

# Massachusetts Bay Transportation Authority (MBTA)

## General Information

### Urbanized Area (UZA) Statistics - 2000 Census

Boston, MA-NH-RI	
Square Miles	1,736
Population	4,032,484
Population Ranking out of 465 UZAs	7
Other UZAs Served	34, 74, 234

### Service Area Statistics

Square Miles	3,244
Population	4,510,400

### Service Consumption

Annual Passenger Miles	1,767,605,772
Annual Unlinked Trips	380,260,730
Average Weekday Unlinked Trips	1,252,312
Average Saturday Unlinked Trips	671,305
Average Sunday Unlinked Trips	476,700

### Service Supplied

Annual Vehicle Revenue Miles	89,316,780
Annual Vehicle Revenue Hours	6,294,738
Vehicles Operated in Maximum Service	2,137
Vehicles Available for Maximum Service	2,704
Base Period Requirement	484

## Financial Information

Fare Revenues Earned \$341,868,507

Sources of Operating Funds Expended		
Fare Revenues	( 29%)	\$341,868,507
Local Funds	( 11%)	129,643,171
State Funds	( 53%)	623,279,908
Federal Assistance	( 1%)	10,884,750
Other Funds	( 6%)	65,531,612
<b>Total Operating Funds Expended</b>		<b>\$1,171,207,948</b>

Sources of Capital Funds Expended		
Local funds	( 68%)	\$342,386,099
State Funds	( 2%)	11,400,233
Federal Assistance	( 29%)	147,171,947
Other Funds	( 1%)	2,839,882
<b>Total Capital Funds Expended</b>		<b>\$503,798,161</b>

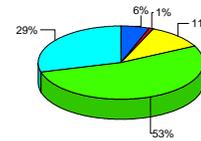
## Summary of Operating Expenses

Salary, Wages and Benefits	\$666,622,597
Materials and Supplies	97,913,956
Purchased Transportation	59,587,792
Other Operating Expenses	120,001,987
<b>Total Operating Expenses</b>	<b>\$944,126,332</b>
Reconciling Cash Expenditures	\$227,081,616

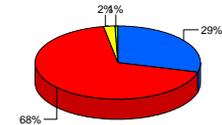
## Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation <sup>1</sup>	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	758	58	\$32,376,026	\$3,027,458	\$10,302,546	\$26,205	\$45,732,235
Heavy Rail	320	0	\$4,940,357	\$129,462,359	\$50,295,209	\$0	\$184,697,925
Commuter Rail	389	0	\$24,880,930	\$121,648,736	\$7,187,130	\$0	\$153,716,796
Demand Response	0	439	\$29,317	\$17,888	\$0	\$0	\$47,205
Ferryboat	0	9	\$798,573	\$0	\$204,523	\$0	\$1,003,096
Light Rail	142	0	\$28,481,519	\$49,999,101	\$17,546,920	\$0	\$96,027,540
Trolleybus	22	0	\$4,202,116	\$3,775,982	\$14,595,266	\$0	\$22,573,364
<b>Total</b>	<b>1,631</b>	<b>506</b>	<b>\$95,708,838</b>	<b>\$307,931,524</b>	<b>\$100,131,594</b>	<b>\$26,205</b>	<b>\$503,798,161</b>

## Sources of Operating Funds Expended



## Sources of Capital Funds Expended



## Modal Characteristics

	Operating Expenses <sup>1</sup>	Fare Revenues <sup>1</sup>	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$292,758,990	\$62,460,479	\$45,732,235	210,597,683	26,412,207	104,399,208	2,498,439	18.1	1,048	6.2	816	2.24	28%
Heavy Rail	\$243,852,816	\$109,922,405	\$184,697,925	551,634,497	150,705,803	21,101,990	1,447,617	76.3	408	23.9	320	2.11	28%
Commuter Rail	\$223,835,440	\$104,286,465	\$153,716,796	749,518,088	22,407,014	37,797,601	711,654	702.1	488	17.1	389	2.01	25%
Light Rail	\$113,912,100	\$55,719,465	\$96,027,540	215,711,014	5,575,777	80,278,013	574,794	51.0	204	17.4	142	1.67	44%
Demand Response	\$47,199,820	\$1,661,848	\$47,205	19,277,514	12,802,174	1,458,824	968,814	N/A	505	2.8	439	N/A	15%
Trolleybus	\$13,592,941	\$1,792,105	\$22,573,364	8,724,975	697,672	4,308,558	71,522	21.0	39	12.2	22	2.44	77%
Ferryboat	\$8,974,225	\$6,025,740	\$1,003,096	12,142,001	319,946	1,312,723	21,898	38.4	12	13.9	9	2.25	33%

## Performance Measures

### Service Efficiency

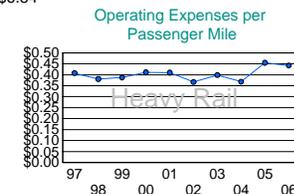
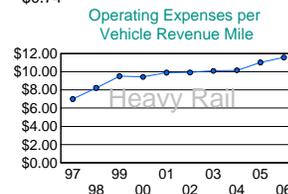
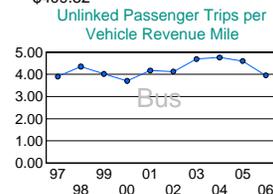
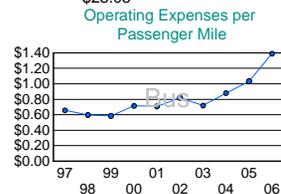
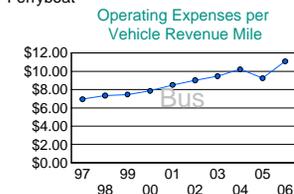
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$11.08	\$117.18
Heavy Rail	\$11.56	\$168.45
Commuter Rail	\$9.99	\$314.53
Light Rail	\$20.43	\$198.18
Demand Response	\$3.69	\$48.72
Trolleybus	\$19.48	\$190.05
Ferryboat	\$28.05	\$409.82

### Cost Effectiveness

	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip
Bus	\$1.39	\$2.80
Heavy Rail	\$0.44	\$1.62
Commuter Rail	\$0.30	\$5.92
Light Rail	\$0.53	\$1.42
Demand Response	\$2.45	\$32.35
Trolleybus	\$1.56	\$3.15
Ferryboat	\$0.74	\$6.84

### Service Effectiveness

	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	3.95	41.79
Heavy Rail	7.14	104.11
Commuter Rail	1.69	53.11
Light Rail	14.40	139.66
Demand Response	0.11	1.51
Trolleybus	6.18	60.24
Ferryboat	4.10	59.95



<sup>1</sup> Excludes data for purchased transportation reported separately