

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

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

Service Area Statistics

3,244 Square Miles
 3,109,308 Population

Service Consumption

1,717,994,263 Annual Passenger Miles (PMT)
 372,398,838 Annual Unlinked Trips (UPT)
 1,238,719 Average Weekday Unlinked Trips
 622,847 Average Saturday Unlinked Trips
 429,071 Average Sunday Unlinked Trips

Service Supplied

93,571,960 Annual Vehicle Revenue Miles (VRM)
 7,147,993 Annual Vehicle Revenue Hours (VRH)
 2,423 Vehicles Operated in Maximum Service (VOMS)
 2,897 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 10003
 Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$905,246,639 45.7%
 Local Funds \$203,511,957 10.3%
 State Funds \$872,164,588 44.0%
 Federal Assistance \$0 0.0%

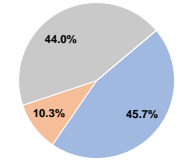
Total Operating Funds Expended \$1,980,923,184 100.0%

Sources of Capital Funds Expended

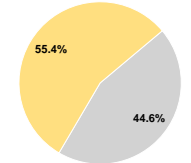
Fares and Directly Generated \$0 0.0%
 Local Funds \$0 0.0%
 State Funds \$263,463,916 44.6%
 Federal Assistance \$327,632,963 55.4%

Total Capital Funds Expended \$591,096,879 100.0%

Operating Funding Sources



Capital Funding Sources



Summary of Operating Expenses (OE)

Labor \$741,669,404 49.6%
 Materials and Supplies \$69,270,986 4.6%
 Purchased Transportation \$480,889,942 32.2%
 Other Operating Expenses \$203,513,866 13.6%
Total Operating Expenses \$1,495,344,198 100.0%
 Reconciling OE Cash Expenditures \$485,578,986
 Purchased Transportation (Reported Separately) \$0

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	-	436	\$22,858,158	\$48,138,175	\$31,752,123	\$0	
Demand Response	-	653	\$0	\$0	\$0	\$0	\$0	
Ferryboat	-	9	\$500,095	\$0	\$1,018,150	\$0	\$1,518,245	
Heavy Rail	336	-	\$67,230,660	\$154,291,165	\$85,284,192	\$958,361	\$307,764,378	
Light Rail	151	-	\$65,450,129	\$32,452,370	\$17,061,250	\$505,959	\$115,469,708	
Bus	775	8	\$58,570,521	\$2,650,478	\$915,816	\$158,753	\$62,295,568	
Bus Rapid Transit	34	-	\$0	\$229,414	\$756,231	\$0	\$985,645	
Trolleybus	21	-	\$0	\$314,879	\$0	\$0	\$314,879	
Total	1,317	1,106	\$214,609,563	\$238,076,481	\$136,787,762	\$1,623,073	\$591,096,879	

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	Percent Spare Vehicles	Average Fleet Age in Years ^a
Commuter Rail	\$371,909,742	\$229,103,721	\$102,748,456	680,949,680	32,859,741	24,565,346	827,523	776.1	480	436	9.2%	24.1
Demand Response	\$113,410,825	\$5,737,517	\$0	15,540,423	1,955,578	16,315,237	1,438,886	0.0	825	653	20.9%	5.3
Ferryboat	\$13,390,544	\$11,007,657	\$1,518,245	11,986,627	1,497,251	227,678	22,719	38.4	9	9	0.0%	23.9
Heavy Rail	\$301,638,488	\$223,384,553	\$307,764,378	576,500,980	163,515,168	23,313,396	1,564,423	76.3	345	336	2.6%	30.0
Light Rail	\$213,658,148	\$81,353,000	\$115,469,708	141,734,607	56,768,835	5,986,849	706,032	51.0	219	151	31.1%	25.7
Bus	\$414,574,269	\$96,662,213	\$62,295,568	265,337,833	102,691,333	21,581,546	2,397,323	6.1	935	783	16.3%	8.9
Bus Rapid Transit	\$35,219,290	\$10,590,933	\$985,645	19,967,570	10,540,640	1,032,038	126,329	13.0	56	34	39.3%	13.7
Trolleybus	\$31,542,892	\$1,888,300	\$314,879	5,976,543	2,570,292	549,870	64,758	21.6	28	21	25.0%	14.0
Total	\$1,495,344,198	\$659,727,894	\$591,096,879	1,717,994,263	372,398,838	93,571,960	7,147,993	982.5	2,897	2,423	16.4%	

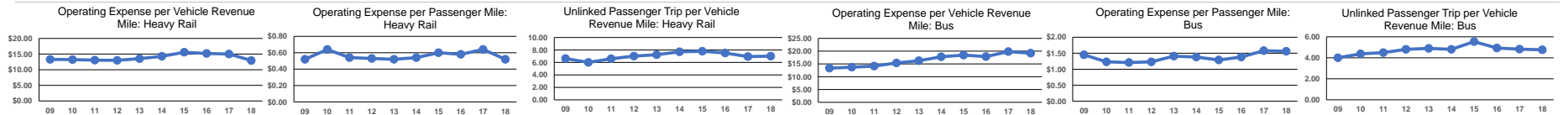
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Rail	\$15.14	\$449.43
Demand Response	\$6.95	\$78.82
Ferryboat	\$58.81	\$589.40
Heavy Rail	\$12.94	\$192.81
Light Rail	\$35.69	\$302.62
Bus	\$19.21	\$172.93
Bus Rapid Transit	\$34.13	\$278.79
Trolleybus	\$57.36	\$487.09
Total	\$15.98	\$209.20

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	\$0.55	\$11.32	1.3	39.7
Demand Response	\$7.30	\$57.99	0.1	1.4
Ferryboat	\$1.12	\$8.94	6.6	65.9
Heavy Rail	\$0.52	\$1.84	7.0	104.5
Light Rail	\$1.51	\$3.76	9.5	80.4
Bus	\$1.56	\$4.04	4.8	42.8
Bus Rapid Transit	\$1.76	\$3.34	10.2	83.4
Trolleybus	\$5.28	\$12.27	4.7	39.7
Total	\$0.87	\$4.02	4.0	52.1



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