

## Lowell Regional Transit Authority (LRTA)

145 Thomdike Street  
 Lowell, MA 01852-3308  
 (508)459-0164

Chief Executive Officer: Robert B. Kennedy,  
 Administrator  
 ID Number: 1005

### System Wide Information

### Modal Information

General Information	Financial Information	Characteristics																																												
<b>Urbanized Area (UZA) Statistics - 1990 Census</b> <b>Lowell, MA--NH</b> Square Miles 67 Population 181,651 Population Ranking Out of 405 UZA's 139  <b>Service Area Statistics</b> Square Miles 266 Population 264,280  <b>Service Consumption</b> Annual Passenger Miles 4,198,074 Annual Unlinked Trips 1,659,292 Average Weekday Unlinked Trips 6,376 Average Saturday Unlinked Trips 1,133 Average Sunday Unlinked Trips 0  <b>Service Supplied</b> Annual Vehicle Revenue Miles 1,194,264 Annual Vehicle Revenue Hours 115,848 Total Fleet 52 Vehicles Operated in Maximum Service 49 Base Period Requirement 26  <b>Vehicles Operated in Maximum Service</b> <table style="width: 100%; margin-top: 10px;"> <thead> <tr> <th></th> <th style="text-align: center;">Directly Operated</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;">28</td> <td style="text-align: center;">0</td> <td>Bus</td> <td style="text-align: center;">\$4,556</td> <td style="text-align: center;">\$414,805</td> <td style="text-align: center;">\$419,361</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">0</td> <td style="text-align: center;">21</td> <td>Demand Response</td> <td style="text-align: center;">80,850</td> <td style="text-align: center;">0</td> <td style="text-align: center;">80,850</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>28</b></td> <td style="text-align: center;"><b>21</b></td> <td><b>Total</b></td> <td style="text-align: center;"><b>\$85,406</b></td> <td style="text-align: center;"><b>\$414,805</b></td> <td style="text-align: center;"><b>\$500,211</b></td> </tr> </tbody> </table>		Directly Operated	Purchased Transportation		Rolling Stock	Facilities and Other	Total	Bus	28	0	Bus	\$4,556	\$414,805	\$419,361	Demand Response	0	21	Demand Response	80,850	0	80,850	<b>Total</b>	<b>28</b>	<b>21</b>	<b>Total</b>	<b>\$85,406</b>	<b>\$414,805</b>	<b>\$500,211</b>	<b>Sources of Operating Funds Expended</b> Passenger Fares \$1,003,588 Local Funds 1,049,087 State Funds 1,703,350 Federal Assistance 1,008,152 Other Funds 320,898 <b>Total Operating Funds Expended</b> <u>\$5,085,075</u>  <b>Summary of Operating Expenses</b> Salaries/Wages/Benefits \$2,668,263 Materials & Supplies 345,853 Purchased Transportation 1,018,942 Other Operating Expenses 974,219 <b>Total Operating Expenses</b> <u>\$5,007,277</u>  Reconciling Cash Expenditures \$77,798  <b>Sources of Capital Funds Expended</b> Local Funds \$0 State Funds 238,205 Federal Assistance 262,006 <b>Total Capital Funds Expended</b> <u>\$500,211</u>  <b>Uses of Capital Funds</b> <table style="width: 100%; margin-top: 10px;"> <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;">\$4,556</td> <td style="text-align: center;">\$414,805</td> <td style="text-align: center;">\$419,361</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">80,850</td> <td style="text-align: center;">0</td> <td style="text-align: center;">80,850</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>\$85,406</b></td> <td style="text-align: center;"><b>\$414,805</b></td> <td style="text-align: center;"><b>\$500,211</b></td> </tr> </tbody> </table>		Rolling Stock	Facilities and Other	Total	Bus	\$4,556	\$414,805	\$419,361	Demand Response	80,850	0	80,850	<b>Total</b>	<b>\$85,406</b>	<b>\$414,805</b>	<b>\$500,211</b>	<b>Demand Response</b> Bus Response \$1,018,942 Demand Response \$80,850  <b>Performance Measures</b> <b>Service Efficiency</b> Operating Expense/Vehicle Revenue Mile \$5.62 Operating Expense/Vehicle Revenue Hour \$53.32  <b>Cost Effectiveness</b> Operating Expense/Passenger Mile \$1.06 Operating Expense/Unlinked Passenger Trip \$2.55  <b>Service Effectiveness</b> Unlinked Passenger Trips/Vehicle Revenue Mile 2.20 Unlinked Passenger Trips/Vehicle Revenue Hour 20.91  <b>Bus</b> Operating Expense Per Vehicle Revenue Mile Operating Expense Per Passenger Mile Passenger Trips Per Vehicle Revenue Mile  <b>Demand Response</b> Operating Expense Per Vehicle Revenue Mile Operating Expense Per Passenger Mile Passenger Trips Per Vehicle Revenue Mile
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