

New Bedford-Southeastern Regional Transit Authority (SERTA)

25 North Sixth Street
 New Bedford, MA 02740
 (508)997-6767

Chief Executive Officer: Louis D. Pettine.
 Administrator
 ID Number: 1006

System Wide Information

Modal Information

General Information	Financial Information																																												
Urbanized Area (UZA) Statistics - 1990 Census New Bedford, MA Square Miles 42 Population 139,082 Population Ranking Out of 405 UZ's 171	Sources of Operating Funds Expended Passenger Fares \$1,607,390 Local Funds 1,410,020 State Funds 3,997,368 Federal Assistance 1,335,584 Other Funds 122,322 Total Operating Funds Expended \$8,472,684																																												
Service Area Statistics Square Miles 47 Population 186,731	Summary of Operating Expenses Salaries/Wages/Benefits \$0 Materials & Supplies 0 Purchased Transportation 8,227,027 Other Operating Expenses 0 Total Operating Expenses \$8,227,027																																												
Service Consumption Annual Passenger Miles 9,927,070 Annual Unlinked Trips 3,521,087 Average Weekday Unlinked Trips 12,624 Average Saturday Unlinked Trips 5,707 Average Sunday Unlinked Trips 1,327	Total Operating Funds Expended Reconciling Cash Expenditures \$245,657																																												
Service Supplied Annual Vehicle Revenue Miles 1,720,744 Annual Vehicle Revenue Hours 135,675 Total Fleet 100 Vehicles Operated in Maximum Serv 74 Base Period Requirement 35	Sources of Capital Funds Expended Local Funds \$0 State Funds 1,320,895 Federal Assistance 5,270,319 Total Capital Funds Expended \$6,591,214																																												
Vehicles Operated in Maximum Service <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Directly Operated Transportation</th> <th style="text-align: center;">Purchased Transportation</th> <th></th> <th style="text-align: center;">Rolling Stock</th> <th style="text-align: center;">Facilities and Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">0</td> <td style="text-align: center;">56</td> <td>Bus</td> <td style="text-align: center;">\$5,974,531</td> <td style="text-align: center;">\$0</td> <td style="text-align: center;">\$5,974,531</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">0</td> <td style="text-align: center;">18</td> <td>Demand Respon</td> <td style="text-align: center;">23,310</td> <td style="text-align: center;">593,373</td> <td style="text-align: center;">616,683</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">0</td> <td style="text-align: center;">74</td> <td>Total</td> <td style="text-align: center;">\$5,997,841</td> <td style="text-align: center;">\$593,373</td> <td style="text-align: center;">\$6,591,214</td> </tr> </tbody> </table>		Directly Operated Transportation	Purchased Transportation		Rolling Stock	Facilities and Other	Total	Bus	0	56	Bus	\$5,974,531	\$0	\$5,974,531	Demand Response	0	18	Demand Respon	23,310	593,373	616,683	Total	0	74	Total	\$5,997,841	\$593,373	\$6,591,214	Uses of Capital Funds <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Rolling Stock</th> <th style="text-align: center;">Facilities and Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">\$5,974,531</td> <td style="text-align: center;">\$0</td> <td style="text-align: center;">\$5,974,531</td> </tr> <tr> <td>Demand Respon</td> <td style="text-align: center;">23,310</td> <td style="text-align: center;">593,373</td> <td style="text-align: center;">616,683</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">\$5,997,841</td> <td style="text-align: center;">\$593,373</td> <td style="text-align: center;">\$6,591,214</td> </tr> </tbody> </table>		Rolling Stock	Facilities and Other	Total	Bus	\$5,974,531	\$0	\$5,974,531	Demand Respon	23,310	593,373	616,683	Total	\$5,997,841	\$593,373	\$6,591,214
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Characteristics	Bus	Demand Response
Operating Expense	\$6,216,266	\$2,010,761
Capital Funding	\$5,974,531	\$616,683
Annual Passenger Miles	9,496,699	430,371
Annual Vehicle Revenue Miles	1,415,984	304,760
Annual Unlinked Trips	3,449,685	71,402
Average Weekday Unlinked Trips	12,366	258
Annual Vehicle Revenue Hours	116,845	18,830
Fixed Guideway Directional Route Miles	0.0	N/A
Total Fleet	79	21
Average Fleet Age in Years	5.7	4.7
Vehicles Operated in Maximum Service	56	18
Peak to Base Ratio	1.4	N/A
Percent Spares	41%	17%
Performance Measures		
Service Efficiency		
Operating Expense/Vehicle Revenue Mile	\$4.39	\$6.60
Operating Expense/Vehicle Revenue Hour	\$53.20	\$106.78
Cost Effectiveness		
Operating Expense/Passenger Mile	\$0.65	\$4.67
Operating Expense/Unlinked Passenger Trip	\$1.80	\$28.16
Service Effectiveness		
Unlinked Passenger Trips/Vehicle Revenue M	2.44	0.23
Unlinked Passenger Trips/Vehicle Revenue H	29.52	3.79
Bus		
Operating Expense Per Vehicle Revenue Mile	Operating Expense Per Passenger Mile	Passenger Trips Per Vehicle Revenue Mile
Demand Response		
Operating Expense Per Vehicle Revenue Mile	Operating Expense Per Passenger Mile	Passenger Trips Per Vehicle Revenue Mile

Source: 1996 National Transit Database