

Most publicly owned systems are owned by municipalities and operated by them within the city limits and contiguous territory, but about a third are owned by public corporations such as the Alameda-Contra Costa Transit District, the Massachusetts Bay Transportation Authority (Boston), and the Port Authority of Allegheny County (Pittsburgh).

TABLE VIII.—*Distribution by types of ownership, number of transit companies, number of transit vehicles (Dec. 31, 1964)*

Ownership by—	Number of transit companies	Number of transit vehicles				
		Rapid transit cars	Surface street-cars	Trolley coaches	Motor-buses ¹	Total transit vehicles
State government or State agencies.....	0	0	0	0	0	0
Cities, counties, towns, special districts, public authorities or other local public bodies.....	77	8,568	882	1,136	19,000	29,520
Private, nonprofit organizations or co-operatives.....	0	0	0	0	0	0
Proprietary or profitmaking organizations.....	1,075	496	678	729	30,200	32,169
Total.....	1,152	9,064	1,560	1,865	49,200	61,689

¹ Estimated.

Source: American Transit Association.

(d) *Current Value*

One indication of the current value of urban mass transportation facilities is gross investment. As of 1964, over \$4 billion was invested in the transit industry as a whole, including railway, trolley coach, and motorbus (table IX).

TABLE IX.—*Gross investment of the transit industry as of Dec. 31, 1940, 1945-64, segregated as to mode of service (50 States and the District of Columbia)*

[Thousands of dollars]

Year	Surface railway	Rapid transit	Total railway	Trolley coach	Motor bus	Industry total
1940.....	\$1,574,600	\$2,014,000	\$3,588,600	\$58,700	\$451,800	\$4,099,100
1945.....	1,570,000	2,050,000	3,620,000	78,500	509,500	4,268,000
1946.....	1,456,600	2,050,900	3,507,500	82,400	602,900	4,192,800
1947.....	1,279,100	2,050,900	3,330,000	97,800	656,100	4,083,900
1948.....	1,060,000	2,051,000	3,111,000	120,300	675,100	3,906,400
1949.....	998,000	2,112,000	3,110,000	139,300	697,100	3,946,400
1950.....	913,000	2,147,000	3,060,000	146,400	718,000	3,924,400
1951.....	811,000	2,186,000	2,997,000	164,400	748,700	3,905,100
1952.....	801,000	2,191,000	2,992,000	174,200	749,500	3,915,700
1953.....	780,000	2,200,000	2,980,000	172,200	753,600	3,905,800
1954.....	692,000	2,250,000	2,942,000	166,900	759,600	3,868,500
1955.....	616,000	2,286,000	2,902,000	161,900	762,600	3,826,500
1956.....	577,000	2,303,000	2,880,000	149,900	772,500	3,802,400
1957.....	485,000	2,385,000	2,870,000	143,000	785,700	3,798,700
1958.....	334,000	2,497,000	2,831,000	139,000	777,700	3,747,700
1959.....	296,000	2,560,000	2,856,000	125,000	796,700	3,777,700
1960.....	259,000	2,636,000	2,895,000	117,000	817,000	3,829,000
1961.....	235,000	2,732,000	2,967,000	115,000	837,000	3,919,000
1962.....	229,000	2,813,000	3,042,000	106,000	854,000	4,002,000
1963.....	175,000	2,901,000	3,076,000	70,000	879,000	4,025,000
1964.....	165,000	2,979,000	3,144,000	65,000	897,000	4,106,000

Source: American Transit Association.