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# transit fact book

'76-'77 edition

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# TRANSIT FACT BOOK

1976 - 1977 Edition

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**TRANSIT FACT BOOK  
1976-1977 EDITION**

International Standard Serial Number: ISSN 0082-5913  
Library of Congress Catalog Card Number: 75-7535

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**SUGGESTED IDENTIFICATION**

American Public Transit Association, '76-'77 *Transit Fact Book*, Washington, DC, 1977.

APTA Statistical Department  
June 1977

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# Transit Fact Book

1976-1977 Edition

Annual Summary of Trends in Urban Mass Transportation  
for the United States of America

The 1976-1977 edition of the *Transit Fact Book* is the third annual edition compiled by the American Public Transit Association (APTA); the 1976-1977 edition is also the thirty-fourth annual edition of this publication formerly issued under the same title by the American Transit Association (ATA) for 31 years. Identified as the '76-'77 *Transit Fact Book*, this edition includes information concerning the U.S. transit industry through the end of calendar year 1976. *Data reported for calendar year 1976 are preliminary.*

Transit industry trends reported in the *Transit Fact Book* are for organizations, both publicly owned and privately owned, providing urban mass transportation service in the United States of America including the Commonwealth of Puerto Rico. Summary tables in the *Transit Fact Book* report operating and financial data for all United States transit systems operating motor buses, heavy rail cars, light rail cars, trolley coaches, cable cars, and inclined plane cars. Data for commuter railroad, common-carrier personal rapid transit railways, ferry boats, and dial-a-ride bus services not an integral part of a fixed-route transit system are *not included* in operating and financial data summary tables. Non-transit services such as taxi-cab, school bus, jitney, sightseeing bus, intercity bus, intercity railroad, and special application mass transportation systems (e.g., amusement parks and airports) are *excluded*. Please note: when comparing statistics in the *Transit Fact Book* with statistics from other publications, care must be exercised in order to ensure that the terms "transit" and "transit system" define identical forms of service.

Changes in figures reported for calendar year 1975 and prior years will be found when comparing the '76-'77 *Transit Fact Book* with information published in the '75-'76 *Transit Fact Book* and earlier editions. These changes are adjustments necessary to account for subsequent refinement of information.

American Public Transit Association

## A Policy Perspective for 1977

by B.R. Stokes  
Executive Director  
American Public Transit Association



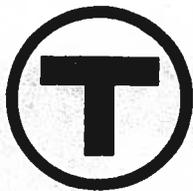
The third annual issue of the *Transit Fact Book* published by the American Public Transit Association presents a statistical summary of the United States transit industry since 1940. Although numbers can document many changes in the transit industry—the sharp increase in transit ridership during World War II, the subsequent decline and the recent increase in transit ridership; the transition from private to public ownership of transit systems; the change in predominance from railway to roadway transit vehicles—numbers alone cannot document the growing importance of the transit industry as a public service or as a vital element in revitalizing American cities.

Transit provides the only mobility for some Americans, especially the old, the young, the disabled, and the disadvantaged. Transit enables these Americans to be active members of society. For other Americans, public transit provides an option to the use of an automobile. They choose travel by transit because transit offers safe, convenient, comfortable accessibility to employment and shopping opportunities, and to cultural and social events.

Mass transit is an essential service. It supports local and regional objectives of economic well-being, growth, and vitality. It adds measurably to the capacity and efficiency of streets, arterials, and highways. In fact, when additional urban transportation capacity is required, public transit offers significant environmental, aesthetic, cost, capacity, and long-range development advantages compared to additional urban highway construction.

Transit makes a major contribution to meeting complementary national goals for urban development, environmental quality, economic growth, and energy conservation. The magnitude of this contribution depends on local, state, and federal government policies recognizing the relationship between urban development strategies and transportation strategies, fostering local decision making on urban transportation investments, and providing public financial resources for improved transit services.

Transit offers a strategic alternative to the nation's growing dependence on petroleum imports. Although transit can provide only limited short-range conservation benefits, reduction in nonessential automobile travel and increased use of transit for essential travel will preserve urban mobility and reduce petroleum consumption. In the long run, aggressive expansion of



transit services as part of a comprehensive urban revitalization policy will promote concentration of urban activities and will result in a significantly more energy-efficient urban form. Urban strategies which channel growth of American cities into efficient patterns will reduce energy consumption far more than any short-range strategy.

Significant as these benefits of transit service are, they can only be realized to their fullest extent if transit development and operations are an integral component of a national policy guiding transportation within an urban context. At the present time, transportation policy with respect to urban areas seems to be inconsistent and contradictory. For much too long, the United States has worked on our transportation predicament in a piecemeal fashion, focusing on each transportation mode and each problem independently. Insufficient thought has been given to how different transportation modes affect each other, and how they all affect the very nature of our country and the quality of our lives. This approach has not been all bad; the nation's existing transportation system has produced many real and substantial benefits. But at the same time, it has some critical failings. And because of changing conditions, those failings are going to become increasingly obvious and increasingly pernicious.

In that context, the first priority in public policy for transportation is policy itself. By that I mean that we have to create a coherent and rational set of values which can guide the design of our transportation programs. The United States needs a transportation policy. Policy is important because transportation decision making is increasingly complicated. Our freedom to choose the way in which our transportation system develops is constrained by several changing factors.

The first and perhaps the most vexing problem we must deal with is the dual concern of rising energy prices and shrinking energy supplies. It is a simple



that will happen, but it is an ineluctable fact that oil reserves are finite and will run out. To keep expanding the petroleum-intensive sectors of our transportation system—knowing full well that there will come a time when we will not have the fuel to operate them—seems irresponsible.

Considering this limit on our oil supply, and the need to use petroleum for critical nontransportation purposes, we must reduce the energy-intensiveness of our transport system. Transportation is a major energy consumer. Nationwide, transportation presently consumes more than thirty percent of total energy used and more than half the petroleum used.

Environmental concerns are a second problem affecting transportation. The Clean Air Amendments of 1970 provided for the establishment of national air quality standards which are intended to protect the public health and welfare. In urban areas, the automobile is the primary source of two pollutants—oxidants and carbon monoxide—covered by these standards.

The same amendments also mandated transportation controls as one strategy to improve air quality. But there has been little progress in implementing these controls, and as a result, the list of cities in which the oxidant and carbon monoxide standards are violated is long.

A third problem is increasing demand for mobility. One indication of this is the continuing increase in the miles Americans travel each year. Until the oil embargo in 1973, vehicle miles of auto travel had been increasing nationally by almost 5% per year. Although the gasoline shortage slowed that growth temporarily, the trend line has now resumed its upward curve. If this trend continues, it is obvious that we will be forced to keep adding capacity to our transportation systems or accept their failure to provide the mobility we demand.

The fourth problem facing transportation is the overriding problem of financing. Both the publicly owned and the privately owned portions of the United States transportation system are struggling to cope with rapidly escalating costs. In the public sector, this is having a serious impact. Government is having a much more difficult time providing the basic infrastructure which supports transportation. New highway construction has slowed dramatically because of the urgent need to devote more resources to simply maintaining the existing highway system. Public transit systems are likewise struggling to maintain crucial services in the face of severely constrained public budgets.

Progress is being made. Transportation financing programs are being reevaluated at all levels of government in order to find more effective and equitable funding mechanisms. The Clean Air Amendments of 1977 have strengthened the requirement for air quality considerations in transportation





planning. And President Carter's *National Energy Plan* states that "In the long run, mass transit by bus and rail must play a significant role in reducing energy consumption in the transportation sector. Reliable, inexpensive mass transit is needed to serve existing, spread out metropolitan areas. New development patterns based on public transportation can bring homes and offices, churches and schools, shops and other community buildings together, and at the same time conserve energy. The nation must begin to explore a system of incentives for more efficient transportation just as it is creating disincentives for inefficient transportation."

These are welcome developments, but they cannot supplant the more comprehensive policy initiatives that are needed. The four problems cited—energy, the environment, mobility, and finance—must be treated in an integral fashion since efforts to solve one frequently aggravate at least one of the others.

The APTA Board of Directors has adopted a federal urban transportation assistance policy statement which begins with a set of principles relevant to the four problems cited. These principles are the framework from which the public transportation community is currently seeking changes in federal policy.

The first APTA principle is the single-system approach: from a public-policy point of view, treating the urban transportation system as a single system—whether it consists of highways and streets and private automobiles and buses only or whether it also includes limited-access rail or other fixed transit facilities. A coordinated single urban transportation system can be optimized and made to enhance overall urban development.

APTA's second principle is support for local decision making. Decisions on urban transportation improvements must be made locally, these decisions taking into account a continuing urban transportation planning process and overall federal and state policies but depending primarily on local goals and objectives.

The third principle concerns the completion of our vast urban highway network. APTA believes that the urban highway construction program is nearly complete. Public expenditures for new or reconstructed major urban highways over the last 25 years have resulted in a generally adequate stock of highway capacity. Limited-access highways are rights-of-way for public transit as well as automobiles and represent a significant management resource to provide additional capacity for moving more people by high-occupancy vehicles.

The fourth APTA principle states that the American public transportation construction program—the addition of limited access transit facilities to our urban transportation capacity—is only just beginning. Despite a planning process that harkens back in some areas to the '30s and '40s, and in others to



the '50s and '60s, very few additions to our transit facilities have been made. The federal mass transportation assistance program, despite its progress and its funding increases, has made only two new starts—in Atlanta and in Baltimore—and both are limited first-phase projects. In addition, the program has funded some extensions of existing limited-access transit facilities in five other cities. But the job is just beginning.

These investments will encourage efficient settlement patterns, assist in the reuse of existing urban space, and reinforce the use of central business districts. We believe that there is a finite need for public transit infrastructure, perhaps to be evaluated fully in only the largest of American cities, but that this need must not be ignored.

The fifth principle is an important long-range legislative goal to create a single urban transportation funding resource in place of the current fragmented approach. A single funding resource directly available to urbanized areas would reduce red tape, eliminate duplication, and prevent contradictions and inconsistencies.

In order for this kind of funding to be adequately applied within the checks and balances of advocacy at the local level there is need for more urban institutional development, more experience with metropolitan urban transportation decision making, more urban transit resources available to urbanized areas that wish to initiate projects, and more sophisticated management of the single urban transportation system. We consider this to be a legislative goal that must be pursued incrementally. A single funding resource is the cornerstone of the last three APTA principles.

The sixth APTA principle involves public transportation construction funds, funds available for new projects, which must be increased commensurate with increasingly higher costs and a large backlog of planned and locally programmed projects. Seventh, public transportation financial resources for improving transit operations must be increased, par-



assistance. These areas include large cities, cities that have commuter rail services, and cities that have made extraordinary local commitments over many years. In these areas, additional federal operating assistance is necessary.

The eighth APTA principle, an important principle moving toward a single federal funding resource, is that urban highway and street improvements need more adequate funding as well as a mechanism for delivering funds directly to urbanized areas in order to increase development of local institutions able to select highway and street improvements most appropriate on a system basis. We recognize that urban streets are the right-of-way for urban buses, and they provide vital feeder service to all fixed public transportation facilities. An overall strategy of transportation system management requires better resources, managed at the local level, for street and highway improvements.

Implementation of the eight APTA principles will provide a sound national policy base for assuring greater transit benefits nationwide. As an integral component of a comprehensive transportation policy, these APTA principles will promote development and operation of transit systems in a manner complementing other modes of transportation. Adoption of these APTA principles will ensure that transit has the means to help make American cities more desirable, more enjoyable places in which to live—the goal toward which APTA and the transit community are striving.

*B. R. Stokes*



## Glossary of Transit Industry Terms

### Adult Cash Fare

Basic full fare paid by one person for one transit ride; excludes transfer charges and zone charges (if any).

### Annual Payroll

Wages and salaries including overtime and allowances paid to transit system employees.

### Average Annual Earnings per Employee

"Annual Payroll" divided by "Average Number of Employees."

### Average Fare per Revenue Passenger Ride

"Passenger Revenue" divided by "Revenue Passenger Rides."

### Cable Car

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

### Commuter Railroad

That portion of "main-line railroad" (not "electric railway") transportation operations which encompasses urban passenger train service for local short-distance travel between a central city and adjacent suburbs; suburban rail passenger 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.

### Employer Payroll Taxes

Transit system portion(s) only of federal, state, and local payroll tax obligations.

### 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.

### Fringe Benefit Costs

Transit system expenditures for employee compensation in addition to wages, salaries, and employer payroll taxes.

### Heavy Rail

Subway-type transit vehicle railway constructed on exclusive private right-of-way with high-level platform stations; formerly known as "subway" or "elevated (railway)."

### Inclined Plane

Transit passenger vehicle railway operating over private 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**

Streetcar-type transit vehicle railway constructed on city streets, semi-private right-of-way, and exclusive private right-of-way; formerly known as "streetcar" ("trolley car") and "subway-surface" depending upon local usage or preference.

**Motor Bus**

Rubber tired, self-propelled, manually steered transit vehicle with fuel supply carried on board the vehicle.

**Publicly Owned Transit System**

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

**Rapid Transit**

Transit vehicles operating over completely grade-separated private right-of-way. The term *rail* rapid transit, also known as "rapid rail transit," applies to both operation of light rail vehicles over exclusive private 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 Rides (Revenue Passengers)**

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

**Single-Vehicle Transit Ride**

One person traveling aboard one transit vehicle.

**Total Labor Costs**

Sum of "Annual Payroll," "Employer Payroll Taxes," and "Fringe Benefit Costs."

**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.

**Total Vehicle Miles Operated**

Sum of all passenger vehicle miles operated in line (regular) service, special (charter) service, and non-revenue service. 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.

**Transit System**

An organization providing intraurban common-carrier passenger service over at least one regular fixed route with a published time schedule, not including variable-route service, unscheduled service, or interurban service.

**Trolley Coach**

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

No single system of accounts is universal to the transit industry. However, many United States transit systems employ a system of accounts based on one or more of four major accounting systems relatively common nationwide: (1) "Interstate Commerce Commission Accounting System for Common and Contract Motor Carriers of Passengers," (2) "Interstate Commerce Commission Accounting System for Electric Railways," (3) "American Transit Accountant's Association Classification of Accounts for Bus Operating Companies," and (4) "Urban Mass Transportation Administration Uniform Financial Accounting and Reporting Elements (Project FARE)."

Transit system financial data reported in the '76-'77 *Transit Fact Book* are based on the accrual system of accounting. Unlike the cash system of accounting which records only monies actually received or monies actually paid out, the accrual system of accounting records revenues received as well as anticipated and expenses incurred as well as anticipated during the accounting period.

Please note that a given financial term used within two or more of these accounting systems generally involves varying individual definitions, and various terms can be used to define similar accounts. Financial terms used in the '76-'77 *Transit Fact Book* are an amalgamation of descriptive terminology selected to permit gross aggregation of financial data for the entire U.S. transit industry. The following definitions of financial terms should be used only in reference to the '76-'77 *Transit Fact Book*; these terms do not identify specific ledger accounts from any accounting system listed above and are not intended to serve as model definitions of financial terms in publications other than the '76-'77 *Transit Fact Book*.

**Passenger Revenue**

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

**Other Operating Revenue**

Revenue derived from provision of transit service other than line (regular) service; includes charter service revenues, special service revenues, and sale of advertising space aboard transit vehicles.

**Total Operating Revenue**

Total revenue derived from provision of transit service including reimbursements by third parties for reduced fare rides and for guaranteed costs not covered by "farebox revenue."

**Net Auxillary Operating Revenue**

Net revenue from affiliated facilities and organizations rendering services other than provision of transit service.

**Non-Operating Income**

Net income from transit system facilities or operations not associated with providing transportation or transit service.

**Local Operating Assistance**

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

originated at the state government level.

**Federal Operating Assistance**

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

**Total Operating Assistance**

Sum of "Local Operating Assistance," "State 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," "Net Auxiliary Operating Revenue," "Non-Operating Income," and "Total Operating Assistance."

**Transportation Expense (Including Station and Fuel Expense)**

Total expense of all labor, materials, equipment, facilities, and fees required for operating transit passenger vehicles and passenger stations.

**Maintenance and Garage Expense**

Total expense of all labor, materials, equipment, and facilities used to repair and to service transit passenger vehicles, service vehicles, and passenger vehicle rights-of-way.

**Traffic, Solicitation, and Advertising Expense**

Total expense of all labor, materials, facilities, equipment, and fees associated with soliciting and promoting patronage including timetables and other publications distributed to the public.

**Administrative and General Expense  
(Including Insurance and Safety Expense)**

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

**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 "operating expense" in the *Transit Fact Book*, any financial assistance received for the purchase of property is not included in "operating revenue" or "operating assistance" amounts in the *Transit Fact Book*.

**Operating Taxes and Licenses**

Total cost of all taxes and licenses—other than income taxes—associated with transit system operations including employer payroll taxes.

Net amount of (a) all expense paid by a transit system for rents associated with transit operations and (b) all revenue received by a transit system from property associated with transit operations rented to other parties.

**Total Operating Expense**

The sum of all transit system operating expenses: "Maintenance and Garage Expense," "Transportation Expense (Including Station and Fuel Expense)," "Traffic, Solicitation, and Advertising Expense," "Administrative and General Expense (Including Insurance and Safety Expense)," "Depreciation and Amortization," "Operating Rates and Licenses," and "Net Operating Rents."

**Total Income Deductions**

Interest and discount expenses, including interest on long-term obligations, and obligations associated with losses or defaults by parties contracting with the transit system.

**Income Taxes**

Amount of income taxes attributed to transit operations, including income tax reductions (negative adjustments) allowed on income tax obligations resulting from non-transit operations of a privately-owned company operating a transit system in addition to other businesses.

**Total Expense**

Total expenditures related to provision of transit service; the sum of "Operating Expense," "Total Income Deductions," and "Income Taxes."

**Number of Operating Transit Systems (December 31, 1976)**

Combined Heavy Rail, Light Rail, Trolley Coach, and Motor Bus	2
Combined Heavy Rail, Light Rail, and Motor Bus	1
Combined Heavy Rail, Trolley Coach, and Motor Bus	1
Combined Light Rail, Trolley Coach, Cable Car, and Motor Bus	1
Combined Light Rail, Inclined Plane, and Motor Bus	1
Combined Heavy Rail and Motor Bus	3
Combined Light Rail and Motor Bus	3
Combined Trolley Coach and Motor Bus	1
Combined Inclined Plane and Motor Bus	1
Combined Ferry Boat and Motor Bus	1
Heavy Rail Only	3
Light Rail Only	1
Personal Rapid Transit (PRT) Only	1
Motor Bus Only	935
<b>Total Operating Transit Systems</b>	<b>955</b>

**Passenger Vehicles Owned and Leased (First Week of September, 1976)**

Heavy Rail Cars	9,714
Light Rail Cars	963
Trolley Coaches	685
Cable Cars	39
Inclined Plane Cars	4
Personal Rapid Transit (PRT) Cars	45
Motor Buses	52,382
<b>Total Passenger Vehicles Owned and Leased</b>	<b>63,832</b>

**Passenger Revenue (Millions) — 1976**

Heavy Rail	\$ 616.5
Light Rail	25.7
Trolley Coach	15.0
Motor Bus	1,366.0
<b>Total Passenger Revenue (a)</b>	<b>\$2,025.6</b>

**Total Operating Revenue (Millions) — 1976**

Heavy Rail	\$ 630.7
Light Rail	26.9
Trolley Coach	15.3
Motor Bus	1,485.6
<b>Total Operating Revenue (a)</b>	<b>\$2,161.1</b>

**Revenue Passenger Rides (Millions) — 1976**

Heavy Rail	1,353.2
Light Rail	86.0
Trolley Coach	53.9
Motor Bus	4,168.0
<b>Total Revenue Passengers (a)</b>	<b>5,673.1</b>

**Total Passenger Rides (Millions) — 1976**

Heavy Rail	1,632.0
Light Rail	112.0
Trolley Coach	75.0
Motor Bus	5,247.0
<b>Total Passengers (a)</b>	<b>7,081.0</b>

**Vehicle Miles Operated (Millions) — 1976**

Heavy Rail	407.0
Light Rail	21.1
Trolley Coach	15.3
Motor Buses	1,581.4
<b>Total Vehicle Miles Operated (a)</b>	<b>2,026.3</b>

**Energy Consumed (Millions) — 1976**

Diesel Fuel (Gallons)	389.2
Gasoline (Gallons)	5.2
Propane (Gallons)	1.0
Electricity (Kilowatt Hours)	2,576.0

(a) Includes Cable Car and Inclined Plane

TABLE 1

### Transit Systems Classified by Vehicle Type and Population Group

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS (a)	MULTI-MODE SYSTEMS (b)	ALL-BUS SYSTEMS	TOTAL SYSTEMS
500,000 and greater	4	14	454	472
250,000 to 500,000	0	0	67	67
100,000 to 250,000	0	1	122	123
50,000 to 100,000	0	0	74	74
Less than 50,000 (c)	1	0	218	219
Total U.S. Transit Systems	5	15	935	955

(a) Includes transit systems operating one of the following modes exclusively: heavy rail, light rail, or personal rapid transit (PRT).

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

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

TABLE 2

### Publicly Owned Transit Systems (a)

CALENDAR YEAR	NUMBER OF SYSTEMS	PERCENT OF INDUSTRY TOTAL	OPERATING REVENUE (MILLIONS)	PERCENT OF INDUSTRY TOTAL	VEHICLE MILES OPERATED (MILLIONS)	PERCENT OF INDUSTRY TOTAL	REVENUE PASSENGERS CARRIED (MILLIONS)	PERCENT OF INDUSTRY TOTAL
1967	(b)	(b)	\$ 871	56%	1,028	51%	3,837	58%
1968	(b)	(b)	984	63%	1,120	56%	4,219	65%
1969	(b)	(b)	1,154	71%	1,239	63%	4,606	73%
1970	(b)	(b)	1,298	76%	1,280	68%	4,567	77%
1971	(b)	(b)	1,375	79%	1,292	70%	4,398	80%
1972	(b)	(b)	1,400	81%	1,282	73%	4,308	82%
1973	(b)	(b)	1,528	85%	1,468	80%	4,606	87%
1974	308	33%	1,635	86%	1,621	85%	5,034	90%
1975	333	35%	1,729	86%	1,706	86%	5,090	90%
P 1976	375	39%	1,902	88%	1,770	87%	5,162	91%

CALENDAR YEAR	MOTOR BUSES OWNED AND LEASED	PERCENT OF INDUSTRY TOTAL	ELECTRIC TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF INDUSTRY TOTAL	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF INDUSTRY TOTAL
1967	19,527	39%	10,499	88%	30,026	48%
1968	22,700	45%	11,602	97%	34,302	55%
1969	27,110	55%	11,480	98%	38,590	63%
1970	29,346	59%	11,432	98%	40,778	66%
1971	29,982	61%	11,414	98%	41,301	68%
1972	30,917	63%	11,503	99%	42,499	70%
1973	35,732	74%	11,225	99%	47,508	79%
1974	37,368	77%	11,110	99%	48,410	81%
1975	40,583	80%	11,381	99%	51,964	83%
P 1976	42,802	82%	11,365	99%	54,149	85%

P = Preliminary

(a) Includes 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.

(b) Data Not Available

## Transit Industry Financial Statement for 1976 (P)

REVENUES	
Passenger Revenue	\$ 2,025,617,000
Other Operating Revenue	135,491,000
<b>Total Operating Revenue</b>	<b>\$ 2,161,108,000</b>
Net Auxiliary Operating Revenue	\$ 2,005,000
Non-Operating Income	72,952,000
<b>Total Non-Operating Revenue</b>	<b>\$ 74,957,000</b>
Local Operating Assistance	\$ 857,370,000
State Operating Assistance	367,056,000
Federal Operating Assistance	422,876,000
<b>Total Operating Assistance</b>	<b>\$ 1,647,302,000</b>
<b>Total Revenue</b>	<b>\$ 3,883,367,000</b>

EXPENSES	
Transportation Expense [Including Station and Fuel Expense]	\$ 1,937,687,000
Maintenance and Garage Expense	852,056,000
Traffic, Solicitation, and Advertising Expense	60,499,000
Administrative and General Expense [Including Insurance and Safety Expense]	825,647,000
Depreciation and Amortization	136,293,000
Operating Taxes and Licenses	181,484,000
Net Operating Rents	27,250,000
<b>Total Operating Expense</b>	<b>\$ 4,020,916,000</b>
Total Income Deductions	66,446,000
Income Taxes	(4,761,000)
<b>Total Expense</b>	<b>\$4,082,601,000</b>

NOTE: The difference between "total revenue" and "total expense" is due to several factors including (1) use of the accrual system of accounting rather than the cash system of accounting, (2) amalgamation of accounts of transit systems recording revenue and expense in a variety of fiscal or calendar years, (3) the inclusion of depreciation and amortization costs in "total expense" that are met from revenue sources not included in "total revenue," (4) the exclusion of "extraordinary revenues" and "extraordinary expenses," and (5) the actual profit or loss of privately owned transit systems.

## Transit Industry Revenue and Expense in 1976

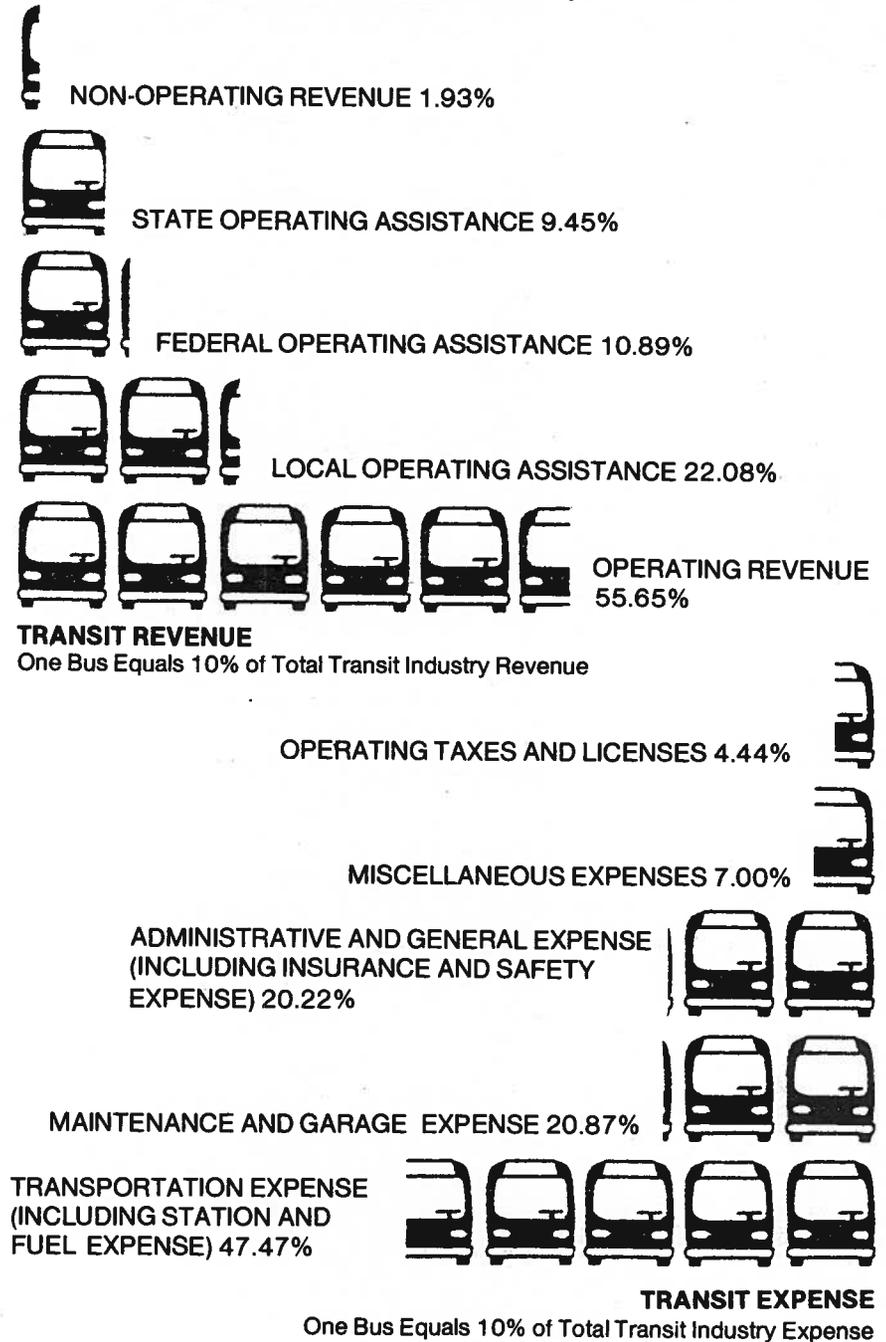


TABLE 4  
Trend of Transit Revenues

CALENDAR YEAR	PASSENGER REVENUE (MILLIONS)	TOTAL OPERATING REVENUE (MILLIONS)	NON-OPERATING AND AUXILIARY REVENUE (MILLIONS)	OPERATING ASSISTANCE			TOTAL REVENUE (MILLIONS)
				LOCAL (MILLIONS)	STATE (MILLIONS)	FEDERAL (MILLIONS)	
1940	\$ 701.5	\$ 737.0	(a)	(a)	(a)	(a)	(a)
1945	1,313.7	1,380.4	(a)	(a)	(a)	(a)	(a)
1950	1,386.8	1,452.1	(a)	(a)	(a)	(a)	(a)
1955	1,358.9	1,426.4	(a)	(a)	(a)	(a)	(a)
1960	1,334.9	1,407.2	(a)	(a)	(a)	(a)	(a)
1961	1,320.9	1,389.7	(a)	(a)	(a)	(a)	(a)
1962	1,330.2	1,403.5	(a)	(a)	(a)	(a)	(a)
1963	1,316.3	1,390.6	(a)	(a)	(a)	(a)	(a)
1964	1,326.0	1,408.1	(a)	(a)	(a)	(a)	(a)
1965	1,340.1	1,443.8	(a)	(a)	(a)	(a)	(a)
1966	1,385.4	1,478.5	(a)	(a)	(a)	(a)	(a)
1967	1,457.4	1,556.0	(a)	(a)	(a)	(a)	(a)
1968	1,470.2	1,562.7	(a)	(a)	(a)	(a)	(a)
1969	1,554.7	1,625.6	(a)	(a)	(a)	(a)	(a)
1970	1,639.1	1,707.4	(a)	(a)	(a)	(a)	(a)
1971	1,661.9	1,740.7	(a)	(a)	(a)	(a)	(a)
1972	1,650.7	1,728.5	(a)	(a)	(a)	(a)	(a)
1973	1,683.7	1,797.6	(a)	(a)	(a)	(a)	(a)
1974	1,805.2	1,939.7	(a)	(a)	(a)	(a)	(a)
1975	1,860.5	2,002.4	\$ 40.6	\$ 406.6	\$ 301.8	(a)	(a)
P 1976	2,025.6	2,161.1	75.0	367.1	422.9	\$ 1,407.8	\$ 3,450.8
				\$ 699.4		\$ 1,647.3	3,883.4
				857.4			

P = Preliminary  
(a) Data not available

TABLE 5  
Trend of Transit Expenses

CALENDAR YEAR	TRANSPORTATION (MILLIONS)	MAINTENANCE AND GARAGE (MILLIONS)	TRAFFIC SOLICITATION AND ADVERTISING (MILLIONS)	ADMINISTRATIVE AND GENERAL (MILLIONS)	DEPRECIATION AND AMORTIZATION (MILLIONS)	OPERATING TAXES AND LICENSES (MILLIONS)	OPERATING RENTS (MILLIONS)	TOTAL OPERATING EXPENSE (MILLIONS)
1945	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,231.7
1950	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,385.7
1955	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,370.1
1960	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,376.5
1961	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,373.0
1962	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,383.8
1963	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,391.5
1964	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,420.5
1965	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,454.4
1966	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,515.6
1967	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,622.6
1968	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,723.8
1969	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,846.1
1970	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1,995.6
1971	(a)	(a)	(a)	(a)	(a)	(a)	(a)	2,152.1
1972	(a)	(a)	(a)	(a)	(a)	(a)	(a)	2,241.6
1973	(a)	(a)	(a)	(a)	(a)	(a)	(a)	2,536.1
1974	(a)	(a)	(a)	(a)	(a)	(a)	(a)	3,239.3
1975	\$ 1,785.8	\$ 775.0	\$ 66.0	\$ 739.5	\$ 121.0	\$ 171.0	\$ 47.6	3,705.9
P 1976	1,937.7	852.1	60.5	825.6	136.3	181.5	27.2	4,020.9

P = Preliminary  
(a) Data not available

### Trend of Revenue Passenger Rides Classified by Population Groups

CALENDAR YEAR	HEAVY RAIL (MILLIONS)	SURFACE LINES (MILLIONS)						SUBURBAN AND OTHER (MILLIONS)	TOTAL REVENUE PASSENGER RIDES (MILLIONS)
		500,000 AND OVER	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000			
1940	2,282	4,305	1,312	1,020	742	291	552	10,504	
1945	2,555	6,969	2,920	2,359	1,899	932	1,348	18,982	
1950	2,113	5,207	2,007	1,585	1,323	728	882	13,845	
1955 (a)	1,741	3,478	1,286	953	786	360	585	9,189	
1960 (a)	1,670	2,997	911	691	554	230	468	7,521	
1961 (b)	1,680	3,089	701	523	554	217	478	7,242	
1962 (b)	1,704	3,029	680	496	533	212	468	7,122	
1963 (b)	1,661	2,990	642	462	504	205	451	6,915	
1964 (b)	1,698	2,991	612	432	486	194	441	6,854	
1965 (b)	1,678	3,000	606	416	474	192	432	6,798	
1966 (b)	1,584	3,003	608	413	483	194	386	6,671	
1967 (b)	1,632	2,945	597	409	469	190	374	6,616	
1968 (b)	1,627	2,886	581	396	455	171	375	6,491	
1969 (b)	1,656	2,787	565	365	422	150	365	6,310	
1970 (b)	1,574	2,610	529	342	395	140	342	5,932	
1971 (c)	1,494	2,399	739	234	196	107	328	5,497	
1972 (c)	1,446	2,330	681	220	182	97	297	5,253	
1973 (c)	1,424	2,386	682	229	175	104	294	5,294	
1974 (d)	1,435	3,544	269	231	49	77	(d)	5,606	
1975 (d)	1,388	3,604	286	226	58	81	(d)	5,643	
P 1976 (d)	1,353	3,632	306	230	67	85	(d)	5,673	

P = Preliminary

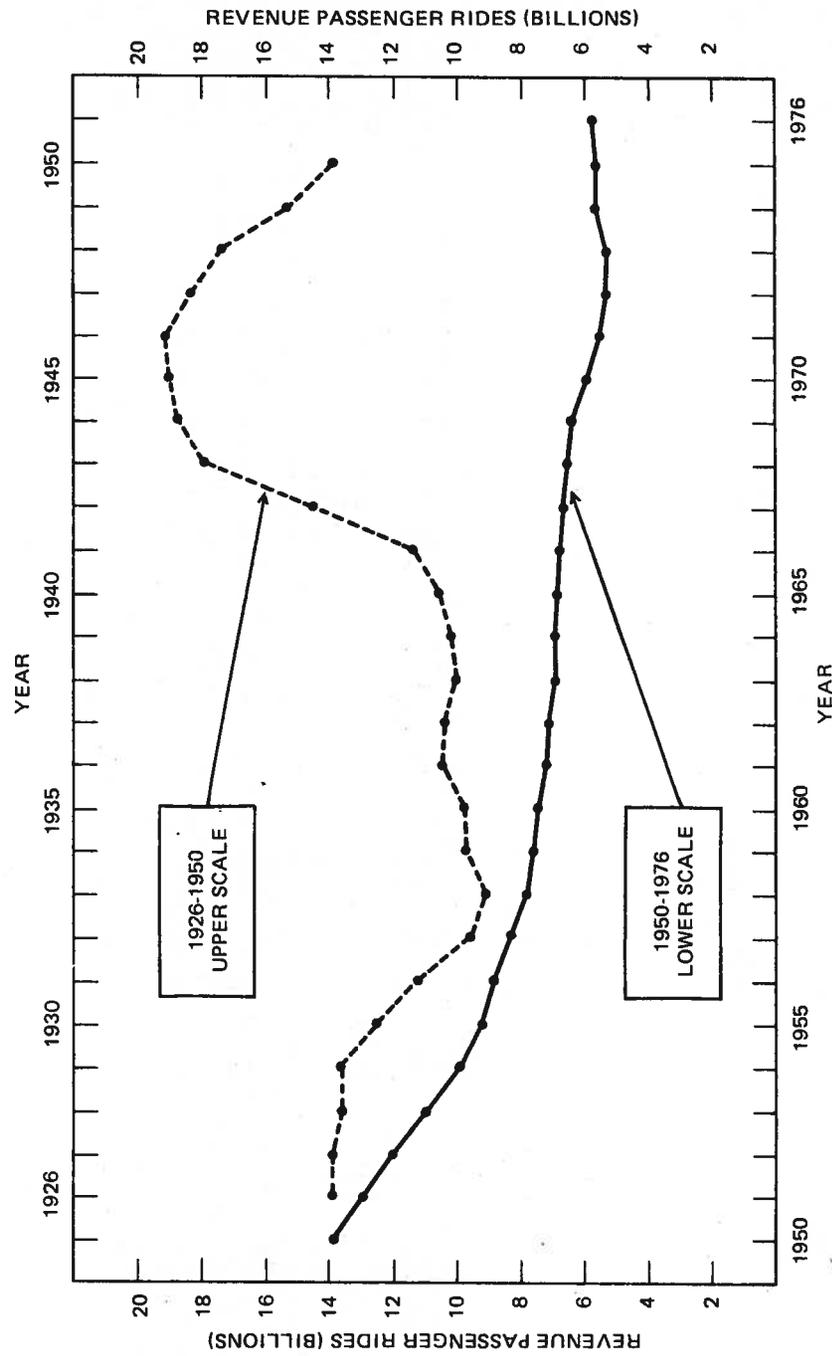
(a) 1950 U.S. Census of Population; transit systems assigned by population of headquarters city.

(b) 1960 U.S. Census of Population; transit systems assigned by population of headquarters city.

(c) 1970 U.S. Census of Population; transit systems assigned by population of headquarters city.

(d) 1970 U.S. Census of Population; transit systems assigned by population of urbanized area excepting urban places of less than 50,000 population outside urbanized areas.

**FIGURE II**  
**Transit Revenue Passenger Rides 1926-1976**



### Trend of Total Passenger Rides

CALENDAR YEAR	RAILWAY			TOTAL RAIL (MILLIONS)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL PASSENGER RIDES (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)	TOTAL RAIL (MILLIONS)				
1940	5,943	2,382	8,325	534	4,239	13,098	
1945	9,426	2,698	12,124	1,244	9,886	23,254	
1950	3,904	2,264	6,168	1,658	9,420	17,246	
1955	1,207	1,870	3,077	1,202	7,250	11,529	
1960	463	1,850	2,313	657	6,425	9,395	
1961	434	1,855	2,289	601	5,993	8,883	
1962	393	1,890	2,283	547	5,865	8,695	
1963	329	1,836	2,165	413	5,822	8,400	
1964	289	1,877	2,166	349	5,813	8,328	
1965	276	1,858	2,134	305	5,814	8,253	
1966	282	1,753	2,035	284	5,764	8,083	
1967	263	1,938	2,201	248	5,723	8,172	
1968	253	1,928	2,181	228	5,610	8,019	
1969	249	1,980	2,229	199	5,375	7,803	
1970	235	1,881	2,116	182	5,034	7,332	
1971	222	1,778	2,000	148	4,699	6,847	
1972	211	1,731	1,942	130	4,495	6,567	
1973	207	1,714	1,921	97	4,642	6,660	
1974	150	1,726	1,876	83	4,976	6,935	
1975	124	1,673	1,810 (a)	78	5,084	6,972	
P 1976	112	1,632	1,759 (a)	75	5,247	7,081	

P = Preliminary

(a) Includes cable car and inclined plane

### Trend of Revenue Passenger Rides

CALENDAR YEAR	RAILWAY			TOTAL RAIL (MILLIONS)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL REVENUE PASSENGER RIDES (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)	TOTAL RAIL (MILLIONS)				
1940	4,182.5	2,281.9	5,464.4	419.2	3,620.1	10,503.7	
1945	7,080.9	2,555.1	9,636.0	1,001.2	8,344.7	18,981.9	
1950	2,790.0	2,113.0	4,903.0	1,261.0	7,681.0	13,845.0	
1955	845.0	1,741.0	2,586.0	869.0	5,734.0	9,189.0	
1960	335.0	1,670.0	2,005.0	447.0	5,069.0	7,521.0	
1961	323.0	1,680.0	2,003.0	405.0	4,834.0	7,242.0	
1962	284.0	1,704.0	1,988.0	361.0	4,773.0	7,122.0	
1963	238.0	1,661.0	1,899.0	264.0	4,752.0	6,915.0	
1964	213.0	1,698.0	1,911.0	214.0	4,729.0	6,854.0	
1965	204.0	1,678.0	1,882.0	186.0	4,730.0	6,798.0	
1966	211.0	1,584.0	1,795.0	174.0	4,702.0	6,671.0	
1967	196.0	1,632.0	1,828.0	155.0	4,633.0	6,616.0	
1968	187.3	1,627.0	1,814.3	152.2	4,524.5	6,491.0	
1969	183.4	1,656.3	1,839.7	135.3	4,335.3	6,310.3	
1970	172.4	1,573.5	1,745.9	127.5	4,058.3	5,931.7	
1971	155.1	1,494.0	1,649.1	113.1	3,734.8	5,497.0	
1972	147.3	1,445.7	1,593.0	99.5	3,560.8	5,253.3	
1973	143.5	1,423.7	1,567.2	73.6	3,652.8	5,293.9	
1974	113.7	1,435.1	1,548.8	59.5	3,997.6	5,605.9	
1975	94.0	1,387.8	1,492.5 (a)	56.0	4,094.9	5,643.4	
P 1976	86.0	1,353.2	1,450.2 (a)	53.9	4,168.0	5,673.1	

P = Preliminary

(a) Includes cable car and inclined plane

TABLE 8

### Trend of Operating Revenue

CALENDAR YEAR	RAILWAY			TOTAL RAIL (MILLIONS)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL OPERATING REVENUE (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)					
		\$	\$				
1940	\$ 327.8	\$ 128.3	\$ 456.1	\$ 25.0	\$ 255.9	\$ 737.0	
1945	560.1	149.4	709.5	68.4	602.5	1,380.4	
1950	361.7	216.4	578.1	122.0	752.0	1,452.1	
1955	175.5	264.3	439.8	130.8	855.8	1,426.4	
1960	87.6	281.8	369.4	81.9	955.9	1,407.2	
1961	79.9	285.7	365.6	78.7	945.4	1,389.7	
1962	73.3	293.0	366.3	76.0	961.2	1,403.5	
1963	61.2	287.4	348.6	56.2	985.8	1,390.6	
1964	55.6	295.8	351.4	46.4	1,010.3	1,408.1	
1965	55.7	310.1	365.8	41.7	1,036.3	1,443.8	
1966	58.7	306.5	365.2	39.2	1,074.1	1,478.5	
1967	52.5	352.0	404.5	35.6	1,115.9	1,556.0	
1968	53.1	358.2	411.3	35.9	1,115.5	1,562.7	
1969	54.8	380.4	435.2	32.5	1,157.9	1,625.6	
1970	55.2	384.4	439.6	31.5	1,236.3	1,707.4	
1971	48.8	379.4	428.2	32.3	1,280.2	1,740.7	
1972	48.4	417.2	465.6	32.8	1,230.1	1,728.5	
1973	48.5	461.0	509.5	25.2	1,262.9	1,797.6	
1974	36.5	505.8	542.3	20.1	1,377.3	1,939.7	
1975	28.9	517.1	548.8 (a)	15.9	1,437.7	2,002.4	
P 1976	26.9	630.7	660.2 (a)	15.3	1,485.6	2,161.1	

P = Preliminary

(a) Includes cable car and inclined plane

TABLE 10

### Trend of Passenger Revenue

CALENDAR YEAR	RAILWAY			TOTAL RAIL (MILLIONS)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL PASSENGER REVENUE (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)					
		\$	\$				
1940	\$ 304.0	\$ 123.8	\$ 427.8	\$ 24.9	\$ 248.8	\$ 701.5	
1945	513.4	142.3	655.7	68.0	590.0	1,313.7	
1950	322.4	209.6	532.0	120.6	734.2	1,386.8	
1955	146.6	257.5	404.1	128.5	826.3	1,358.9	
1960	74.0	269.6	343.6	81.0	910.3	1,334.9	
1961	73.1	273.5	346.6	76.5	897.8	1,320.9	
1962	66.3	280.1	346.4	73.7	910.1	1,330.2	
1963	54.8	274.6	329.4	54.7	932.2	1,316.3	
1964	48.3	282.3	330.6	45.0	950.4	1,326.0	
1965	48.6	279.0	327.6	40.6	971.9	1,340.1	
1966	51.8	297.0	348.8	38.5	998.1	1,385.4	
1967	44.8	340.4	385.2	34.9	1,037.3	1,457.4	
1968	44.0	341.7	385.7	34.8	1,049.7	1,470.2	
1969	45.9	362.5	408.4	31.5	1,114.8	1,554.7	
1970	46.6	368.5	415.1	30.4	1,193.6	1,639.1	
1971	40.1	363.8	403.9	31.2	1,226.8	1,661.9	
1972	39.6	401.9	441.5	31.4	1,177.8	1,650.7	
1973	38.7	437.6	476.3	23.6	1,183.8	1,683.7	
1974	31.7	486.7	518.4	17.2	1,269.6	1,805.2	
1975	28.1	504.3	535.0 (a)	15.4	1,310.1	1,860.5	
P 1976	25.7	616.5	644.7 (a)	15.0	1,366.0	2,025.6	

P = Preliminary

(a) Includes cable car and inclined plane

TABLE 11

## Trend of Passenger Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TOTAL RAIL (MILLIONS)	TROLLEY COACH (MILLIONS)	MOTOR BUS (MILLIONS)	TOTAL VEHICLE MILES OPERATED (MILLIONS)
	LIGHT RAIL (MILLIONS)	HEAVY RAIL (MILLIONS)	TOTAL RAIL (MILLIONS)				
1940	844.7	470.8	1,315.5	86.0	1,194.5	2,596.0	
1945	939.8	458.4	1,398.2	133.3	1,722.3	3,253.8	
1950	463.1	443.4	906.5	205.7	1,895.4	3,007.6	
1955	178.3	382.8	561.1	176.5	1,709.9	2,447.5	
1960	74.8	390.9	465.7	100.7	1,576.4	2,142.8	
1961	69.4	385.1	454.5	92.9	1,529.7	2,077.1	
1962	61.5	386.7	448.2	84.0	1,515.2	2,047.4	
1963	48.9	387.3	436.2	62.4	1,523.1	2,021.7	
1964	42.9	395.8	438.7	49.2	1,527.9	2,015.8	
1965	41.6	395.3	436.9	43.0	1,528.3	2,008.2	
1966	42.9	378.9	421.8	40.1	1,521.7	1,983.6	
1967	37.8	396.5	434.3	36.5	1,526.0	1,996.8	
1968	37.5	406.8	444.3	36.2	1,508.2	1,988.7	
1969	36.0	416.6	452.6	35.8	1,478.3	1,966.7	
1970	33.7	407.1	440.8	33.0	1,409.3	1,883.1	
1971	32.7	407.4	440.0	30.8	1,375.5	1,846.3	
1972	31.6	386.2	417.8	29.8	1,308.0	1,755.6	
1973	31.2	407.3	438.5	25.7	1,370.4	1,834.6	
1974	26.9	431.9	458.8	17.6	1,431.0	1,907.4	
1975	23.8	423.1	448.4 (a)	15.3	1,526.0	1,989.7	
P 1976	21.1	407.0	429.6 (a)	15.3	1,581.4	2,026.3	

P = Preliminary

(a) Includes cable car and inclined plane

FIGURE III  
Transit Expense per Passenger Vehicle Mile  
in Actual Dollars and in 1976 Dollars  
1940-1976

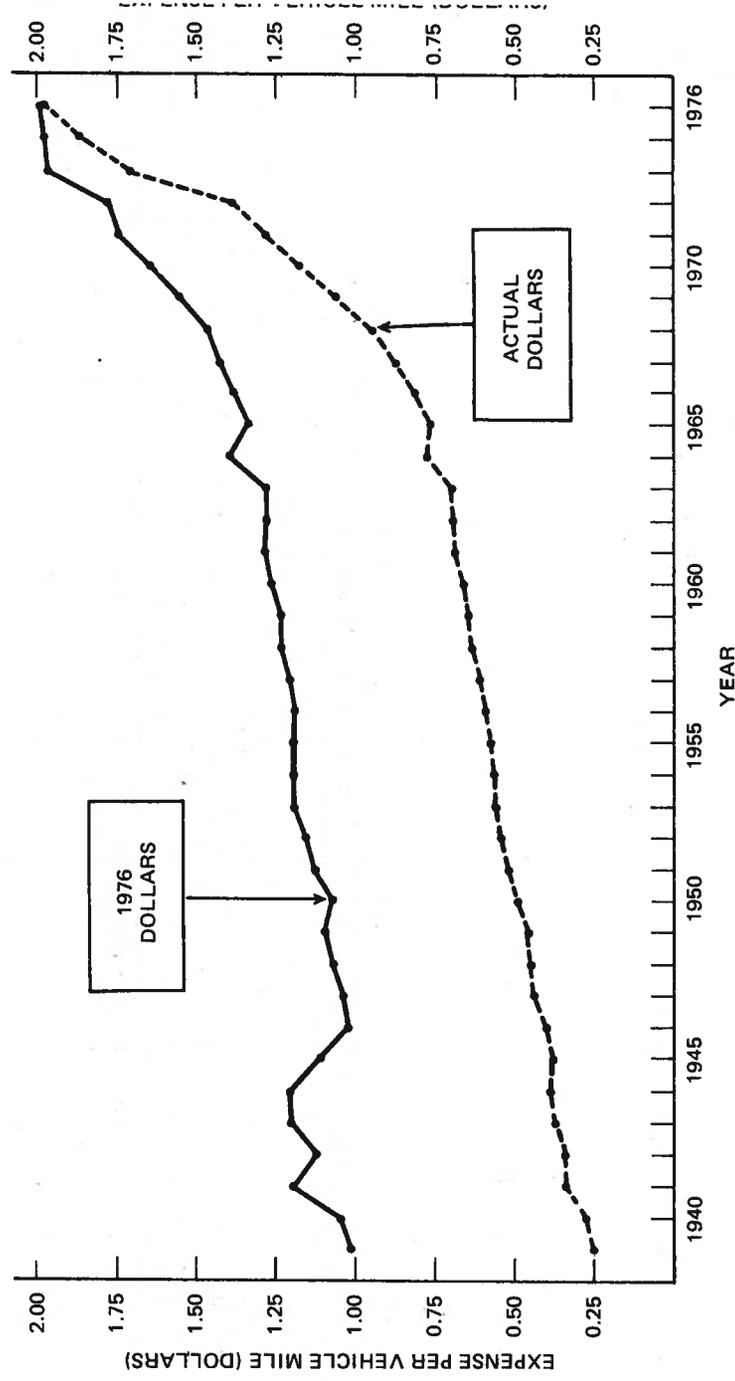


TABLE 12

**Trend of Average Fare**

CALENDAR YEAR	AVERAGE FARE PER REVENUE PASSENGER RIDE					ADULT CASH FARE	
	LIGHT RAIL	HEAVY RAIL	TROLLEY COACH	MOTOR BUS	ALL MODES	HIGH	LOW
1940	7.27¢	5.43¢	5.94¢	6.87¢	6.68¢	10¢	5¢
1945	7.25	5.57	6.79	7.07	6.92	10	5
1950	11.56	9.92	9.56	9.56	10.02	17	5
1955	17.35	14.79	14.79	14.41	14.79	20	5
1960	22.09	16.14	18.12	17.96	17.75	30	7
1961	22.63	16.28	18.89	18.57	18.24	30	10
1962	23.35	16.44	20.42	19.07	18.68	30	10
1963	23.03	16.35	20.72	19.62	19.04	30	10
1964	22.68	16.63	21.03	20.10	19.35	35	10
1965	23.82	16.63	21.83	20.55	19.71	35	10
1966	24.55	18.75	22.13	21.23	20.77	35	10
1967	22.86	20.86	22.52	22.39	22.03	35	10
1968	23.49	21.00	22.86	23.20	22.65	35	10
1969	25.03	21.89	23.28	25.71	24.64	35	10
1970	27.03	23.42	23.84	29.41	27.63	50	10
1971	25.85	24.17	27.59	32.23	29.78	50	15
1972	26.88	27.80	31.55	33.07	31.42	50	15
1973	26.96	30.74	32.06	32.40	31.80	60	Free
1974	27.88	33.91	28.91	31.76	32.20	60	10
1975	29.89	36.34	27.50	31.99	32.97	75	15
P 1976	29.88	45.56	27.83	32.77	35.71	50	15

P = Preliminary

**FIGURE IV**  
**Average Transit Fare per Revenue Passenger**  
**in Actual Fare and in 1976 Dollars**  
**1940-1976**

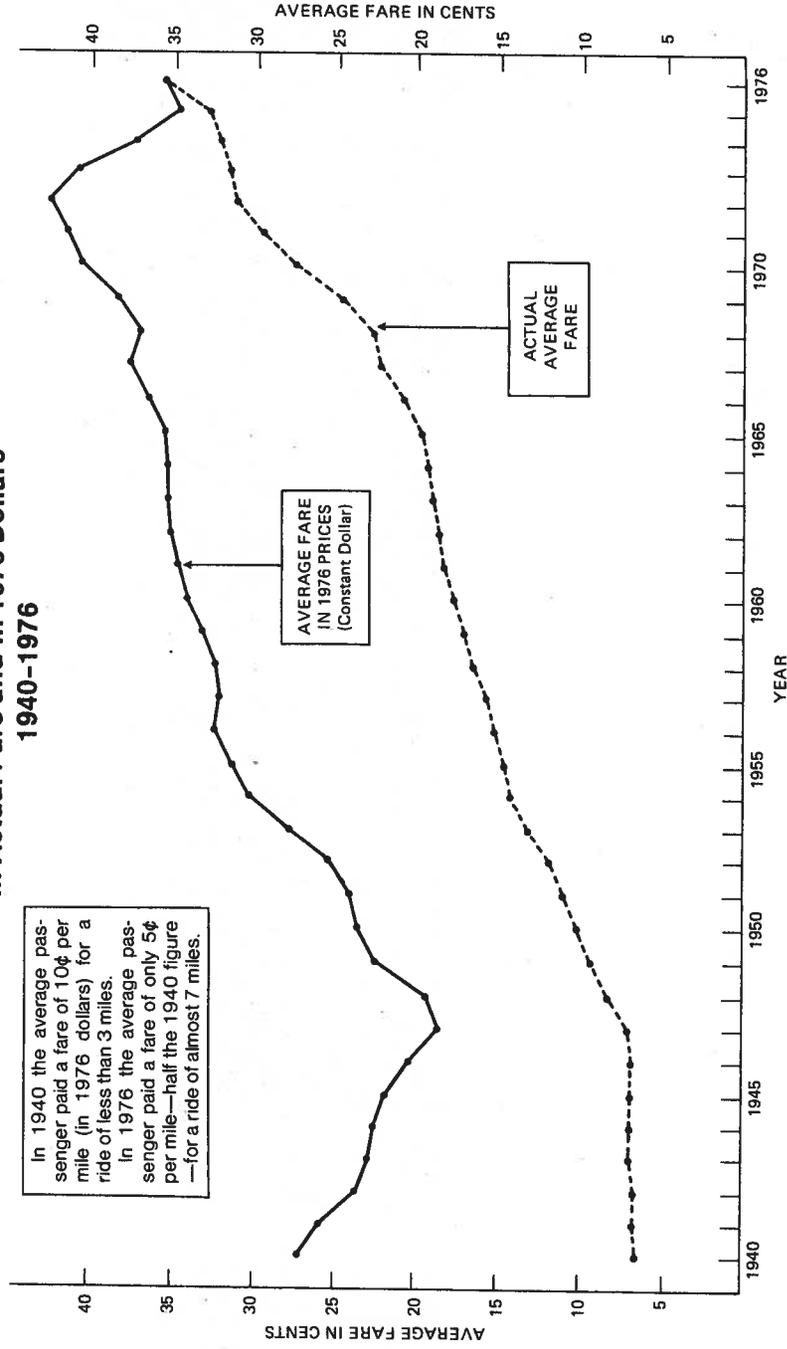


TABLE 13

## Trend of Transit Employment, Compensation, and Labor Costs

CALENDAR YEAR	AVERAGE NUMBER OF EMPLOYEES	ANNUAL PAYROLL (THOUSANDS)	AVERAGE ANNUAL EARNINGS PER EMPLOYEE	EMPLOYER PAYROLL TAXES (THOUSANDS)	FRINGE BENEFIT COSTS (THOUSANDS)	TOTAL LABOR COSTS (THOUSANDS)
1940	203,000	\$ 360,000	\$ 1,773	(a)	(a)	(a)
1945	242,000	632,000	2,612	(a)	(a)	(a)
1950	240,000	835,000	3,479	(a)	(a)	(a)
1955	198,000	864,000	4,364	(a)	(a)	(a)
1960	156,400	857,300	5,481	(a)	(a)	(a)
1961	151,800	856,400	5,642	(a)	(a)	(a)
1962	149,100	878,100	5,889	(a)	(a)	(a)
1963	147,200	892,300	6,062	(a)	(a)	(a)
1964	144,800	916,900	6,332	(a)	(a)	(a)
1965	145,000	963,500	6,645	(a)	(a)	(a)
1966	144,300	994,900	6,895	(a)	(a)	(a)
1967	146,100	1,055,100	7,222	(a)	(a)	(a)
1968	143,590	1,109,500	7,727	(a)	(a)	(a)
1969	140,860	1,183,807	8,404	(a)	(a)	(a)
1970	138,040	1,274,109	9,230	(a)	(a)	(a)
1971	139,120	1,393,148	10,014	(a)	(a)	(a)
1972	138,420	1,455,486	10,515	(a)	(a)	(a)
1973	140,700	1,624,241	11,544	(a)	(a)	(a)
1974	153,100	1,967,100	12,849	(a)	(a)	(a)
1975	159,800	2,236,063	13,993	(a)	(a)	(a)
P 1976	162,950	2,403,683	14,751	\$ 146,952	\$ 466,322	\$ 2,849,337
				162,691	518,993	3,085,367

P = Preliminary

(a) Data not available

TABLE 14

## Transit Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY CARS			TOTAL RAIL	TROLLEY COACHES	MOTOR BUSES	TOTAL REVENUE VEHICLES
	LIGHT RAIL	HEAVY RAIL					
1940	26,630	11,032		37,662	2,802	35,000	75,464
1945	26,160	10,217		36,377	3,711	49,670	89,758
1950	13,228	9,758		22,986	6,504	56,820	86,310
1955	5,300	9,232		14,532	6,157	52,400	73,089
1960	2,856	9,010		11,866	3,826	49,600	65,292
1961	2,341	9,078		11,419	3,593	49,000	64,012
1962	2,219	8,865		11,084	3,161	48,800	63,045
1963	1,756	8,878		10,634	2,155	49,400	62,189
1964	1,553	9,061		10,614	1,865	49,200	61,679
1965	1,549	9,115		10,664	1,453	49,600	61,717
1966	1,407	9,273		10,680	1,326	50,130	62,136
1967	1,388	9,257		10,645	1,244	50,180	62,069
1968	1,355	9,390		10,745	1,185	50,000	61,930
1969	1,322	9,343		10,665	1,082	49,600	61,347
1970	1,262	9,338		10,600	1,050	49,700	61,350
1971	1,225	9,325		10,550	1,037	49,150	60,737
1972	1,176	9,423		10,599	1,030	49,075	60,704
1973	1,123	9,387		10,510	794	48,286	59,590
1974	1,068	9,403		10,471	718	48,700	59,889
1975	1,061	9,608		10,757 (a)	703	50,811	62,271
P 1976	963	9,714		10,765 (a)	685	52,382	63,632

P = Preliminary

(a) Includes 45 PRT transit vehicles, 39 cable cars, and 4 inclined plane cars

TABLE 15

## New Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS			TROLLEY COACHES	MOTOR BUSES	TOTAL REVENUE VEHICLES
	LIGHT RAIL	HEAVY RAIL	TOTAL RAIL			
1940	463	189	652	618	3,984	5,254
1941	462	0	462	227	5,600	6,289
1942	284	0	284	356	7,200	7,840
1943	32	0	32	116	1,251	1,399
1944	284	0	284	60	3,807	4,151
1945	332	0	332	161	4,441	4,934
1946	421	0	421	266	6,463	7,150
1947	626	2	628	955	12,029	13,612
1948	478	248	726	1,430	7,009	9,165
1949	273	415	688	680	3,358	4,726
1950	4	199	203	179	2,668	3,050
1951	56	140	196	600	4,552	5,348
1952	19	0	19	224	1,749	1,992
1953	0	0	0	0	2,246	2,246
1954	0	260	260	0	2,225	2,485
1955	0	288	288	43	2,098	2,429
1956	0	376	376	0	2,759	3,135
1957	0	469	469	0	1,946	2,415
1958	0	428	428	0	1,698	2,126
1959	0	210	210	0	1,537	1,747
1960	0	416	416	0	2,806	3,222
1961	0	468	468	0	2,415	2,883
1962	0	406	406	0	2,000	2,406
1963	0	658	658	0	3,200	3,858
1964	0	640	640	0	2,500	3,140
1965	0	580	580	0	3,000	3,580
1966	0	179	179	0	3,100	3,279
1967	0	85	85	0	2,500	2,585
1968	0	384	384	0	2,228	2,612
1969	0	650	650	0	2,230	2,880
1970	0	308	308	0	1,442	1,750
1971	0	250	250	1	2,514	2,764
1972	0	360	360	1	2,904	3,265
1973	0	238	238	1	3,200	3,439
1974	0	92	92	0	4,818	4,910
1975	0	127	127	1	5,261	5,389
P 1976	4	472	476	260	4,745	5,481

P = Preliminary

TABLE 16

## Seating Capacity of New Motor Buses Delivered

CALENDAR YEAR	29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL MOTOR BUSES
1943	847	179	225	1,251
1944	2,423	369	1,015	3,807
1945	1,757	1,183	1,501	4,441
1946	1,849	2,429	2,185	6,463
1947	1,951	3,717	6,361	12,029
1948	523	2,144	4,342	7,009
1949	289	1,344	1,725	3,358
1950	205	852	1,611	2,668
1951	148	1,711	2,693	4,552
1952	36	458	1,165	1,749
1953	30	499	1,717	2,246
1954	22	359	1,844	2,225
1955	8	229	1,861	2,098
1956	8	162	2,589	2,759
1957	0	129	1,817	1,946
1958	2	177	1,419	1,698
1959	1	157	1,379	1,537
1960	0	173	2,633	2,806
1961	0	105	2,310	2,415
1962	4	76	1,920	2,000
1963	18	97	3,085	3,200
1964	0	169	2,331	2,500
1965	6	225	2,769	3,000
1966	36	312	2,752	3,100
1967	32	260	2,208	2,500
1968	63	171	1,994	2,228
1969	65	163	2,002	2,230
1970	77	73	1,274	1,442
1971	95	70	2,349	2,514
1972	124	199	2,581	2,904
1973	182	317	2,701	3,200
1974	345	251	4,222	4,818
1975	419	128	4,714	5,261
P 1976	395	251	4,099	4,745

P = Preliminary

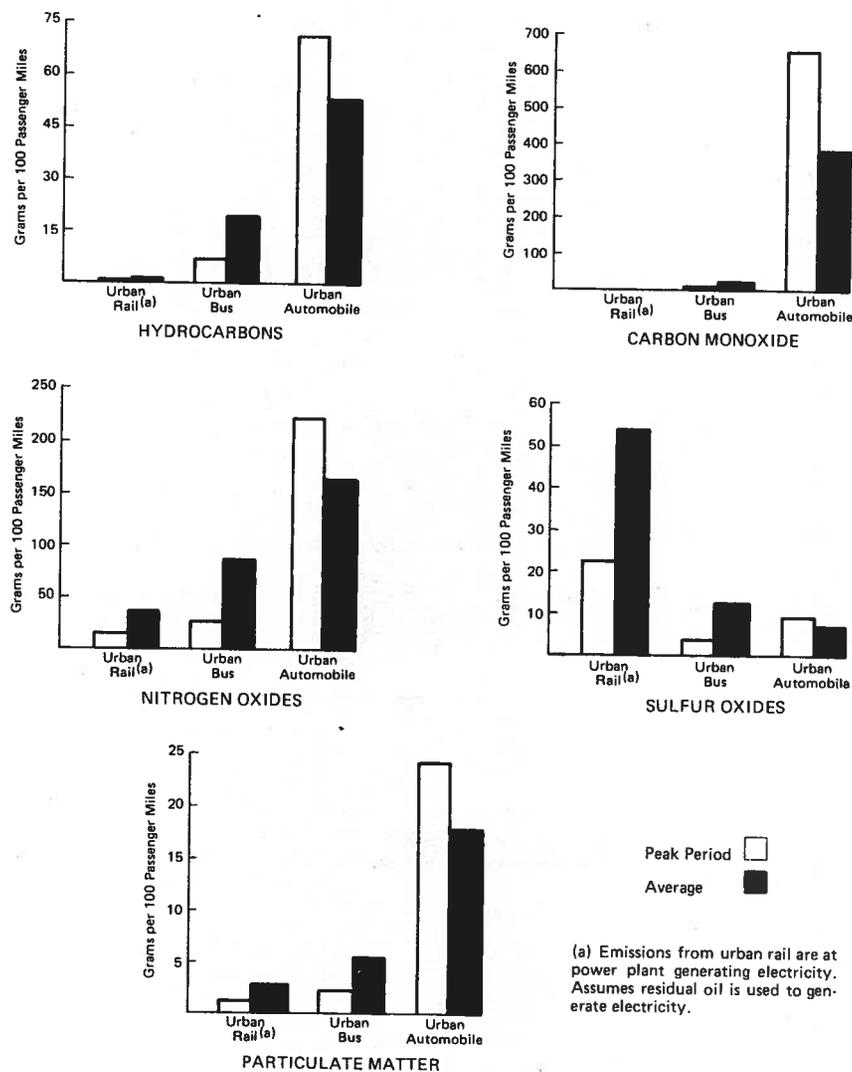
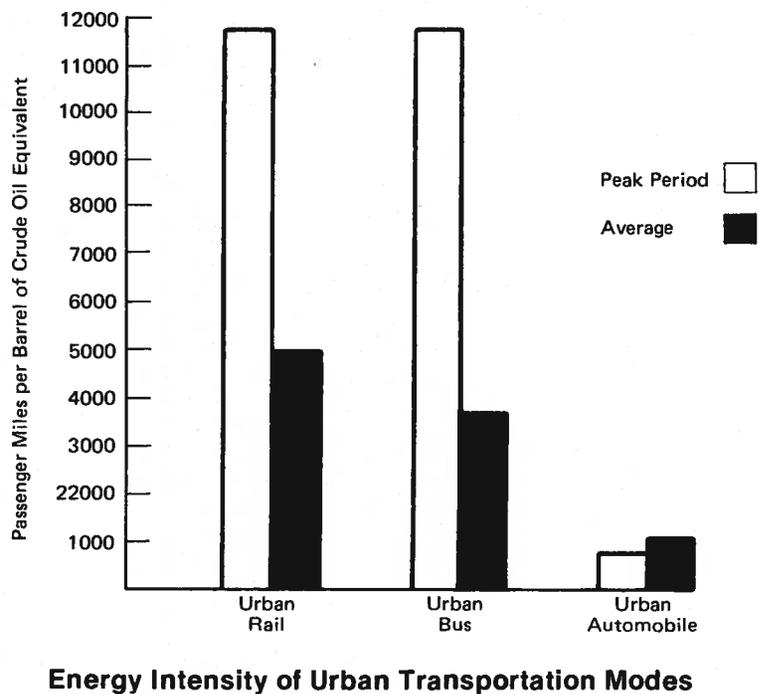
**FIGURE V**  
**Transit, Energy, and the Environment**

Besides the basic function of providing mobility, urban public transportation creates a number of other benefits. Some of those benefits, such as the social value to individuals with no other means of travel, contribution to the economic strength of cities, and usefulness as a tool in helping to shape urban development patterns, are difficult to quantify. But, other benefits can be measured directly. Two of them—energy conservation and environmental preservation—are demonstrated by the charts appearing on these two pages.

Transit is one of the most energy-efficient modes of transportation. Transit produces mobility while requiring relatively low quantities of petroleum; in electrically powered forms, transit does not require petroleum. Fuel efficiency is important because the vast majority of urban passenger travel presently involves petroleum-using vehicles. As U.S. petroleum supplies dwindle and prices climb, the significance of transit in a national fuel-conserving strategy can only increase.

Because of inherent operating efficiency, transit also generates far less of the pollutants which foul the air of our cities. Air quality continues to be a serious problem in many areas; the automobile is one of the major culprits in causing air quality problems. Where transit vehicles are used in place of automobiles, air pollution is reduced.

Preparation of these charts involved use of copyrighted material which appeared in "Energy Profile: Auto vs. Transit" by Richard Thomas Sheahan (*Mass Transit*, November, 1976); used with permission.



(a) Emissions from urban rail are at power plant generating electricity. Assumes residual oil is used to generate electricity.

**Air Pollution from Urban Transportation Modes**

TABLE 17

## Trend of Energy Consumption by Transit Passenger Vehicles

CALENDAR YEAR	ELECTRIC POWER CONSUMED (KILOWATT HOURS IN MILLIONS)				FOSSIL FUELS CONSUMED (GALLONS IN THOUSANDS)		
	LIGHT RAIL	HEAVY RAIL	TROLLEY COACH	TOTAL	GASOLINE	DIESEL	PROPANE
1940	4,050	1,977	307	6,334	(a)	(a)	0
1945	4,547	1,966	520	7,033	510,000	11,800	0
1950	2,410	2,000	841	5,251	430,000 (b)	98,600	(b)
1955	910	1,900	720	3,530	246,000	172,600	30,300
1960	393	2,098	417	2,908	153,600	208,100	38,300
1961	362	2,108	381	2,851	125,900	217,500	35,700
1962	325	2,115	346	2,786	108,400	229,000	36,100
1963	255	2,125	262	2,642	102,500	235,300	35,900
1964	222	2,171	204	2,597	95,900	242,200	33,400
1965	218	2,185	181	2,584	91,500	248,400	32,700
1966	226	2,075	166	2,467	76,000	256,000	33,600
1967	180	2,194	157	2,531	57,800	270,300	33,000
1968	179	2,250	157	2,586	45,700	274,200	32,200
1969	173	2,291	154	2,618	40,000	273,800	31,600
1970	157	2,261	143	2,561	37,200	270,600	31,000
1971	153	2,262	141	2,556	29,400	256,800	26,500
1972	146	2,149	133	2,428	19,647	253,250	24,400
1973	140	2,098	93	2,331	12,333	282,620	15,152
1974	(a)	(a)	(a)	2,630	7,457	316,360	3,142
1975	(a)	(a)	(a)	2,646	5,017	365,060	2,559
P 1976	(a)	(a)	(a)	2,576	5,203	389,187	960

P = Preliminary

(a) Data not available

(b) Propane included with gasoline

## Profile of Transit Services in 1976

## Motor Bus Statistics

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

Motor Bus Systems (December 31, 1976)	950
One-Way Miles of Line	79,600
One-Way Route Miles	107,800
Motor Buses	52,382
Total Passenger Rides (Millions)—1976	5,247
Revenue Passenger Rides (Millions)—1976	4,168
Operating Revenue (Millions)—1976	\$ 1,486
Passenger Revenue (Millions)—1976	\$ 1,366
Average Fare—1976	\$ 0.3277
Passenger Vehicle Miles Operated (Millions)—1976	1,581

Motor buses are the predominant type of vehicle used in transit service. Operated by 950 U.S. transit systems, motor buses carry 74 percent of all transit passengers. This 40-foot bus, operated by the Metropolitan Atlanta Rapid Transit Authority, is typical of the modern equipment operated in transit service.



## Heavy Rail Statistics

*Heavy Rail:* Subway-type transit vehicle railway constructed on exclusive private right-of-way with high-level platform stations; formerly known as "subway" or "elevated (railway)."

Heavy Rail Operations (December 31, 1976)	10
One-Way Miles of Line	559
One-Way Route Miles	1,064
Heavy Rail Cars	9,714
Total Passenger Rides (Millions)—1976	1,632
Revenue Passenger Rides (Millions)—1976	1,353
Operating Revenue (Millions)—1976	\$ 631
Passenger Revenue (Millions)—1976	\$ 616
Average Fare—1976	\$0.4556
Passenger Vehicle Miles Operated (Millions)—1976	407



The New York City Transit Authority, largest heavy rail system in the world, operates more than 6,600 heavy rail cars over 700 miles of route. This train of newly delivered R-46 cars is about to depart the Avenue X and McDonald Avenue station on its trip from Coney Island to Manhattan and Queens.

#### Heavy Rail Operations

Chicago Transit Authority	Chicago, IL
Greater Cleveland Regional Transit Authority	Cleveland, OH
Massachusetts Bay Transportation Authority	Boston, MA
Municipality of Metropolitan Seattle (a)	Seattle, WA
New York City Transit Authority	Brooklyn, NY
Port Authority Trans-Hudson Corporation	New York, NY
Port Authority Transit Corporation of Pennsylvania and New Jersey	Camden, NJ
San Francisco Bay Area Rapid Transit District	Oakland, CA
Southeastern Pennsylvania Transportation Authority	Philadelphia, PA
Washington Metropolitan Area Transit Authority	Washington, DC
(a) Monorail	

#### Cable Car Statistics

**Cable Car:** 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.

Cable Car Operations (December 31, 1976)	1
Cable Cars	39

Cable Car Operations	Location
San Francisco Municipal Railway	San Francisco, CA

#### Trolley Coach Statistics

**Trolley Coach:** Rubber-tired transit vehicle, manually steered, propelled by electric motors drawing current, normally through overhead wires, from a central power source not on board the vehicle.

Trolley Coach Operations (December 31, 1976)	5
One-Way Route Miles	201
Trolley Coaches	685
Total Passenger Rides (Millions)—1976	75
Revenue Passenger Rides (Millions)—1976	\$ 54
Operating Revenue (Millions)—1976	\$ 15
Passenger Revenue (Millions)—1976	\$ 15
Average Fare—1976	\$ 0.2783
Passenger Vehicle Miles (Millions)—1976	15

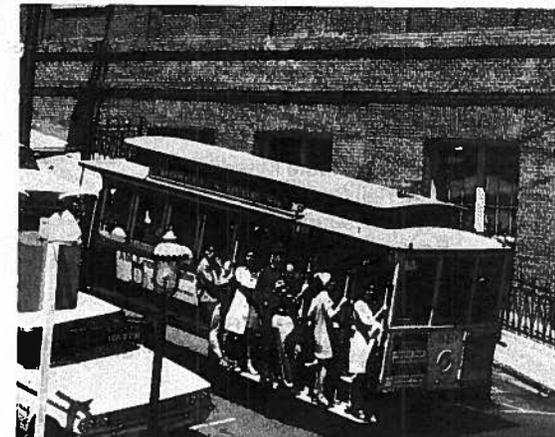
#### Trolley Coach Operations

Massachusetts Bay Transportation Authority	Boston, MA
Miami Valley Regional Transit Authority	Dayton, OH
Municipality of Metropolitan Seattle	Seattle, WA
San Francisco Municipal Railway	San Francisco, CA
Southeastern Pennsylvania Transportation Authority	Philadelphia, PA



The trolley coach is a hybrid vehicle—a rubber-tired “motor bus” propelled by electricity instead of an internal combustion engine. Two trolley poles contact two overhead wires: one positive wire supplies electricity and one negative wire returns the current. Miami Valley Regional Transit Authority Coach 919 is one of the newest trolley coaches operating in the United States. The unusual logo on the coach front pictures a “Wright Flyer” and states that MVRTA serves “The Birthplace of Aviation, Dayton, Ohio.”

The San Francisco Municipal Railway is the last operator of cable cars in North America. Once a major type of urban transit vehicle, cable cars were replaced by streetcars that were faster and did not require the complex cable system of propulsion. The entire Municipal Railway cable car system, including Car 510 pictured here, was declared a National Historic Monument by U.S. Department of the Interior in 1964.





The Newark City Subway, a light rail system operated by Transport of New Jersey, provides exclusive right-of-way access to downtown Newark with connections to heavy rail and commuter rail lines into New York City. TNJ Car 4, a Presidents' Conference Committee-type light rail car, is a veteran of 30 years of service on the Newark City Subway.

#### Light Rail Operations

City of Detroit Department of Transportation  
 Dillard's Department Store  
 Greater Cleveland Regional Transit Authority  
 Massachusetts Bay Transportation Authority  
 New Orleans Public Service, Inc.  
 Port Authority of Allegheny County  
 San Francisco Municipal Railway  
 Southeastern Pennsylvania Transportation Authority  
 Transport of New Jersey

#### Location

Detroit, MI  
 Fort Worth, TX  
 Cleveland, OH  
 Boston, MA  
 New Orleans, LA  
 Pittsburgh, PA  
 San Francisco, CA  
 Philadelphia, PA  
 Newark, NJ

The Chattanooga Area Regional Transportation Authority Incline provides tourists and local residents a spectacular view of the Tennessee Valley as it approaches the summit of Lookout Mountain. One of only two inclined planes operated as an integral part of a transit system in the United States, the Lookout Mountain Incline traverses grades approaching 72.7%—the steepest passenger-carrying inclined plane in the world. The Incline provides access to Point Park and several historic battlefields contested by Union and Confederate forces during the Battle of Lookout Mountain in the War Between the States. "Astro-dome roof" Car 1, which entered service in 1949, bears little resemblance to the first wooden incline cars that ascended Lookout Mountain in 1886.



#### Light Rail Statistics

**Light Rail:** Streetcar-type transit vehicle railway constructed on city streets, semi-private right-of-way, and exclusive private-of-way; formerly known as "streetcar" ("trolley car") and "subway-surface" depending upon local usage or preference.

Light Rail Operations (December 31, 1976)	9
One-Way Miles of Line	207
One-Way Route Miles	301
Light Rail Cars	963
Total Passenger Rides (Millions)—1976	112
Revenue Passenger Rides (Millions)—1976	86
Operating Revenue (Millions)—1976	\$ 27
Passenger Revenue (Millions)—1976	\$ 26
Average Fare—1976	\$0.2988
Passenger Vehicle Miles Operated (Millions)—1976	21

#### Inclined Plane Statistics

(Only operating results for two inclined planes operated by transit systems—Port Authority of Allegheny County and Chattanooga Area Regional Transportation Authority—are included in summary tables of the *Transit Fact Book*.)

**Inclined Plane:** Transit passenger vehicle railway operating over private 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.

Inclined Planes Operated by Transit Systems (December 31, 1976)	2
Inclined Plane Cars Operated by Transit Systems	4

#### Urban Inclined Planes

Chattanooga Area Regional Transportation Authority (Lookout Mountain Incline) (a)  
 Duquesne Heights Incline  
 Fourth Street Elevator  
 The Incline (Johnstown-Westmont)  
 Port Authority of Allegheny County (Monongahela Incline) (a)

#### Location

Chattanooga, TN  
 Pittsburgh, PA  
 Dubuque, IA  
 Johnstown, PA  
 Pittsburgh, PA

(a) Inclined planes operated by transit systems.

#### Commuter Railroad Statistics

(Commuter railroad statistics are *not* included in "transit industry" summary tables in the *Transit Fact Book*. All data reported for Commuter Railroad operations are *in addition to* data reported for the "transit industry" elsewhere in the *Transit Fact Book*.)

**Commuter Railroad:** That portion of "main-line railroad" (not "electric railway") transportation operations which encompasses urban passenger train service for local short-distance travel between a central city and adjacent suburbs; suburban rail passenger 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.

Number of Commuter Railroads (December 31, 1976)	15
One-Way Route Miles	2,873
Self-Propelled Commuter Rail Cars	2,582
Locomotive-Hauled Commuter Rail Cars	1,856
Total Passenger Rides (Millions)—1976	265

#### Commuter Railroads

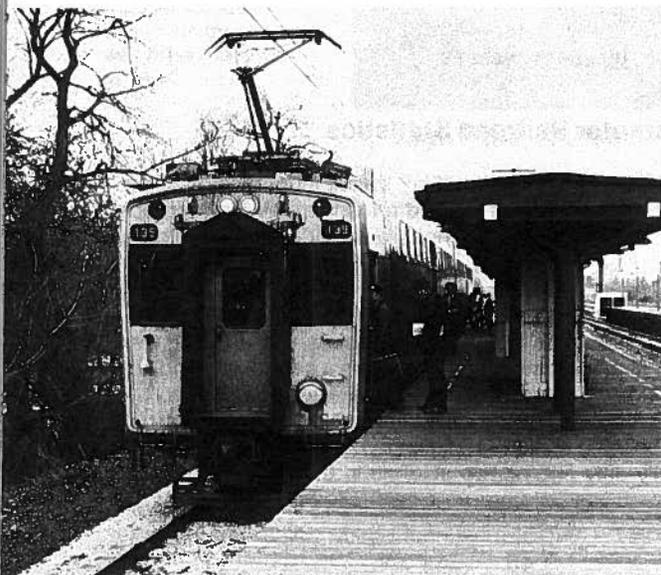
The Baltimore and Ohio Railroad Company  
(Chessie System)  
Boston and Maine Corporation  
Burlington Northern  
Chicago and North Western Transportation  
Company  
Chicago, Milwaukee, St. Paul & Pacific  
Railroad Company  
Chicago, Rock Island & Pacific Railroad Company  
Chicago South Shore & South Bend Railroad  
Consolidated Rail Corporation

Grand Trunk Western Railroad Company  
Illinois Central Gulf Railroad Company  
The Long Island Rail Road Company  
Norfolk & Western Railway Company  
The Pittsburgh & Lake Erie Railroad Company  
Southern Pacific Transportation Company  
Staten Island Rapid Transit Operating Authority

#### Operating Locations

Pittsburgh, PA;  
Washington, DC  
Boston, MA  
Chicago, IL  
Chicago, IL  
Chicago, IL  
Chicago, IL  
Boston, MA;  
Chicago, IL;  
Cleveland, OH;  
Hoboken, NJ;  
Newark, NJ;  
New York, NY;  
Philadelphia, PA;  
Washington, DC  
Detroit, MI  
Chicago, IL  
New York, NY  
Chicago, IL  
Pittsburgh, PA  
San Francisco, CA  
New York, NY

Commuter railroads provide high speed service between suburban areas and central cities. Among the newest commuter rail cars are the "Highliners" of the Illinois Central Gulf Railroad. Loading inbound commuters, the "Highliner" train pictured here is enroute to downtown Chicago. Two rows of windows provide visibility for 156 seated passengers carried on each bilevel car.



## Ferry Boat Statistics

(Ferry boat statistics are *not* included in "transit industry" summary tables in the *Transit Fact Book*. All data reported for Ferry Boat operations are *in addition* to data reported for the "transit industry" elsewhere in the *Transit Fact Book*.)

*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.



*Westside*, one of four ferry boats operated by the Mississippi River Bridge Authority in the New Orleans area, is pictured before beginning her scheduled daily operation between Lower Algiers and Chalmette. Ferry boats constitute an important form of urban transit in many port cities. During a typical weekday, Mississippi River Bridge Authority ferry boats transport 4,000 vehicles and their occupants plus 6,000 pedestrians over three routes across the Mississippi River.

Ferry Boat Operations (December 31, 1976)	142 (a)
Ferry Boats	177 (a)

#### Major Urban Ferry Boat Operations

	Location
Golden Gate Bridge, Highway and Transportation District	San Francisco, CA
Mississippi River Bridge Authority	New Orleans, LA
Washington State Ferries	Seattle, WA
City of New York Department of Marine and Aviation (Staten Island Ferry)	New York, NY

(a) Excludes ferry boat operators and ferry boats providing overnight service with sleeping accommodations. Includes ferry boat operators and ferry boats operating in rural areas and urban areas.