

Table 20, The Metropolitan Transportation Problem

While we are able to get transit industry data in the aggregate before the FTA began making it available in 1991, individual company data was difficult to find. Fortunately, we have some data from Wilfred Owen's fine 1966 book, *The Metropolitan Transportation Problem*.¹ He used 1963 individual company data, which is no longer available, but which would have been obtained from ATA at the time by legislators who asked for it.

We have taken Table 20 from page 95 and made the following changes:

1. The darker typeface in our table on the next page is the original information in Table 20.
2. Three columns have been added in the lighter typeface:
 - A) We added a second column to differentiate the privately and publicly-owned companies as of 1963, which is the data Owen used.
 - B) The company names have been added in the third column since Owen's table used ATA's index numbers instead of names to protect the private companies' information; we were able to track the names against ATA index numbers.
 - C) We added a last column, "Year publicly-owned," to show the dates when the private companies were taken over by public entities.

The Canadian companies have been removed as have two other companies that we were unable to identify. The remaining 28 companies comprise 10 publicly-owned agencies and 18 privately-owned companies. Of these private companies, all were bought or condemned by public agencies by 1983.

The total Revenue Passengers, including three companies we could not identify, total 4.034 million out of the 1963 total of Revenue Passengers of 6.915 million shown in the 1964 Transit Fact Book. That means that the companies Owen selected represented 58 percent of all U.S. transit ridership.

As of 1963, the table shows that in the aggregate the public companies lost \$40.9 million and the private ones made a profit of \$5.2 million, a net loss of \$35.7 million. Since the industry as a whole lost \$4.0 million,² the remaining 1,100 companies, which were the small privately-owned bus companies must have had an aggregate profit of \$31.7 million to offset the losses suffered by those listed in Table 20.

¹ Owen, Wilfred. *The Metropolitan Transportation Problem*. Brookings. 1966. p. 95. Table 20.

² Transit Fact Book, 1964 Edition, American Transit Association, p. 4, table 1.

Table 20. Net Income of Major Transit Companies in the United States, 1963								
Index #	As of 1963 Public=PU Private=PR	Company	Population served	Revenue Passengers PUBLIC	Profit/Los s PUBLIC	Revenue Passengers PRIVATE	Profit/Loss PRIVATE	Year publicly- owned
675	PU	San Francisco	763	141,082	-\$7,212			1912
699	PU	Detroit	2,026	112,501	\$8			1922
731	PU	Seattle	563	38,299	-\$268			1939
149	PU	MTA	7,782	1,820,040	-\$20,880			1940
384	PU	Cleveland	1,750	NA	\$2,816			1942
80	PU	Boston MBTA	1,304	NA	-\$18,173			1947
4447	PU	Chicago MTA	4,130	492,232	\$4,347			1952
787	PU	San Juan PR	650	66,393	-\$299			1959
610	PU	San Antonio	672	22,773	\$277			1959
699A	PU	AC Transit	855	41,185	-\$1,534			1960
583	PR	Dallas	775			31,604	\$343	1964
547	PR	Kansas City	700			29,377	-\$120	1966
78	PR	Providence	500			19,660	\$41	1966
684	PR	San Diego	800			20,268	-\$38	1967
162	PR	Rochester	469			26,746	\$276	1969
730	PR	Portland	483			19,959	\$3	1969
255	PR	SEPTA	2,700			270,291	\$852	1970
202	PR	Baltimore TA	1,167			94,750	\$599	1970
515	PR	Minneapolis MTC	1,500			62,292	\$645	1970
313	PR	Co.	668			50,357	-\$117	1972
379	PR	Cincinnati Transit	728			39,322	\$422	1973
130	PR	TA	760			52,036	\$261	1974
385	PR	Columbus NY	na			26,509	\$201	1974
492	PR	Milwaukee	977			88,547	\$516	1975
326	PR	Memphis TA	579			27,020	\$64	1975
601	PR	New Orleans	632			86,657	na	1979
159	PR	Newark PSCT	5,478			243,889	\$820	1980
118	PR	Lines	na			42,158	\$440	1983
Total				2,734,505	-\$40,918	1,231,442	\$5,208	

Source: Owen, Wilfred. *The Metropolitan Transportation Problem*. Brookings Institution. 1966.