

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

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

Service Area Statistics

3,244 Square Miles
3,109,308 Population

Service Consumption

1,833,614,920 Annual Passenger Miles (PMT)
403,003,734 Annual Unlinked Trips (UPT)
1,315,892 Average Weekday Unlinked Trips
721,827 Average Saturday Unlinked Trips
502,463 Average Sunday Unlinked Trips

Service Supplied

95,755,411 Annual Vehicle Revenue Miles (VRM)
6,685,428 Annual Vehicle Revenue Hours (VRH)
2,374 Vehicles Operated in Maximum Service (VOMS)
2,928 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 10003
Reporter Type: Full Reporter

Financial Information

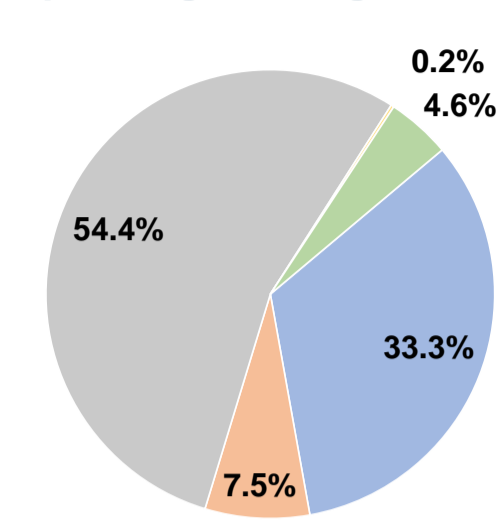
Sources of Operating Funds Expended

Fare Revenues	\$619,056,044	33.3%
Local Funds	\$140,074,530	7.5%
State Funds	\$1,010,902,062	54.4%
Federal Assistance	\$4,000,000	0.2%
Other Funds	\$85,782,506	4.6%
Total Operating Funds Expended	\$1,859,815,142	100.0%

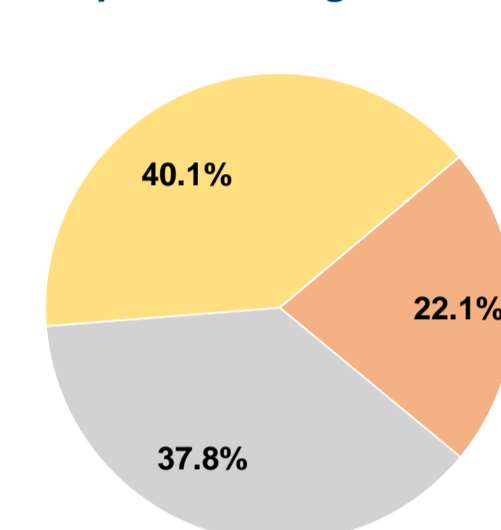
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$157,038,257	22.1%
State Funds	\$268,214,576	37.8%
Federal Assistance	\$285,204,828	40.1%
Other Funds	\$0	0.0%
Total Capital Funds Expended	\$710,457,661	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Modal Overview	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	-	421	\$126,102,696	\$86,785,265	\$42,011,039	\$0	\$254,899,000	
Demand Response	-	612	\$0	\$0	\$0	\$0	\$0	
Ferryboat	-	9	\$1,682,268	\$0	\$2,762,082	\$0	\$4,444,350	
Heavy Rail	336	-	\$33,751,679	\$67,639,015	\$52,042,376	\$1,425,365	\$154,858,435	
Light Rail	156	-	\$25,372,818	\$164,222,957	\$27,977,793	\$725,730	\$218,299,298	
Bus	779	9	\$71,225,698	\$3,215,439	\$1,755,023	\$256,487	\$76,452,647	
Bus Rapid Transit	30	-	\$0	\$277,583	\$859,542	\$0	\$1,137,125	
Trolleybus	22	-	\$0	\$366,806	\$0	\$0	\$366,806	
Total	1,323	1,051	\$258,135,159	\$322,507,065	\$127,407,855	\$2,407,582	\$710,457,661	

Summary of Operating Expenses (OE)

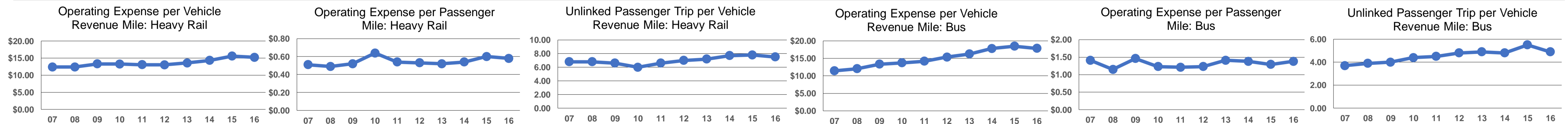
Salary, Wages, Benefits	\$740,279,964	49.3%
Materials and Supplies	\$128,310,905	8.5%
Purchased Transportation	\$470,894,607	31.4%
Other Operating Expenses	\$161,603,216	10.8%
Total Operating Expenses	\$1,501,088,692	100.0%
Reconciling OE Cash Expenditures	\$358,726,450	
Purchased Transportation (Reported Separately)	\$0	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual 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 ^a
Commuter Rail	\$403,654,786	\$198,331,440	\$254,899,000	697,963,284	33,830,904	23,532,668	785,000	776.1	480	421	12.3%	23.0
Demand Response	\$102,005,012	\$6,004,661	\$0	17,047,364	2,187,785	17,828,666	1,273,984	0.0	799	612	23.4%	4.0
Ferryboat	\$13,357,578	\$9,882,834	\$4,444,350	12,027,991	1,466,612	230,425	23,538	38.4	9	9	0.0%	24.5
Heavy Rail	\$353,373,437	\$222,241,032	\$154,858,435	612,346,781	174,517,352	23,247,288	1,521,944	76.3	432	336	22.2%	28.0
Light Rail	\$186,021,573	\$82,500,965	\$218,299,298	171,740,181	64,538,406	6,499,541	703,128	51.0	219	156	28.8%	23.7
Bus	\$412,610,862	\$86,609,704	\$76,452,647	298,780,401	113,777,520	23,094,706	2,223,094	6.1	927	788	15.0%	11.6
Bus Rapid Transit	\$20,322,531	\$11,818,751	\$1,137,125	20,862,301	11,371,335	1,064,618	126,294	10.4	34	30	11.8%	11.6
Trolleybus	\$9,742,913	\$1,666,656	\$366,806	2,846,617	1,313,820	257,499	28,446	21.6	28	22	21.4%	12.0
Total	\$1,501,088,692	\$619,056,043	\$710,457,661	1,833,614,920	403,003,734	95,755,411	6,685,428	979.9	2,928	2,374	18.9%	

Performance Measures

Mode	Service Efficiency		Service Effectiveness			
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	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	\$17.15	\$514.21	\$0.58	\$11.93	1.4	43.1
Demand Response	\$5.72	\$80.07	\$5.98	\$46.62	0.1	1.7
Ferryboat	\$57.97	\$567.49	\$1.11	\$9.11	6.4	62.3
Heavy Rail	\$15.20	\$232.19	\$0.58	\$2.02	7.5	114.7
Light Rail	\$28.62	\$264.56	\$1.08	\$2.88	9.9	91.8
Bus	\$17.87	\$185.60	\$1.38	\$3.63	4.9	51.2
Bus Rapid Transit	\$19.09	\$160.91	\$0.97	\$1.79	10.7	90.0
Trolleybus	\$37.84	\$342.51	\$3.42	\$7.42	5.1	46.2
Total	\$15.68	\$224.53	\$0.82	\$3.72	4.2	60.3



Notes:

^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.