

General Information

Urbanized Area Statistics - 2010 Census

Boston, MA-NH-RI  
1,873 Square Miles  
4,181,019 Population  
10 Pop. Rank out of 498 UZAs

Other UZAs Served

269 Leominster-Fitchburg, MA; 0 Massachusetts Non-UZA; 39 Providence, RI-MA; 81 Worcester, MA-CT

Service Area Statistics

3,244 Square Miles  
4,181,019 Population

Service Consumption

1,847,714,947 Annual Passenger Miles (PMT)  
409,248,438 Annual Unlinked Trips (UPT)  
1,340,668 Average Weekday Unlinked Trips  
737,444 Average Saturday Unlinked Trips  
520,571 Average Sunday Unlinked Trips

Service Supplied

94,709,645 Annual Vehicle Revenue Miles (VRM)  
6,692,602 Annual Vehicle Revenue Hours (VRH)  
2,372 Vehicles Operated in Maximum Service (VOMS)  
2,840 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 10003  
Reporter Type: Full Reporter

Financial Information

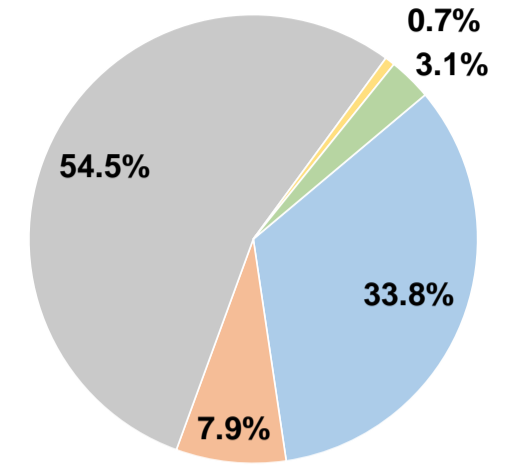
Sources of Operating Funds Expended

Fare Revenues	\$576,853,118	33.8%
Local Funds	\$135,381,292	7.9%
State Funds	\$930,905,618	54.5%
Federal Assistance	\$12,344,311	0.7%
Other Funds	\$52,996,748	3.1%
<b>Total Operating Funds Expended</b>	<b>\$1,708,481,087</b>	<b>100.0%</b>

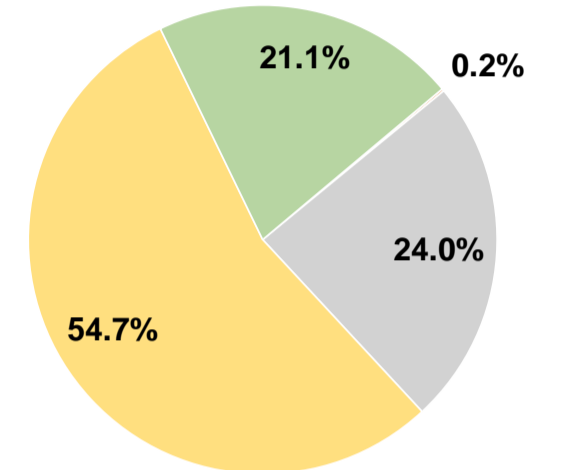
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$1,000,000	0.2%
State Funds	\$145,315,333	24.0%
Federal Assistance	\$330,655,896	54.7%
Other Funds	\$127,403,833	21.1%
<b>Total Capital Funds Expended</b>	<b>\$604,375,062</b>	<b>100.0%</b>

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Modal Overview

Vehicles Operated in Maximum Service

Uses of Capital Funds

Mode	Vehicles Operated in Maximum Service		Uses of Capital Funds				Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	
Commuter Rail	-	416	\$115,929,498	\$117,220,533	\$43,398,961	\$0	\$276,548,992
Demand Response	-	644	\$0	\$0	\$0	\$0	\$0
Ferryboat	-	9	\$850,274	\$0	\$2,333,982	\$0	\$3,184,256
Heavy Rail	336	-	\$19,046,825	\$81,244,152	\$59,357,827	\$894,214	\$160,543,018
Light Rail	150	-	\$7,169,836	\$107,644,002	\$12,145,784	\$440,404	\$127,400,026
Bus	758	17	\$11,058,886	\$20,876,905	\$830,060	\$148,324	\$32,914,175
Bus Rapid Transit	30	-	\$220,135	\$1,639,446	\$5,331	\$0	\$1,864,912
Trolleybus	12	-	\$231,352	\$1,029,316	\$659,015	\$0	\$1,919,683
<b>Total</b>	<b>1,286</b>	<b>1,086</b>	<b>\$154,506,806</b>	<b>\$329,654,354</b>	<b>\$118,730,960</b>	<b>\$1,482,942</b>	<b>\$604,375,062</b>

Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$768,763,157	53.7%
Materials and Supplies	\$129,971,656	9.1%
Purchased Transportation	\$457,570,085	32.0%
Other Operating Expenses	\$74,118,688	5.2%
<b>Total Operating Expenses</b>	<b>\$1,430,423,586</b>	<b>100.0%</b>
Reconciling OE Cash Expenditures	\$278,057,501	
Purchased Transportation (Reported Separately)	\$0	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Capital Funds	Uses of Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Average Percent Spare Vehicles	Average Fleet Age in Years <sup>1</sup>
Commuter Rail	\$380,940,670	\$190,363,685	\$276,548,992	721,741,107	35,251,719	23,332,209	760,828	776.1	481	416	13.5%	23.4
Demand Response	\$110,193,931	\$6,510,248	\$0	15,951,935	2,123,810	18,072,471	1,435,641	0.0	765	644	15.8%	4.8
Ferryboat	\$13,253,384	\$8,281,636	\$3,184,256	10,906,757	1,313,181	261,823	19,728	0.0	9	9	0.0%	23.1
Heavy Rail	\$330,588,713	\$197,899,125	\$160,543,018	606,829,993	178,462,448	23,133,946	1,436,546	76.3	430	336	21.9%	26.0
Light Rail	\$166,257,506	\$82,213,588	\$127,400,026	180,879,401	72,481,671	5,933,203	629,370	51.0	180	150	16.7%	21.7
Bus	\$402,853,430	\$84,052,991	\$32,914,175	292,383,978	108,771,121	22,624,640	2,262,879	11.2	901	775	14.0%	10.3
Bus Rapid Transit	\$16,910,601	\$6,052,872	\$1,864,912	15,170,439	9,080,886	1,034,643	113,015	9.9	53	30	43.4%	9.3
Trolleybus	\$9,425,351	\$1,478,973	\$1,919,683	3,851,337	1,763,602	316,710	34,595	0.0	21	12	42.9%	10.0
<b>Total</b>	<b>\$1,430,423,586</b>	<b>\$576,853,118</b>	<b>\$604,375,062</b>	<b>1,847,714,947</b>	<b>409,248,438</b>	<b>94,709,645</b>	<b>6,692,602</b>	<b>924.5</b>	<b>2,840</b>	<b>2,372</b>	<b>16.5%</b>	

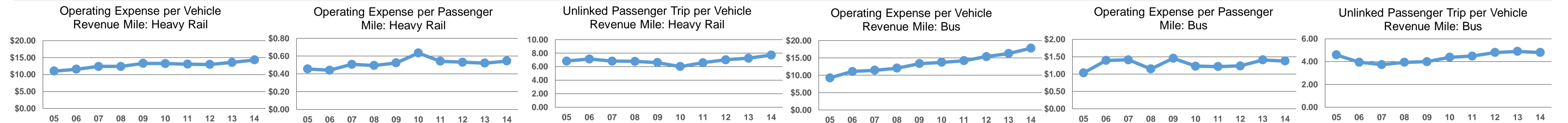
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Rail	\$16.33	\$500.69
Demand Response	\$6.10	\$76.76
Ferryboat	\$50.62	\$671.81
Heavy Rail	\$14.29	\$230.13
Light Rail	\$28.02	\$264.17
Bus	\$17.81	\$178.03
Bus Rapid Transit	\$16.34	\$149.63
Trolleybus	\$29.76	\$272.45
<b>Total</b>	<b>\$15.10</b>	<b>\$213.73</b>

Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Rail	\$0.53	\$10.81	1.5	46.3
Demand Response	\$6.91	\$51.89	0.1	1.5
Ferryboat	\$1.22	\$10.09	5.0	66.6
Heavy Rail	\$0.54	\$1.85	7.7	124.2
Light Rail	\$0.92	\$2.29	12.2	115.2
Bus	\$1.38	\$3.70	4.8	48.1
Bus Rapid Transit	\$1.11	\$1.86	8.8	80.4
Trolleybus	\$2.45	\$5.34	5.6	51.0
<b>Total</b>	<b>\$0.77</b>	<b>\$3.50</b>	<b>4.3</b>	<b>61.1</b>



Notes:

<sup>1</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.