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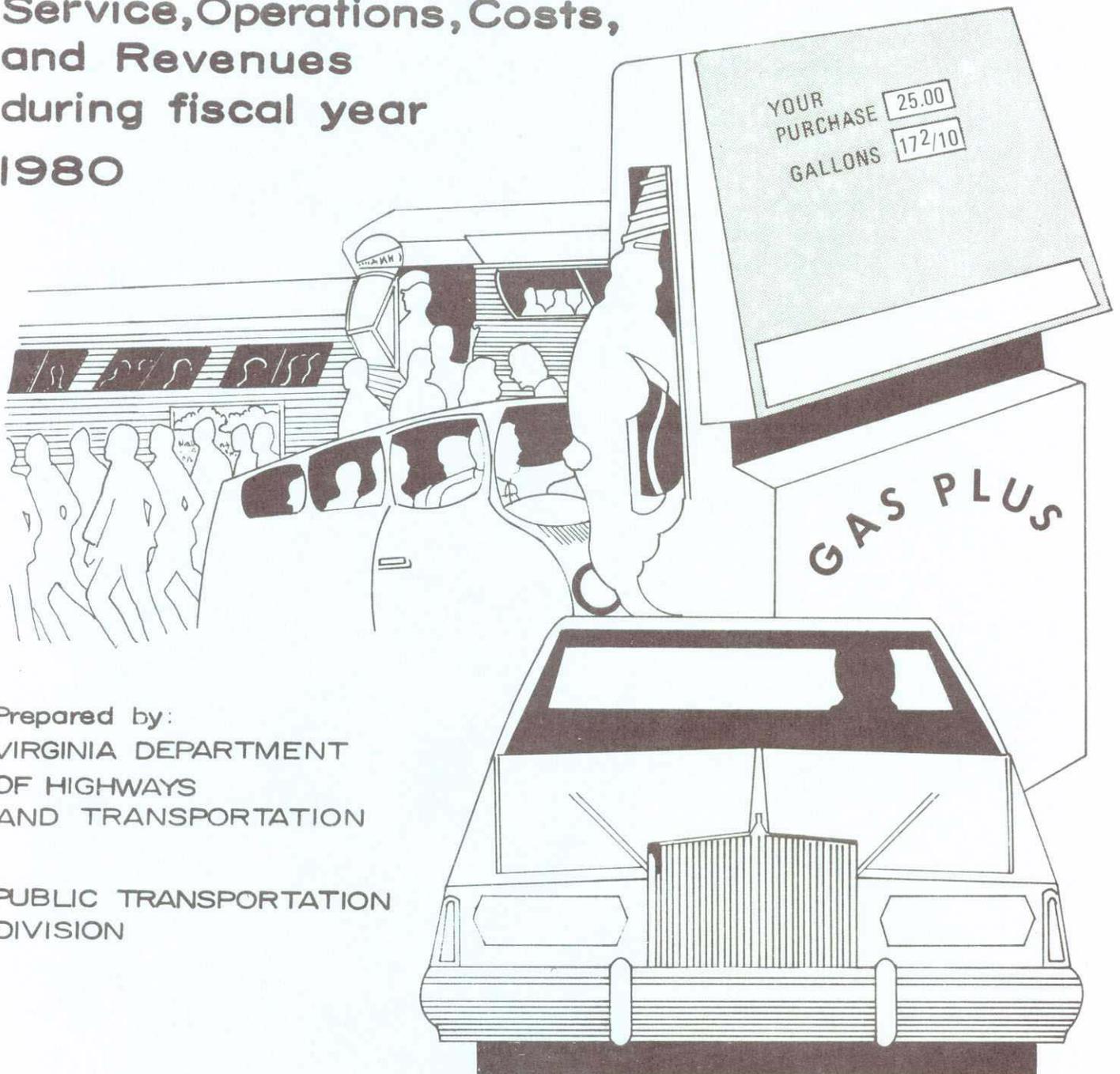
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PUBLIC TRANSPORTATION IN VIRGINIA

Service, Operations, Costs,
and Revenues
during fiscal year
1980



Prepared by:
VIRGINIA DEPARTMENT
OF HIGHWAYS
AND TRANSPORTATION

PUBLIC TRANSPORTATION
DIVISION

HAROLD C. KING, COMMISSIONER
EUGENE M. BANE, GRUNDY, *BRISTOL DISTRICT*
T. GEORGE VAUGHAN, JR., GALAX, *SALEM DISTRICT*
WILLIAM R. WATKINS, SOUTH BOSTON, *LYNCHBURG DISTRICT*
WILLIAM F. MOHR, RICHMOND, *RICHMOND DISTRICT*
RICHARD G. BRYDGES, VIRGINIA BEACH, *SUFFOLK DISTRICT*
WILLIAM T. ROBINSON, WEST POINT, *FREDERICKSBURG DISTRICT*
WILLIAM B. WRENCH, SPRINGFIELD, *CULPEPER DISTRICT*
H. DELMER ROBINSON, JR., WINCHESTER, *STAUNTON DISTRICT*
T. RAY HASSELL, III, CHESAPEAKE, *AT LARGE-URBAN*
CHARLES S. HOOPER, JR., CREWE, *AT LARGE-RURAL*



COMMONWEALTH of VIRGINIA
DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND, 23219

LEO E. BUSSEY, III
DEPUTY COMMISSIONER & CHIEF ENGINEER
J. T. WARREN
DIRECTOR OF ADMINISTRATION
J. M. WRAY, JR.
DIRECTOR OF OPERATIONS
H. R. PERKINSON, JR.
DIRECTOR OF PROGRAM MANAGEMENT
W. L. BRITTLE, JR.
DIRECTOR OF ENGINEERING
OSCAR K. MABRY
DIRECTOR OF PLANNING
H. W. WORRALL
DIRECTOR OF FINANCIAL AFFAIRS

IN REPLY PLEASE REFER TO

MICHAEL D. KIDD
STATE PUBLIC TRANSPORTATION COORDINATOR

October 13, 1981

"Public Transportation
In Virginia"

Memorandum

To - Report Recipients

Enclosed is a copy of the report entitled "Public Transportation in Virginia" covering fiscal year 1980. The purpose of this report is to present information concerning the operations of Virginia's intra-urban transit systems. This report was prepared by the Public Transportation Division of the Virginia Department of Highways and Transportation from the financial, service, and operating data submitted by various transit operators in Virginia.

Any comments or suggestions that you feel might improve this publication would be welcomed.

A handwritten signature in black ink that reads "Michael D. Kidd".

Michael D. Kidd
State Public
Transportation Coordinator

LDJ:mmj
Enclosure

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I. Introduction

This report presents information concerning the operation of Virginia's intra-urban transit systems during fiscal year 1980. This publication presents data which are helpful in the evaluation of existing public transportation operations and provides a source of useful information to the general public, business community, government officials, and Virginia's transit industry.

Section 33.1 - 223.1 of the Code of Virginia requires each intra-urban transit operator in Virginia to submit certain financial and operating information to the Virginia Highway and Transportation Commission. Section 15 of the Urban Mass Transportation Act of 1964 (UMTA, 1964), as amended, established a uniform system of accounts and records for use by all transit systems receiving Federal UMTA Section 5 funding assistance. These recipients must report certain yearly data to the U.S. Department of Transportation. Consequently, Virginia's reporting requirements have been developed to complement those of Section 15.

The validity of the information compiled and published in this report is dependent upon the accuracy of the data submitted by Virginia's transit operators. The Department appreciates the assistance of each of the transit operators who provided the information summarized in this report.

II. Report Organization

A glossary of the terms used in this report is provided in the Appendix. Each transit system was stratified into one of three groups, and each system's data presented with data of its peer group.

The first group consists of only one transit system, the Northern Virginia portion of the Washington Metropolitan Area Transit Authority (WMATA). Due to its size and the Metrorail (subway) operations, it is not appropriate to compare this system with any other in Virginia.

The second group contains five medium to large sized transit systems. Each of these systems is receiving UMTA Section 5 assistance. These systems are located in the Tidewater, Peninsula, Richmond, Lynchburg, and Roanoke areas.

The third group includes ten transit systems that serve smaller urban and rural areas of the Commonwealth. Included in this group are systems in the cities of Bristol, Charlottesville, Danville, Harrisonburg, Petersburg, Radford, Staunton, and Winchester. Also included in this group are the systems operating in James City County and the JAUNT system operating in the Charlottesville area.

III. Recent Developments

Section 18: Federal Aid for Rural Public Transportation

Under Section 18 of the Federal Surface Transportation Act of 1978, Congress authorized the U. S. Department of Transportation to provide, for the first time, a comprehensive matching grant for the purpose of supporting public transportation projects in rural and small urban areas. The goals of this program, as described in the federal regulations, are "to enhance access of people in nonurbanized areas for purposes such as health care, shopping, education, recreation, public services, and employment by encouraging the maintenance, development, improvement and use of passenger transportation systems."

During the first three years of the program (FY-79,80, and 81), Virginia has been allocated approximately \$6.0 million in Section 18 funds which are administered by the Public Transportation Division. These funds have been awarded as operating, administrative, and capital grants for the cities of Charlottesville, Harrisonburg, Staunton, and Winchester, as well as the towns of Bluefield and Colonial Beach. Greene and James City Counties and Jefferson Area United Transportation Incorporated (JAUNT), a private nonprofit corporation which operates in the Charlottesville area, have also received assistance through the Section 18 program. In addition, transit planning studies have been funded for the cities of Buena Vista and Charlottesville, Loudoun County, as well as the Thomas Jefferson, Lord Fairfax, Piedmont, Rappahannock-Rapidan, Southeastern, and Southside Planning Districts.

State Aid for Experimental Mass Transportation and Ridesharing Projects

During the 1979 session of the Virginia General Assembly, a new state financial assistance program was established for experimental mass

transportation and ridesharing projects. The emphasis of this program is to test the potential of mass transportation services and ridesharing projects which meet established goals of the local communities and have significant potential for continuation after the experimental project ends. During the 79-80 biennium, \$1.0 million was authorized for experimental projects which included ridesharing projects in Albemarle County and the City of Richmond; van pool projects for the Virginia Department of Highways and Transportation, Arlington, Prince William, and Spotsylvania counties; commuter bus services in Albemarle, Chesterfield, Campbell, Charles City, and Hanover counties; and special bus services in Fairfax County and the cities of Richmond, Newport News, Hampton, and Petersburg.

Northern Virginia - A Stable and Reliable Revenue Source

The 1980 session of the Virginia General Assembly passed two bills (House bills 631 and 632) which were designated to provide the Northern Virginia jurisdictions with a stable and reliable source of local operating assistance for the transit system. Local funds were required so that Northern Virginia could receive federal capital assistance for the construction of the Metro-Rail system.

House Bill 631 imposed a 2% sales tax on gasoline sold within the boundaries of the Northern Virginia Transportation District Commission. An additional 2 percent tax is to be levied on July 1, 1982. House Bill 632 authorized governing bodies to designate a reliable source of revenue for a specific purpose. With the passage of these two bills, Northern Virginia was provided with a stable and reliable revenue source, essential to meet the financial obligations of their transit system.

Ridesharing Efforts

The existing uncertain economic and energy situations provide a challenge to the transit industry. Quite often, operating deficits and significant capital investments are not the answer to today's public transportation problems. Appropriately, ridesharing has been identified as a viable transportation alternative. Relatively low costs and easily initiated programs with often immediate results contribute to the attractiveness of this alternative.

In Virginia, the Virginia Department of Highways and Transportation, with assistance from the Virginia Office of Energy and Emergency Services, has responsibility for the state's ridesharing program. As the lead agency, the Department seeks to promote ridesharing for both the public and private sectors. Promotion includes technical assistance and, where appropriate, financial assistance. Currently, there are fifteen (15) ridesharing programs serving approximately sixty-seven percent (67%) of the state's population. These programs are primarily located in the major urbanized areas; however, there is a growing realization among transit professionals that ridesharing concepts are applicable in the less densely populated rural areas.

IV. Virginia's Public Transportation Systems:
Availability and Public Usage

This section of the report provides general information about the 16 intra-urban transit systems in Virginia. It should be noted that this report does not provide data concerning any of the numerous transit companies in Virginia operating strictly commuter or employee-haul buses and vans, and subscription buses. These operators are not required by the Virginia Code to provide operational data to the Department.

Public Transit System Characteristics (Table 1)

The community and organizational characteristics of each of the publicly owned transit systems are listed in Table 1. The population and square mileage figures are as reported by each of the transit systems. Service population areas range from over 825,000 persons in Northern Virginia to 19,300 persons in Harrisonburg. Service areas range in size from 2,179 square miles served by JAUNT (a multi-county rural system) to the municipal area (six square miles) serviced by the Harrisonburg City Bus Service.

Service Characteristics (Table 2)

The 16 transit systems in Virginia operated 1,249 buses and 79 Metrorail cars in providing service on approximately 2,388 miles of transit routes while traveling over 39,000,000 miles during FY-80. The data items provided in table 2 demonstrate the variations in the availability of service and service capacities of the transit operations in Virginia.

TABLE 1
PUBLIC TRANSIT SYSTEM CHARACTERISTICS

Transit Systems	Estimated Service Area Population (1980)	Estimated Service Area In Square Miles	Jurisdictions	Management	Types of Service Provided
James City County Transit	22,513	148	Williamsburg James City Co.	Public Authority	Fixed routes and charter
Jefferson Area United Transportation, Inc. (JAUNT)*	140,234	2,179	Albemarle, Nelson, Fluvanna, Greene, Louisa, Charlottesville	Public Authority	Fixed and Special routes
Radford Transit System	13,224	8.18	Radford	Municipal	Fixed route
Harrisonburg City Bus Service	19,300	6.0	Harrisonburg	Municipal	Fixed route
Bristol City Bus System	45,858	12.5	Bristol, VA and TN	Municipal	Fixed route, charter, school
Winchester City Transit	23,100	9.3	Winchester	Municipal	Fixed route, charter, school
Staunton Transit Service	25,000	10.0	Staunton	Public Authority	Fixed route, charter, school
Charlottesville Transit System	42,000	10.4	Charlottesville	Municipal	Fixed route, charter
Danville Bus Service	45,832	16	Danville	Municipal	Fixed route, charter
Petersburg Area Transit Service	70,000	23.1	Petersburg & Colonial Heights	Municipal	Fixed route, charter

TABLE 1 (continued)

Transit Systems	Estimated Service Area Population (1980)	Estimated Service Area In Square Miles	Jurisdictions	Management	Types of Service Provided
Greater Lynchburg Transit Co.	68,000	50.2	Lynchburg	ATE Management Service Company	Fixed route, charter school
Greater Roanoke Transit Co.	99,000	43.1	Roanoke and Vinton	ATE Management Service Company	Fixed route and charter
Greater Richmond Transit Co.	220,000	145.0	Richmond and Henrico	ATE Management Service Company	Fixed route and charter
Peninsula Transportation District Commission	271,000	122.0	Hampton and Newport News	ATE Management Service Company	Fixed, route, charter, school
Tidewater Transportation District Commission **	760,000	450.3	Chesapeake, Norfolk, Virginia Beach, Suffolk & Portsmouth	ATE Management and Service Company - Tidewater Transportation District Commission	Fixed route and charter
Washington Metropolitan Area Transit Authority	828,900	452.7	Alexandria, Falls Church, Fairfax City, Arlington and Fairfax Co.	Public Authority	Fixed route, charter and Metrorail

* Unusually large multi-jurisdiction having minimal bus service.

** Because over 90% of the service provided by TRT is in Norfolk, Portsmouth, and Virginia Beach, any report calculations involving TRT population and square miles will exclude data for the less densely populated cities of Suffolk and Chesapeake.

When compared with FY-79, the number of buses operated dropped by 6.3 percent, due primarily to rail replacement of bus services in Northern Virginia. In terms of route miles and service miles, significant increases (8.5 percent route mile, over three percent service miles) were recorded, indicating increased service levels.

Calculated Indicators of Service Supplied (Table 3)

Data items presented in Table 3 are general indicators of the levels of transit service available in the 16 identified areas of Virginia. The number of revenue capacity miles operated per capita provides an indication of the intensity of service supplied by a system in relation to the population of the area served. In FY-80, the values, by system, varied from 31 to 1587 capacity miles operated per capita. The variances are primarily due to the differences in system size, densities of population in the service area, frequencies of service, total hours of operation, and variances in vehicle capacities. Revenue capacity miles generally decreased in FY-80 when compared to FY-79, due to service area increases and operation of services into less densely populated areas. The WMATA system showed an increase in revenue capacity miles, due to increased Metro-rail service and a corresponding decrease in Metro bus service.

The data item entitled "Miles of Transit Route Per Square Mile" is based upon the proportion of public transportation service in relation to area size. It generally corresponds to the previous statistic.

The data item entitled "Annual Revenue Vehicle Miles Operated Per Route Mile" is a measure of the intensity of service supplied by a

system in terms of the frequency with which vehicles traverse routes, i.e., headways. Larger transit systems operate more frequent services, as shown in Table 3.

When compared with FY-79, slight decreases in revenue vehicle miles operated per route mile are shown for the small and large transit system. WMATA shows a 2.9 percent increase.

TABLE 2
SERVICE CHARACTERISTICS FY-80

Transit Systems	Number Active Licensed Transit Vehicles ¹	Total Miles of Transit Route (Local and Express)	Daily Hours of Service (Weekdays)	Annual Revenue Vehicles Miles Operated (Thousands)	Annual Revenue Capacity Miles Operated (Millions)
James City County Transit	5	21	12.0	187.3	4.3
JAUNT, Inc.	17	93	12.0	333.5	4.3
Radford Transit System	1	13	11.0	52.6	2.3
Harrisonburg City Bus System	3	5	11.0	77.8	1.8
Bristol City Bus System	16	53	12.5	152.0	7.3
Winchester City Transit	11	52	12.0	140.0	5.0
Staunton Transit Service	8	43	10.5	120.4	6.3
Charlottesville Transit Service	12	75	14.0	308.9	9.6
Danville Bus Service	10	75	12.0	156.9	9.4
Petersburg Area Transit System	14	71	12.0	342.4	20.5
Small Transit System Average	10	50	11.9	177.2	7.1

TABLE 2 (Continued)

Transit Systems	Number Active Licensed Transit Vehicles ¹	Total Miles of Transit Route (Local and Express)	Daily Hours of Service (Weekdays)	Annual Revenue Vehicles Miles Operated (Thousands)	Annual Revenue Capacity Miles Operated (Millions)
Greater Lynchburg Transit Company	27	115	18.6	1,117.5	68.2
Greater Roanoke Transit Company	50	194	16.4	1,313.7	76.2
Greater Richmond Transit Company	212	359	20.6	5,035.7	332.4
Peninsula Transportation District Commission	118	273	20.2	2,412.3	168.8
Tidewater Transportation District Commission	172	450	23.0	6,089.2	523.7
Large Transit System Average	116	278	19.8	3,193.7	233.9
Washington Metropolitan Transit Authority	573	486	24.0	16,865.4	1,315.5
(Metrorail)	(79 railcars)	(10)	(14.0)	(4,411.3)	(772)

¹Does not include vehicles used exclusively for school service.

TABLE 3
CALCULATED INDICATORS OF SERVICE SUPPLIED FY-80

Transit Systems	Annual Revenue Capacity Miles Operated Per Capita	Miles of Transit Route Per Square Mile	Transit Revenue Vehicle Miles Operated Per Route Mile
James City County Transit	166.0	0.14	8,816
JAUNT, Inc.	31.0	0.04	3,586
Radford Transit System	175.0	1.59	4,047
Harrisonburg City Bus Service	92.7	0.84	15,552
Bristol City Bus System	159.0	4.22	2,878
Winchester City Transit	218.2	5.59	2,692
Staunton Transit Service	240.7	4.27	2,819
Charlottesville Transit Service	228.0	7.21	4,118
Danville Bus Service	136.9	4.68	2,098
Petersburg Area Transit Service	293.5	3.07	4,823
Small Transit System Average	174.1	3.17	5,143
Greater Lynchburg Transit Co.	1,002.5	2.30	9,718
Greater Roanoke Transit Co.	769.6	4.50	6,761
Greater Richmond Transit Co.	1,511.0	2.50	14,027
Peninsula Transportation District Commission	622.9	2.24	8,836
Tidewater Transportation District Commission	689.0	0.67	13,522
Large Transit System Average	919.0	2.44	10,573
Washington Metropolitan Area Transit Authority	1,587.0	1.06	34,702

Calculated Indicators of Passenger Utilization (Table 4)

Table 4 provides a comparison among the transit systems of the ridership levels each has attained. Unlinked passenger trips are defined as the total number of passengers who boarded the transit system. During FY-80, Virginia's intra-urban transit systems provided nearly 114,000,000 unlinked passenger trips including 85,000,000 on buses (25%), and 28,000,000 on Metrorail (25%). It should be emphasized that these ridership levels do not include passengers carried by private operators having employee haul permits. Commuter bus, subscription bus, and van services are not required to report their operations to the Department.

The ratio of annual unlinked passenger trips to revenue vehicle miles operated gives indication of the public's utilization of the transportation service offered. The ratio of annual unlinked passenger trips per capita indicates how many persons in the transit service area chose to and/or were able to utilize the public transit service provided by each system.

Transit ridership rose in FY-80 by 23 percent when compared with FY-79. This increase includes a 21 percent rise in bus ridership, and a 26 percent increase in rail patronage.

TABLE 4
CALCULATED INDICATORS OF PASSENGER UTILIZATION FY-80

Transit Systems	Total Annual ¹ Unlinked Passenger Trips (Thousands)	Annual Unlinked Passenger Trips Per Revenue Vehicle Mile Operated	Annual Unlinked Passenger Trips Per Capita
James City County Transit	70.8	0.38	3.14
JAUNT, Inc.	93.9	0.28	0.67
Radford Transit System	23.4	0.44	1.77
Harrisonburg City Bus Service	38.6	0.50	2.00
Bristol City Bus System	159.1	1.05	3.47
Winchester City Transit	141.5	1.01	6.13
Staunton Transit Service	149.7	1.24	5.99
Charlottesville Transit Service	640.6	2.07	7.35
Danville Bus Service	445.6	2.84	9.72
Petersburg Area Transit Service	992.9	2.90	14.18
Small Transit System Average	275.6	1.27	5.44
Greater Lynchburg Transit Co.	1,889.6	1.68	27.80
Greater Roanoke Transit Co.	2,624.3	2.00	26.51
Greater Richmond Transit Co.	24,123.5	4.79	109.70
Peninsula Transportation District Commission	5,275.3	2.19	19.47
Tidewater Transportation District Commission	14,764.4	2.42	19.43
Large Transit System Average	9,735.5	2.62	40.58
Washington Metropolitan Area Transit Authority (Metrorail)	33,935.1 (28,489.0)		

¹Unlinked passenger trips do not include school or charter trips.

Transit Operations

This report section lists transit system operating characteristics in terms of the manpower and vehicles needed to provide for the 113.9 million transit trips made by Virginians during FY-80. The operating characteristics of the 16 transit systems are summarized in Tables 5 and 6. These show the job classifications of the 2,649 (2,557 FY-79) transit employees as well as the average ages and capacities of the bus fleets. In particular, the data show which transit systems have been replacing older model buses and that the average bus in Virginia was a favorably low 6.4 years old during FY-80, as compared with an average age of seven years in FY-79.

Maximum hourly wage rates for vehicle operators rose during the fiscal year to a high of \$10.24 on the WMATA system. The small transit operator's wage rate was \$4.78, as compared to \$4.20 in FY-79, or a 13.8 percent increase. Large transit systems experienced a nine percent rise, for an average of \$6.40 to \$6.98. WMATA recorded a 15.3 percent increase. Since most labor agreements are for a period of two or more years, the lower percentage increase for large transit systems is likely due to few renegotiations during FY-80.

TABLE 5
TRANSIT SYSTEM EMPLOYEE CHARACTERISTICS FY-80

Transit Systems	Employees	Executive Administrative Personnel	Vehicle Maintenance and Service Personnel	Facilities Maintenance Personnel	Transit ¹ Vehicle Operators	Maximum Hourly Wage of Vehicle Operators
James City County Transit	8	2	0	0	6	4.11
JAUNT, Inc.	27	7	0	0	13	3.97
Radford Transit System	3	1	0	0	2	5.47
Harrisonburg City Bus Service	20	2	10	0	4	3.41
Bristol City Bus System	14	3	4	0	7	5.16
Winchester City Transit	12	3	2	0	7	5.14
Staunton Transit Service	11	2	4	0	5	5.94
Charlottesville Transit Service	26	2	4	0	20	4.62
Danville Bus Service	12	2	0	0	10	4.16
Petersburg Area Transit Service	22	2	2	0	18	5.78
Small Transit System Average	15	3	3	0	9	4.78
Greater Lynchburg Transit Co.	69	11	13	1	44	5.83
Greater Roanoke Transit Co.	90	11	17	0	62	5.62
Greater Richmond Transit Co.	428	50	80	7	291	8.12
Peninsula Transportation District Commission	190	41	35	1	113	7.05
Tidewater Transportation District Commission	484	61	57	2	302	8.30
Large Transit System Average	252	35	40	4	162	6.98
Washington Metropolitan Area Transit Authority	1,233	153	236	25	819	10.24

¹ Does not include drivers employed to drive school buses exclusively; school bus operators are included in total employees.

TABLE 6
 AVERAGE AGES AND CAPACITIES OF TRANSIT VEHICLES FY-80

Transit Systems	Average Vehicle Age (Years)	Average Seating Capacity of Transit Vehicles	Average Total Capacity of Transit Vehicles
James City County Transit	4.0	18	23
JAUNT, Inc.	3.0	13	13
Radford Transit System	2.0	44	44
Harrisonburg City Bus Service	3.0	17	23
Bristol City Bus System	13.0	35	48
Winchester City Transit	8.2	27	36
Staunton Transit Service	7.0	33	50
Charlottesville Transit Service	5.3	21	31
Danville Bus Service	13.4	Not available	40
Petersburg Area Transit Service	5.4	36	60
Small Transit System Average	6.4	27	37
Greater Lynchburg Transit Co.	6.2	39	61
Greater Roanoke Transit Co.	5.7	39	58
Greater Richmond Transit Co.	8.0	45	66
Peninsula Transportation District Commission	6.6	46	70
Tidewater Transportation District Commission	5.3	45	86
Large Transit System Average	6.4	43	68
Washington Metropolitan Area Transit Authority	8.5	48	78
(Metrorail)	5.5	(81)	(175)

Note: Vehicles used exclusively for school service were not used in these calculations.

V. Transit System Revenues and Costs

This report section provides an overview of the financial positions of the transit systems. Data concerning the 16 transit system's revenues and operating costs are presented in Tables 7 through 9 and Figure 2.

The \$49.5 million from passenger fares paid for 50 percent of the \$98.8 million in transit operating expenses during FY-80. This compares with \$38.5 million in passenger fares (a 29 percent increase) and \$79.5 million in total operating expenses (a 24 percent increase) in FY-79. Comparable financial deficits are experienced by virtually all of the intra-urban transit operations in the United States. In this respect, public transportation service is similar to many other types of public service where user fees do not meet the total costs of providing the service. The operating deficit also reflects a competitive disadvantage in which public transportation programs suffer when compared to the private automobile. The actual cost of using the service is highly visible to the public transportation consumer while many of the actual costs of operating a private automobile are hidden (depreciation, insurance, taxes, etc.).

The sources of transit revenues, during FY-80, were passenger fares (92%), school and charter services (44%) and "other" income (3.6%), including the sale of advertising space.

During FY-80, 83 percent of the \$7.0 million received for transit capital improvements came from federal sources; whereas, the \$47.8 million received for transit operating and administrative costs was primarily provided by the federal (32%) and local (66%) governments.

The proportions of each transit system's FY-80 expenses spent for operations, maintenance, and administration are shown in Figure 1.

TABLE 7
TRANSIT REVENUES AND COSTS FY-80

Transit Systems	Total Annual ¹ Revenue	Total Annual ² Operating Expenses	Revenue ³ Cost Ratio
James City County Transit	\$ 34,968	\$ 119,036	.29
JAUNT, Inc.	122,000	236,390	.52
Radford Transit System	10,178	57,673	.18
Harrisonburg City Bus Service	70,191	125,412	.56
Bristol City Bus System	119,318	216,224	.55
Winchester City Transit	41,135	163,999	.25
Staunton Transit Service	96,723	245,970	.39
Charlottesville Transit Service	163,364	536,557	.30
Danville Bus Service	309,593	456,229	.68
Petersburg Area Transit Service	322,400	487,901	.66
Greater Lynchburg Transit Co.	584,198	1,494,949	.39
Greater Roanoke Transit Co.	677,205	1,962,218	.35
Greater Richmond Transit Co.	7,494,704	11,755,644	.64
Peninsula Transportation District Commission	1,531,673	3,981,195	.38
Tidewater Transportation District Commission	5,967,920	14,138,115	.42
Washington Metropolitan Area Transit Authority	20,079,382	43,299,870	.46
(Metrorail)	(11,887,504)	(19,530,118)	(.61)

¹ Includes revenue from regular and discount passenger fares, school and charter operations, and non-passenger income from advertising, etc.

² Does not include capital outlays during FY-80.

³ Computed ratio of revenue received to operating expenditures in FY-80

TABLE 8
REVENUE BY SOURCE FY-80

Transit Systems	Transit ¹ Passenger Fares	Percent of Total Revenue	School & ² Charter Revenue	Percent of Total Revenue	Other ³ Income	Percent of Total Revenue
James City County Transit	\$ 33,578	96%	\$ 1,390	4%	\$ 0	0
JAUNT, Inc.	122,000	100%	-	-	0	0
Radford Transit System	8,202	81%	1,976	19%	0	0
Harrisonburg City Bus System	19,343	39%	50,848	61%	0	0
Bristol City Bus System	53,006	44%	61,971	52%	4,341	4 %
Winchester City Transit	33,725	82%	5,660	14%	1,750	4 %
Staunton Transit Service	43,065	45%	53,658	55%	0	0
Charlottesville Transit Service	160,139	98%	3,225	2%	0	0
Danville Bus Service	216,133	70%	93,460	30%	0	0
Petersburg Area Transit Service	316,045	98%	2,239	1%	4,116	1 %
Small Transit Systems Average		75%		24%		1 %
Greater Lynchburg Transit Co.	560,651	96%	11,357	2%	12,190	2 %
Greater Roanoke Transit Co.	636,218	94%	13,477	2%	27,510	4 %
Greater Richmond Transit Co.	7,205,717	96%	225,350	3%	63,637	1 %
Peninsula Transportation District Commission	1,384,185	90%	80,023	5%	67,465	5 %
Tidewater Transportation District Commission	5,589,968	94%	97,717	1%	280,235	5 %
Large Transit System Average		89%		7%		4 %
Washington Metropolitan Area Transit Authority	17,813,601	89%	1,370,796	7%	894,985	4 %
(Metrorail)	(11,287,547)	(95%)	(124,917)	(1%)	(\$475,040)	(4%)

¹ Transit passenger fares include regular fares and special fares from elderly and handicapped, passes, and other discount fares.

² School and charter revenues include revenue from charter operations, contract school bus service, and student fares.

³ Other revenue is from non-passenger services; for example, income from sale of advertising space.

TABLE 9
SOURCES OF OPERATING AND CAPITAL ASSISTANCE RECEIVED, FY-80

Transit Systems	Operating and Administrative Assistance Received			Capital Assistance Received		
	Federal	State	Local	Federal	State	Local
James City County Transit	\$ 54,878	\$ 0	\$ 7,462	\$ 0	\$ 65,700	\$ 0
JAUNT, Inc.	71,970	0	42,420	55,880	12,573	1,397
Radford Transit System	0	3,000	46,751	0	0	0
Harrisonburg City Bus System	0	3,000	77,455	0	0	0
Bristol City Bus System	0	15,000	97,150	0	0	0
Winchester City Transit	132,702	14,803	97,192	691,488	162,310	8,020
Staunton Transit Service	0	15,000	137,997	0	146,623	16,291
Charlottesville Transit Service	618,268	25,000	125,855	777,398	184,632	9,717
Danville Bus Service	0	25,000	103,901	0	316,400	56,727
Petersburg Area Transit Service	67,510	25,000	6,070	576,160	129,636	692
Greater Lynchburg Transit Co.	386,000	25,000	524,751	0	0	0
Greater Roanoke Transit Co.	674,530	25,000	619,821	1,019,200	246,822	15,471
Greater Richmond Transit Co.	2,742,469	100,000	2,011,487	2,243,449	494,880	3,965
Peninsula Transportation District Commission	1,501,596	75,000	1,029,395	485,101	246,822	3,333
Tidewater Transportation District Commission	3,977,633	100,000	3,272,758	1,283,176	793,193	73,061
Washington Metropolitan Area Transit Authority	5,446,734	125,000 ¹	23,335,772	5,355,522	9,721,321	N/A

¹ Paid to the Northern Virginia Transportation Commission

VI. Transit Trends

Figure 1 illustrates the trends in transit passenger ridership and vehicle miles driven for the period FY 73 through FY 80. During this period, ridership experienced an initial decline; however, since FY 77, passenger trips have increased by 66 percent. Increased transit system productivity is also indicated in the figure, illustrated by significant passenger trip increases with relatively minor increases in miles operated.

Figure 2 represents the long term trends in transit revenues and operating expenses. Since FY 77, operating costs have increased by 55 percent while revenues have grown by 48 percent. Fares have not kept pace with the costs of operations. Because of the correlation between fare increases and reductions in riderships, transit systems have become dependent on operating subsidies from federal and local governments.

Despite this trend, operating revenues increased at a faster rate (29 percent) than operating costs (24 percent).

Figure 1

TRANSIT PASSENGER TRIPS AND
VEHICLE MILES DRIVEN BY FISCAL YEAR

Transit Passenger Trips/
Transit Vehicle Miles Driven

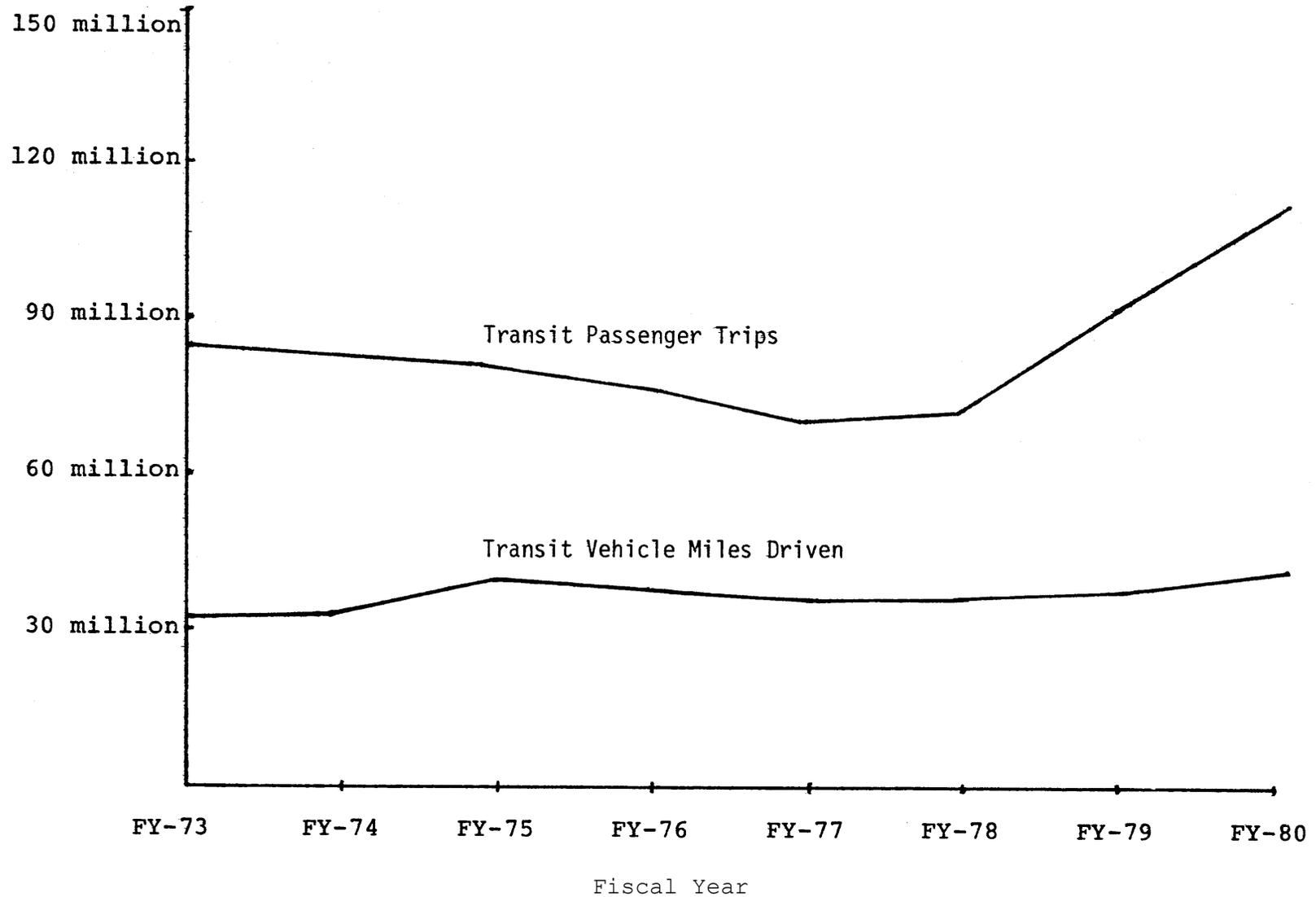
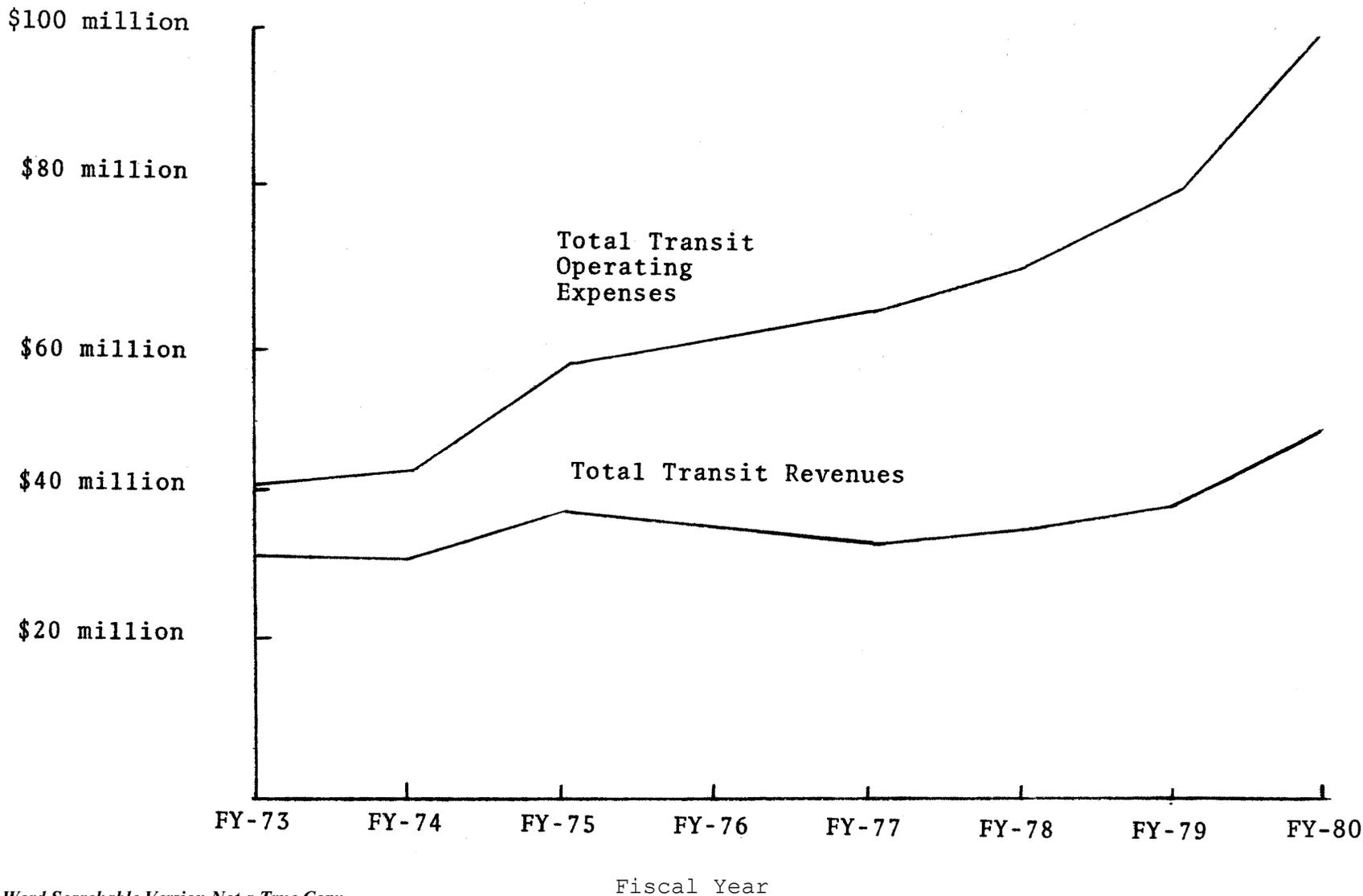


Figure 2

TOTAL TRANSIT REVENUES
AND OPERATING EXPENSES
BY FISCAL YEAR

Total Transit Revenues/
Total Transit Operating Expenses



VII. Summary

The information in this report reflects a general overview of public transportation in Virginia. A review of the data suggests a growing acceptance and dependence on public transportation as a viable transportation alternative. It is expected that the FY 81 statistics will indicate a further increase in transit ridership. With added emphasis on operating productivity, it is hoped that operating revenues and costs will continue to move closer together. Even if this trend continues, however, mass transit has become dependent on public subsidy to offset increasing operating costs. This dependency on public subsidy has placed the transit industry in a position which is especially vulnerable to budget cutbacks at the federal, state and local levels.

Such a cutback confronts the transit industry today as the Reagan Administration has proposed an elimination of federal operating assistance for public transportation. If enacted, the Reagan proposals will shift a considerable financial burden from the Federal Government to state and local governments and to transit operators. To a large degree, the future viability of transit programs in Virginia will depend on the ability of operators to reduce operating expenses and to maximize revenues. Hopefully, efforts to reduce operating expenses will focus on improving the efficiency of existing operations with only minimal eliminations of service.

In any case, it appears that transit managers and policy makers at the state and local levels will soon be confronted with some difficult decisions regarding financing public transportation. In these decisions, the future of mass transit in Virginia will hang in the balance.

APPENDIX VIII

Glossary of Terms

1. Active Licensed Vehicles - transit vehicles regularly maintained in condition for active service.
2. Annual - refers to a twelve (12) month operating period.
3. Annual Revenue Vehicle Miles Operated - the total number of miles travelled, during the reporting period, by the transit vehicles and charter service.
4. Annual Vehicle Miles Operated - the total number of miles travelled, during the reporting period, by the transit vehicles, including miles of in-line service, school and charter service, and dead-heading.
5. Average Total Vehicle Capacity - an average of the number of passenger seats aboard the vehicles and the number of standing passengers that can be accommodated in a normal full load.
6. Capital Assistance Received - funds received from federal, state, and local sources to aid in the procurement of capital equipment; i.e., vehicles, bus shelters, fareboxes, etc.
7. Deadhead Miles - miles travelled by the transit vehicle while carrying no passengers; i.e., to and from maintenance and storage facilities.
8. Executive and Support Personnel - includes administrative and supervisory personnel engaged in general administration of the transit system; also includes support personnel such as secretaries and clerical workers employed in the administrative, maintenance, and operations phases of the system.
9. Expense Functions -
 - a. Operations - includes expenditures for operators' wages and fringe benefits, materials, and supplies consumed, utilities, casualty and liability costs, taxes, etc.
 - b. Maintenance - includes expenditures for maintenance workers' wages and fringe benefits, materials and supplies consumed, utilities, casualty and liability costs, taxes, etc.
 - c. General Administration - includes salaries and benefits paid to executive and supervisory personnel and administrative support employees, materials and supplies consumed, utilities, taxes, leases, and rentals, etc.
10. Facilities Maintenance Personnel - mechanics, carpenters, plumbers, etc. performing maintenance and repairs on all buildings, grounds, and equipment other than transit and service vehicles.

11. Fiscal Year (FY) - refers to the period July 1 through June 30.
12. Intra-urban Service - defined by the Code of Virginia as operations "within the exclusive jurisdiction of any county, city, or town, or within the boundaries of any district as defined in Section 15.1-1344 of the Virginia Code, or any jurisdiction contiguous thereto."
13. Miles of Express Transit Route - the total miles of direct roadway over which the transit vehicles travelled while in revenue service. Express service is generally characterized by higher operating speeds and no, or a limited number of, stops between origin and destination, for passengers to board and alight. The measure is taken without respect to the number of traffic lanes and does not account for any two-directional travel on the routes by the transit vehicles. Does not include school or charter routes.
14. Miles of Transit Route - the total miles of direct roadway over which the transit vehicles travelled while in revenue service. The measure is taken without respect to the number of traffic lanes and does not account for any two-directional travel on the routes by the transit vehicles. Includes express route miles, unless otherwise noted; does not include school or charter routes.
15. Operating Assistance Received - funds received from federal and local sources for general operating assistance; i.e., special fare subsidies, grants, etc.
16. Revenue Capacity Miles Operated - the revenue vehicle miles operated times the average passenger capacity of the fleet. The average passenger capacity is determined by averaging the sum of the seated capacity and standing capacity of the vehicles in the fleet.
17. Total Annual Operating Expenses - the sum of yearly expenditures for operation, maintenance, and general administration of the transit system; includes expenses incurred in school and charter operations.
18. Total Annual Revenue - the total annual income from regular transit fares, special discount transit fares, school bus and charter operations, and nontransportation revenue such as from sale of advertising space.
19. Unlinked Passenger Trips - the total number of passengers who boarded the transit vehicles. A passenger is counted each time he boards even though it may be on the same journey from origin to destination.
20. Vehicle Maintenance and Service Personnel - transit system employees who perform preventive maintenance and repairs on transit vehicles, and personnel performing service functions such as cleaning, sweeping, and washing of the transit and service vehicles.

