172	--	0	610	222	2,973	3,805	4,012	
1979	70	94	--	141	408	130	2,902	3,440	3,745	
1980	32	130	--	98	287	143	4,142	4,572	4,832	
1981	188	276	--	0	153	171	3,735	4,059	4,523	
1982	10	126	--	0	67	138	2,757	2,962	3,098	
1983	30	88	--	0	151	74	3,856	4,081	4,199	
1984	59	521	128	0	393	509	2,992	3,894	4,602	
1985	63	441	179	0	353	220	2,794	3,367	4,050	
1986	149	854	140	0	739	240	2,400	3,379	4,522	
1987	51	758	198	47	1,115	438	2,763	4,316	5,370	
p 1988	24	311	74	0	474	415	2,129	3,018	3,427	

P = Preliminary
 -- Data not available
 (a) Buses or bus-type only, excludes vans and passenger automobiles. Excludes most rural and smaller systems prior to 1984. Series not continuous for motor buses between 1983 and 1984.
 (b) Excludes vans, ferry boats, and other modes not listed.
 (c) Five-year totals.
 (d) Source for railway modes after 1983: Railway Age, January issue.

Characteristics of the Transit Fleet

TABLE 35

CHARACTERISTIC	YEAR*	VEHICLES OWNED AND LEASED				VEHICLES IN ACTIVE SERVICE				VEHICLES WITH MAJOR REHABILITATION			
		R 1985	P 1986	P 1987	P 1988	R 1985	P 1986	P 1987	P 1988	R 1985	P 1986	P 1987	P 1988
MOTOR BUS		65,332	73,855	73,657	63,849	57,285	61,586	61,000	60,383	3,050	4,712	6,924	6,379
HEAVY RAIL		10,248	10,798	10,901	10,925	9,326	10,386	10,168	10,539	762	1,216	1,571	2,373
LIGHT RAIL		850	824	926	967	699	697	766	831	138	141	149	155
TROLLEY BUS		686	686	733	729	676	680	671	710	0	0	0	0
COMPUTER RAILROAD		4,530	4,600	4,686	4,714	4,035	4,440	4,686	4,649	1,777	1,860	1,932	2,037

*As of December 31.
 -- Data not available
 P = Preliminary
 R = Revised

*As of December 31.

-- Data not available P = Preliminary R = Revised

CHARACTERISTIC	YEAR*	MOTOR	HEAVY RAIL	LIGHT RAIL	TROLLEY	COMPUTER RAILROAD
Vehicles Equipped with Air Conditioning	R 1985 P 1987 P 1988	49,208 55,989 55,810	6,698 7,615 8,151	221 266 304	174 174 174	4,484 4,560 4,581 4,692
Vehicles Equipped with Two-Way Radios	R 1985 P 1987 P 1988	54,226 62,385 55,542	8,131 8,664 8,785	512 539 629	679 679 726	3,012 2,994 3,001 3,117
Vehicles with Wheelchair Accessibility	R 1985 P 1986 P 1987 P 1988	18,110 22,696 24,447 23,043	(a) (a) (a) (a)	(a) (a) (a) (a)	183 183 230 229	(a) (a) (a) (a)

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

TABLE 35 (continued)
 Characteristics of the Transit Fleet

*As of December 31.

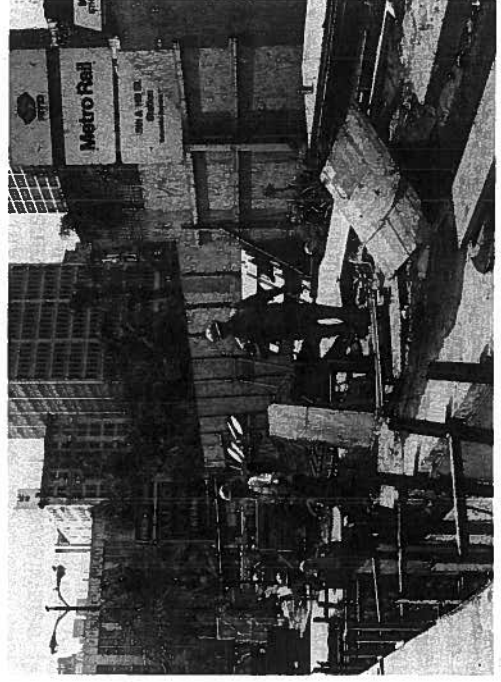
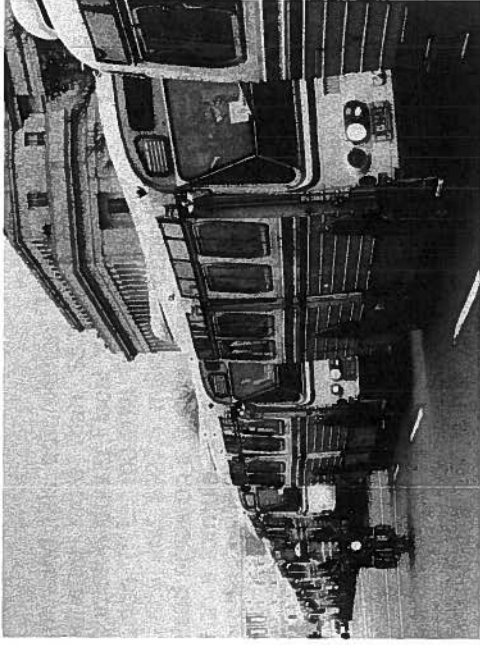
-- Data not available P = Preliminary

CHARACTERISTIC	YEAR*	MOTOR	HEAVY RAIL	LIGHT RAIL	TROLLEY	COMPUTER RAILROAD
Average Age (Years)	1985 1986 1987 P 1988	7.9 7.9 7.8 8.3	17.2 17.1 16.2 16.0	22.3 21.2 21.0 20.2	8.4 9.4 10.4 11.0	15.2 15.7 15.9 16.3
Average Length	1985 1986 1987 P 1988	38'7" 38'0" 38'6" 38'2"	59'9" 60'0" 60'4" 61'1"	56'7" 58'2" 59'8" 59'3"	40'0" 40'0" 40'1" 41'2"	84'6" 84'6" 84'7" 84'8"
Average Number of Seats	1985 1986 1987 P 1988	44.6 43.8 43.7 43.2	54.3 54.1 54.4 55.4	55.7 55.8 56.7 56.5	47.7 47.7 47.8 49.1	122.5 121.6 121.9 120.3

TABLE 35 (continued)
 Characteristics of the Transit Fleet

SECTION C

**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 were 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 were being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." To remedy this situation, Congress enacted 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, Congress appropriated more than \$3.2 billion for assistance to mass transportation during Fiscal Year 1988. The FY 1988 Continuing Resolution (P.L. 100-202) includes \$804.7 million for operating assistance and \$927.6 million in capital assistance allocated to urbanized areas on a formula basis; \$64.6 million allocated to rural areas on a formula basis; \$1,065.3 million of discretionary capital funding; \$123.5 million for capital transfers from interstate highway projects; \$180.5 million for Washington, D.C. Metro; and \$44.1 million for research, training, and UMTA administration.

A variety of federal assistance programs has evolved over the years due to changing transit needs and changing federal objectives. Landmarks in this evolution 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% 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.

TABLE 36

United States Government Operating Grant Approvals for Mass Transportation

FISCAL YEAR	UMT ACT GRANT APPROVALS FOR OPERATING ASSISTANCE(a)	
	TOTAL APPROVALS (MILLIONS)	
1975	\$	142.5
1976		411.8
1977		571.8
1978		685.3
1979		868.5
1980		1,120.7
1981		1,129.5
1982		1,055.5
1983		887.9
1984		922.4
1985		881.1
1986		872.5
1987		820.4
1988		780.0

(a) Urban Mass Transportation Act of 1964, as amended.
Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

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

TABLE 37

FISCAL YEAR	UMT ACT SECTION 3 (a)	UMT ACT FORMULA (b)	OTHER CAPITAL GRANTS (c)	TOTAL CAPITAL GRANTS (MILLIONS)
1965-73(d)	\$2,256.0	\$ 0.0	\$ 0.0	\$2,256.0
1974	870.3	0.0	85.6	955.9
1975	1,196.6	9.1	81.4	1,287.1
1976	1,346.1	32.3	576.5	1,954.8
1977	1,250.0	39.4	434.3	1,723.7
1978	1,400.0	50.1	586.8	2,036.9
1979	1,225.0	255.6	620.9	2,101.6
1980	1,555.0	431.2	701.0	2,787.1
1981	1,925.0	361.1	659.6	2,945.7
1982	1,634.5	297.7	611.8	2,544.1
1983	1,640.9	863.1	657.7	3,161.6
1984	1,096.0	1,339.2	440.8	2,876.0
1985	727.7	1,491.6	291.1	2,510.3
R 1986	1,132.3	1,324.8	681.1	3,138.2
R 1987	694.5	1,376.5	403.7	2,474.7
1988	875.4	1,380.6	264.8	2,520.8

*Net amounts, excludes cancelled and reduced projects.

R = Revised

(a) Urban Mass Transportation Act of 1964, as amended; Section 3 and Section 16(b) 2.
 (b) Urban Mass Transportation Act of 1964, as amended; Section 5, Section 9A, Section 9, and Section 18.
 (c) Federal Aid Highway Act of 1973, as amended; Federal Aid Urban Systems and Interstate Transfer; and National Capital Transportation Act of 1969, as amended.
 (d) Nine-year Total.

● 1987: The Federal Mass Transportation Act (FMTA) of 1987, Title III of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (P.L. 100-17), authorizes the federal transit program through Fiscal Year 1991, increases the level of authorization for the formula and discretionary programs, and provides that a portion of the Mass Transit Account may be allocated for capital purposes on a formula basis.

Transit systems receive the majority of their funding through five continuing programs which 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 eligible urbanized areas or states. 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 program is known as "discretionary funding."

Status: Authorized through FY 1991.

Recipients of Funds: State or local public bodies and agencies making application based on discretion of UMTA and Congress, and availability of funds. Specific categories of expenditures may have amounts "earmarked" during the legislative process. After providing funds for Sections 4(i), 8, 16(b)(2), and university research programs, 40% of the funds is reserved for new starts and extensions, 40% for rail modernization grants, 10% for major bus projects and 10% is unspecified discretionary.

Eligible Expenditures: For capital projects only.

Method of Allocation: Discretionary.

Matching Ratio: 75% federal, 25% state and local.

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

Section 9 This program allocates operating and capital assistance on a formula basis to urbanized areas. Funding is authorized through Section 21(a) of the UMT Act of 1964, as amended.

Status: Authorized through FY 1991.

Recipients of Funds: Directly to urbanized areas 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

TABLE 38

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

FEDERAL FISCAL YEAR	BUS (a)	RAPID TRANSIT (b)	COMPUTER RAIL (c)	OTHER (c)	TOTAL
1977	\$1,960.1	\$3,370.1	\$ 937.3	\$186.3	\$6,453.8
1978	483.6	1,001.1	232.0	7.0	1,723.7
1979	598.5	1,162.9	271.7	3.8	2,036.9
1980	544.6	1,318.7	232.6	5.7	2,101.6
1981	935.8	1,474.3	340.4	36.6	2,787.1
1982	854.4	1,546.1	373.5	31.8	2,945.7
1983	1,138.4	1,455.5	465.4	102.3	3,161.6
1984	1,039.6	1,110.0	709.9	16.5	2,876.0
1985	921.2	1,080.2	490.2	18.6	2,510.3
R 1986	1,023.6	869.1	1,228.3	17.2	3,138.2
R 1987	862.8	975.5	617.6	18.8	2,474.7
1988	820.0	1,145.7	538.2	16.9	2,520.8
	BUS	RAIL MODERNIZATION	NEW STARTS	OTHER (e)	TOTAL

*Net amounts: excludes cancelled and reduced projects. Includes funding from Sections 3 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.

R = Revised

(a) Motor bus and trolleybus.
(b) Heavy rail and light rail.
(c) Urban ferry boat, cable car, inclined plane, and automated guideway transit.
(d) Twelve-year total.
(e) Planning grants from Section 9A, Section 9 and Interstate Transfer.

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

and 1,000,000 population; and 95% for urbanized areas less than 200,000 population. Urbanized areas newly designated by the 1980 Census or later are eligible to use for operations up to two-thirds of their first full-year Section 9 apportionment. The remaining portion of each urbanized area's allocation may be used only for capital projects.

Beginning in FY 1989, small urban areas between 50,000-200,000 in population will have their operating assistance limitations adjusted annually for inflation.

Method of Allocation: By formula. Funds are allocated for Section 9, 9(B) and 18 in seven subsections that are equal to percentages of the total amount authorized under Section 21(a), 21(b) and 21(c) of the FMTA of 1987. The percent of funding for each urbanized area in a subsection with a formula based on transit operating data varies each year because of variations 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) and (b) under Section 9(B) authorization. These allocations are made through Section 18 procedures. Congress may provide additional "bonus" appropriations.

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 and a portion of the Mass Transit Account (see Section 9(B) below).

Section 9(B) Established by the FMTA of 1987. One half of all Mass Transit Account funds exceeding \$1 billion annually are distributed to all recipients through the Section 9 program for capital purposes only. Section 18 recipients receive a 2.93% share of Section 9(B) as well as their share of Section 9 (both from general revenues) for capital and operating purposes. Funds represent contract authority and are available for four years, including the year of apportionment, after which they are reapportioned via the formula program.

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 1991.

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: The Mass Transit Account of the Highway Trust Fund.

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

Status: Authorized through FY 1991.

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

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 usually has been authorized previously 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. 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.

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.

Eligible Expenditures: For operations or capital projects.

Method of Allocation: By formula. Funds are authorized in Section 21(a) and (b) under Section 9(B) 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.

Section 18(h) Established by the FMTA of 1987 to carry out a rural transit assistance program in non-urbanized areas. Grants are available for research, technical assistance, training and related support services.

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 1991.

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

Eligible Expenditures: For capital projects only.

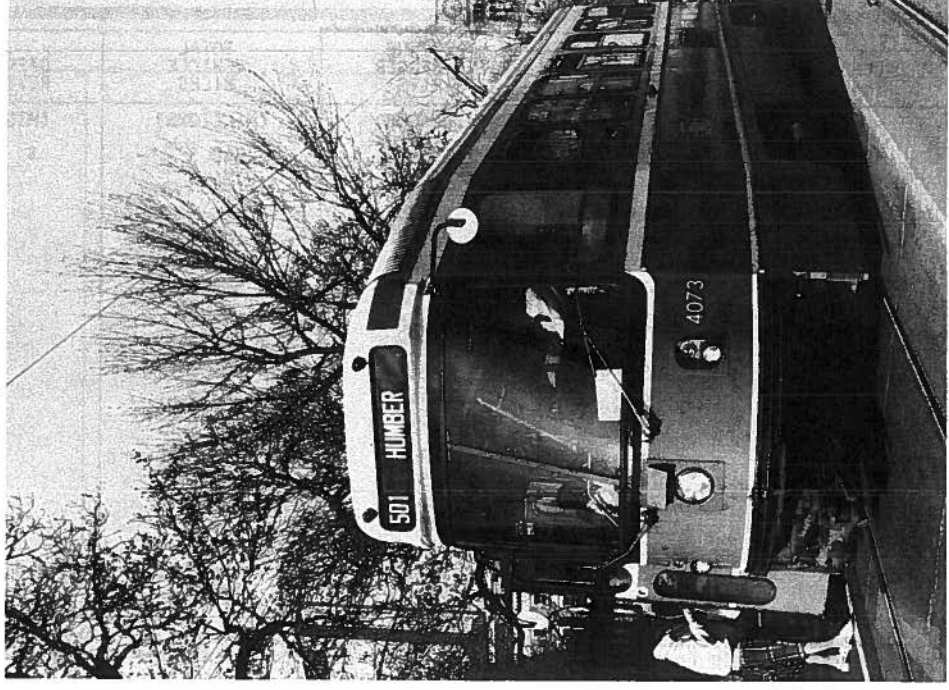
Method of Allocation: Upon application by state governor and local government agency; 50% of funding at the discretion of the Secretary of Transportation, 50% in accordance with cost estimates approved administratively or by Congress. Specific areas may have amounts "earmarked" during the legislative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

Matching Ratio: 85% federal, 15% state and local.

Source of Funds: General revenues.

SECTION D

**Statistical Trends
of Canadian
Transit Operations**



CALENDAR YEAR	RAILWAY CARS			TOTAL PASSENGER VEHICLES
	LIGHT RAIL(a)	HEAVY RAIL(b)	TROLLEY BUSES	
1950	2,647	0	926	7,506
1955	1,687	102	1,137	6,141
1960	870	134	1,185	6,659
1965	738	334	1,110	7,406
1970	439	703	782	7,837
1975	388	826	664	10,038
1976	360	851	608	10,145
1977	356	1,005	588	10,777
1978	363	1,325	549	11,286
1979	375	1,377	559	11,865
1980	418	1,627	539	12,597
1981	485	1,630	540	12,886
1982	415	1,638	649	13,202
1983	392	1,619	649	13,058
1984	405	1,619	600	13,164
1985	521	1,620	551	12,799
1986	513	1,624	551	13,147
1987	544	1,495	513	12,986

NOTE: Data for regular transit service only.

(a) Includes Intermediate Capacity Transit Vehicles as of 1985.

(b) Includes Commuter Rail Vehicles as of 1980.

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

Canadian Transit Operations: Passenger Vehicles Owned and Leased

TABLE 40

CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS (MILLIONS)	TOTAL VEHICLE MILES (MILLIONS)	OPERATING REVENUE(a) (MILLIONS)	OPERATING EXPENSE(b) (MILLIONS)
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	242.0	239.5	231.1
1975	61	1,158.9	329.2	326.8	495.6
1976	64	1,214.0	352.9	402.6	607.5
1977	64	1,222.7	366.1	422.7	687.0
1978	65	1,218.1	383.6	448.8	806.5
1979	66	1,205.3	391.5	492.6	882.3
1980	73	1,315.4	426.3	581.0	1,082.5
1981	76	1,381.3	447.4	688.2	1,307.8
1982	74	1,355.8	450.0	763.6	1,482.0
1983	74	1,385.7	445.6	839.4	1,573.4
1984	78	1,371.6	446.6	871.8	1,630.9
1985	70	1,434.1	446.9	932.0	1,680.4
1986	73	1,521.3	480.2	1,060.7	1,853.2
1987	72	1,500.0	446.2	1,085.5	1,969.8

NOTE: Table includes all regular service on motor bus, trolleybus, heavy rail, light rail, commuter rail, and ferry boat.

(a) Monetary data are Canadian Dollars. Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

R = Revised

Canadian Transit Operations: Summary Statistics

TABLE 39

Canadian Transit Operations: Fares

TABLE 42

CALENDAR YEAR	AVERAGE REVENUE PER PASSENGER TRIP (a) (cents)		ADULT CASH FARE (BASE PERIOD) (cents) (a)	
	HIGH	LOW	HIGH	LOW
1950	6.1	5	13	5
1955	9.8	10	15	10
1960	13.7	10	20	10
1965	16.4	15	25	15
1970	24.5	15	35	15
1975	28.2	15	50	15
1976	33.2	20	50	20
1977	34.6	25	50	25
1978	36.8	25	60	25
1979	40.9	25	60	25
1980	44.2	03	65	03
1981	49.8	35	75	35
1982	56.3	40	85	40
1983	60.6	40	100	40
1984	63.6	50	100	50
1985	65.0	50	150	50
1986	69.0	50	150	50
1987	72.3	60	150	60

NOTE: Data for regular transit service only.

(a) Monetary data are Canadian dollars. Source: Urban Transit Facts in Canada, Canadian Urban Transit Association.

Canadian Transit Operations: New Passenger Vehicle Purchases

TABLE 41

CALENDAR YEAR	RAILWAY CARS		TROLLEY BUSES	MOTOR BUSES			TOTAL VEHICLES PURCHASED
	LIGHT RAIL (b)	HEAVY RAIL (c)		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	
1965-69(a)	0	533	0	10	138	1,933	2,466
1970-74(a)	0	82	45	134	103	2,492	2,619
1975	0	0	27	24	61	1,005	1,032
1976	0	21	21	26	19	746	788
1977	0	154	0	9	3	826	980
1978	20	320	16	9	55	607	963
1979	11	52	0	3	27	650	713
1980	75	14	5	18	51	771	865
1981	126	2	1	0	79	557	686
1982	8	10	120	1	95	813	951
1983	44	71	224	9	31	469	808
1984	29	0	24	0	27	340	393
1985	119	0	1	4	131	459	714
1986	6	1	0	0	103	292	299
1987	52	126	0	NA	NA	500	678

NOTE: Data for regular transit service only.

NA = Not available.

(a) Five-year total.
 (b) Includes Intermediate Capacity Transit vehicles.
 (c) Includes Commuter Rail vehicles.

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

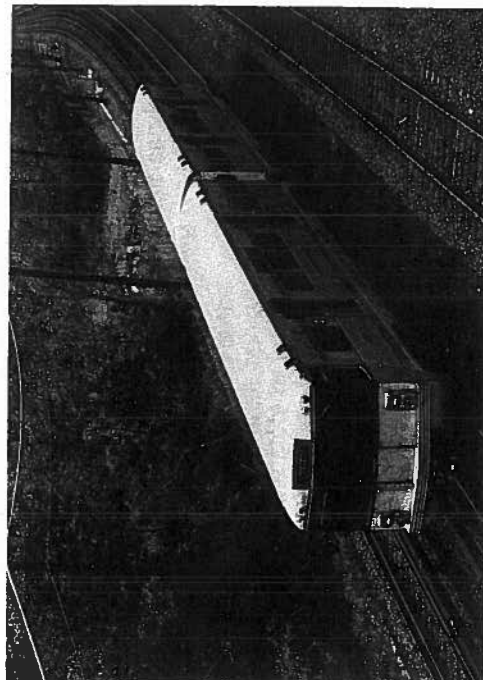
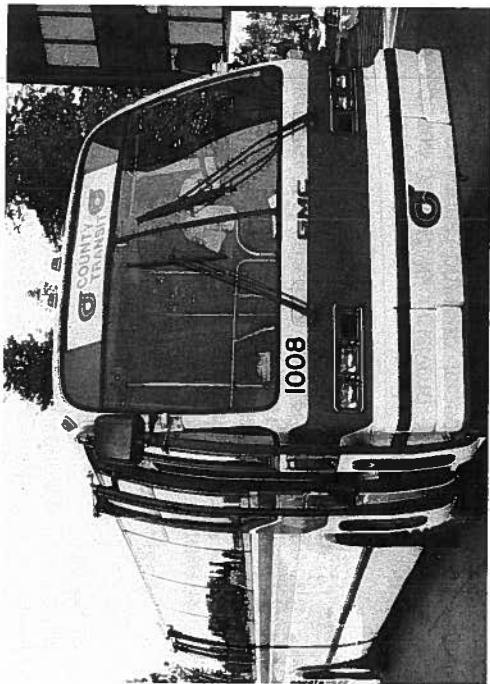
TABLE 43

Canadian Transit Operations: Employees

CALENDAR YEAR	VEHICLE OPERATIONS	MAINTENANCE		ADMINISTRATION AND OTHER	TOTAL EMPLOYEES
		REVENUE VEHICLE	NON-REVENUE VEHICLE		
1960	--	--	--	--	17,963
1965	--	--	--	--	18,057
1970	--	--	--	--	22,023
1975	16,152	7,054	3,993	4,674	27,199
1976	17,061	6,393	4,243	4,674	28,128
1977	17,670	7,060	4,243	4,243	28,973
1978	18,048	6,540	5,353	5,353	29,941
1979	18,419	7,559	4,297	4,297	30,275
1980	19,689	5,567	2,071	5,504	32,831
1981	20,626	6,071	2,559	5,493	34,749
1982	20,693	5,576	2,303	6,680	35,252
1983	20,259	3,799	4,490	6,224	34,772
1984	19,804	5,486	2,537	6,301	34,128
1985	20,505	5,976	2,782	5,550	34,813
1986	22,046	6,824	3,174	3,952	35,996
1987	22,853	6,939	3,165	4,061	37,018

-- Data not available.

NOTE: Data for regular transit service only. Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.



Glossary of Transit Terms

SECTION E

Glossary of Financial Terms

Financial terms used in this 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 other publications.

Transit system financial data reported in this book are based on the accrual system of accounting, which 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 7)

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." Beginning in 1984, also includes fare revenue retained by contractors operating transit service and not turned over to transit system.

Other Operating Revenue

Revenue derived from (1) provision of transit service other than regular fixed-route and special demand-response service (charter service revenues, special contract fares, and special route guarantees); (2) operations closely associated with provision of transit service, including station and vehicle concessions, and advertising; and (3) 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 Operating Revenue

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

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" and "Total Operating Assistance."

Expense Function Class Terms

(Listed in order of appearance in Table 7)

Vehicle Operations 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.

Purchased Transportation Expense

Total expense of all labor, materials, and fees paid to companies or organizations providing transit service under contract to a transit system.

Total Operating Expense

The sum of all transit system operating expense: "Vehicle Operations Expense," "Vehicle Maintenance Expense," "Non-Vehicle Maintenance Expense," "General Administration Expense," and "Purchased Transportation 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 this book, any financial

assistance received for the purchase of property is not included in "revenue" or "operating assistance" amounts.

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 Table 13)

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, other fuels, and vehicle lubricants.

Other Materials and Supplies

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

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.

Purchased Transportation

Total expense of all labor, materials, and fees paid to companies or organizations providing transit service under contract to a transit system.

Other

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

Glossary of Non-Financial Terms

Definitions of non-financial terms in this 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 80, "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."

Automated Guideway

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

Cable Car

A type of electric 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.

Capital Employee

An employee involved with construction or capital procurement and who has no involvement with operation of the transit system.

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 pickup 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 or 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 electric 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 electric 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 electric transit vehicle railway with a guideway formed by a single beam or rail which a 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, vanpool, and other specialized transit service.

Multi-Mode Transit System

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

Operating Employee

An employee involved with operation, maintenance, or administration of the transit system, excluding those involved in construction and capital procurement.

Paratransit 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.

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.

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 or subsidized 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

See "Paratransit Service."

Streetcar

A type of electric transit vehicle 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 Motor Bus Mile Equivalents

The number of vehicle miles that would have been operated by a transit mode if the service had been provided by motor buses. Based on average seating plus standing capacity of the vehicle as compared to the 70-passenger capacity of a standard-size motor bus.

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, demand-response service, and unscheduled service, provided for use by the general public or groups of the general public. A system that contracts out its service to one or more private companies or public agencies is counted as one system.

Transitway

Exclusive roadway or lane designated specifically for buses and other high-occupancy vehicles such as vans and carpools. Also called "busways," "high occupancy-vehicle (HOV) lanes," "bus/carpool lanes," and "commuter lanes."

Trolleybus

Rubber-tired electric transit vehicle, manually steered, propelled by a 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, excluding international and urban park ferries.

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.

Vanpool

A type of transit service in which passengers share a van with one passenger designated "driver." The route is "fixed," but varies as passengers change. Purchase, maintenance, and recruitment of passengers may be handled by a sponsoring transit system. Fares may be charged, or the cost may be divided as agreed by the passengers.

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.

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.