

Half a century of neglect has meant a long-term deterioration of transit service and failure to keep pace with technological change. Rising costs and declining patronage have led to a succession of fare increases and further reductions in service. In many cases, it has been impossible to set aside necessary allowances for depreciation of equipment, and the industry as a whole has been unable to attract sufficient capital to renew, modernize, or extend its services for the nearly eight billion riders per year who depend on public carriers.

2. EXISTING CAPITAL PLANT

(a) Mass Transit Facilities and Their Distribution by State and City

As of the end of 1964, common carrier intraurban transportation in the United States was provided by approximately 1,152 transit systems. Of these, 1,129 were exclusively motor bus, 14 electric railway, both subway and elevated (including joint trolley coach and/or motor bus operations), and 9 trolley coach and motor bus operations combined. (See table I.) Table II lists the number of transit companies, both privately and publicly owned, operating in each State and the number and type of transit vehicles in use in each State.

Only five cities in the United States now have high-speed rail rapid transit systems. These are New York, Chicago, Philadelphia, Boston, and Cleveland. A new system is under construction in the San Francisco metropolitan area by the San Francisco Bay Area Rapid Transit District and is scheduled for completion in 1969.

Table IV indicates the distribution of transit systems among cities of varying population. It should be noted that rapid transit systems are confined to cities of 500,000 population or above. The smaller cities rely primarily on bus systems for their public transportation.

On December 31, 1964, there were 2,173 miles of surface, subway, and elevated railway track, 986 miles of trolley coach, and 118,300 miles of motor bus routes in intraurban service in the United States. The equipment operating on these routes consisted of 10,624 railway cars, 1,865 trolley coaches, and 49,200 buses.

TABLE I.—Number of urban transit companies in the United States, 1951-64 (50 States and the District of Columbia)

Dec. 31—	Electric railways (including joint trolley coach and/or motorbus operations)	Trolley coach and motorbus operations combined	Trolley coach (exclusively)	Motorbus (exclusively)	Grand total
1951.....	82	23	2	1,535	1,642
1952.....	75	22	2	1,522	1,621
1953.....	70	24	2	1,510	1,606
1954.....	65	25	2	1,498	1,588
1955.....	61	23	1	1,399	1,484
1956.....	44	22	0	1,261	1,327
1957.....	40	20	0	1,265	1,325
1958.....	35	16	0	1,250	1,301
1959.....	34	13	0	1,225	1,272
1960.....	31	12	0	1,208	1,251
1961.....	118	12	0	1,217	1,247
1962.....	17	11	0	1,177	1,205
1963.....	14	10	0	1,162	1,186
1964.....	14	9	0	1,129	1,152

¹ Companies with 100 percent freight and/or switching operations eliminated as of Jan. 1, 1961.

Source: American Transit Association.