

# 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	1,862,072,081
Annual Unlinked Trips	389,910,299
Average Weekday Unlinked Trips	1,275,268
Average Saturday Unlinked Trips	716,880
Average Sunday Unlinked Trips	498,467

### Service Supplied

Annual Vehicle Revenue Miles	84,831,914
Annual Vehicle Revenue Hours	5,209,337
Vehicles Operated in Maximum Service	2,161
Vehicles Available for Maximum Service	2,701
Base Period Requirement	462

## Financial Information

Fare Revenues Earned \$303,544,254

Sources of Operating Funds Expended		
Fare Revenues	( 28%)	\$303,544,254
Local Funds	( 12%)	126,057,235
State Funds	( 55%)	582,387,074
Federal Assistance	( 0%)	433,100
Other Funds	( 5%)	53,972,032
<b>Total Operating Funds Expended</b>		<b>\$1,066,393,695</b>

Sources of Capital Funds Expended		
Local funds	( 64%)	\$384,388,970
State Funds	( 2%)	13,898,050
Federal Assistance	( 33%)	196,966,928
Other Funds	( 1%)	4,694,054
<b>Total Capital Funds Expended</b>		<b>\$599,948,002</b>

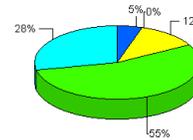
## Summary of Operating Expenses

Salary, Wages and Benefits	\$606,813,249
Materials and Supplies	73,109,155
Purchased Transportation	47,258,386
Other Operating Expenses	114,246,164
<b>Total Operating Expenses</b>	<b>\$841,426,954</b>
Reconciling Cash Expenditures	\$224,966,741

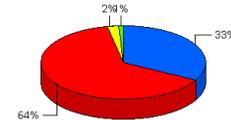
## Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation <sup>1</sup>	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	774	64	\$118,054,222	\$20,971,283	\$46,682,642	\$2,533,129	<b>\$188,241,276</b>
Heavy Rail	320	0	\$12,207,688	\$56,179,308	\$37,784,148	\$2,709,542	<b>\$108,880,686</b>
Commuter Rail	393	0	\$31,099,640	\$76,435,953	\$13,726,431	\$4,400,395	<b>\$125,662,419</b>
Demand Response	0	423	\$0	\$0	\$0	\$0	<b>\$0</b>
Ferryboat	0	13	\$0	\$5,857	\$173,270	\$0	<b>\$179,127</b>
Light Rail	150	0	\$7,650,648	\$30,571,587	\$47,160,965	\$0	<b>\$85,383,200</b>
Trolleybus	24	0	\$23,553,031	\$67,990,903	\$57,360	\$0	<b>\$91,601,294</b>
<b>Total</b>	<b>1,661</b>	<b>500</b>	<b>\$192,565,229</b>	<b>\$252,154,891</b>	<b>\$145,584,816</b>	<b>\$9,643,066</b>	<b>\$599,948,002</b>

## Sources of Operating Funds Expended



## Sources of Capital Funds Expended

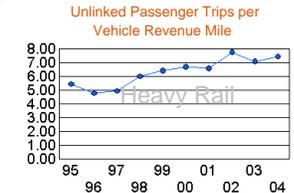
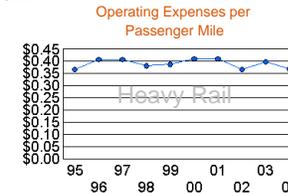
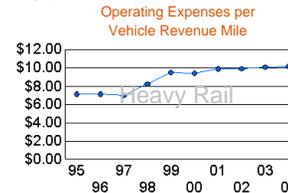
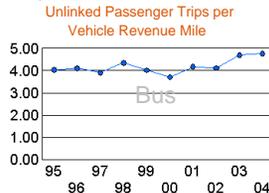
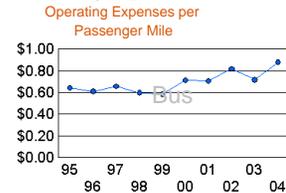
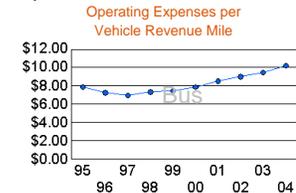


## Modal Characteristics

	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	\$248,207,794	\$56,132,129	\$188,241,276	282,327,429	24,298,352	115,628,109	2,239,702	15.8	1,162	11.0	838	2.49	39%
Heavy Rail	\$214,246,802	\$96,684,267	\$108,880,686	581,114,546	21,110,092	157,502,520	959,550	76.3	408	21.9	320	2.11	28%
Commuter Rail	\$217,279,023	\$89,083,486	\$125,662,419	783,544,597	22,152,272	39,965,738	710,236	702.1	460	16.1	393	2.04	17%
Light Rail	\$107,081,950	\$52,704,769	\$85,383,200	178,887,838	5,677,745	70,558,126	378,516	51.0	185	19.4	150	1.88	23%
Demand Response	\$34,606,516	\$1,800,172	\$0	16,801,202	10,385,357	1,309,436	809,404	N/A	431	4.0	423	N/A	2%
Trolleybus	\$12,137,625	\$1,676,676	\$91,601,294	8,347,525	666,352	3,633,864	70,142	21.0	40	28.0	24	2.67	67%
Ferryboat	\$7,867,244	\$5,462,755	\$179,127	11,048,944	541,744	1,312,506	41,787	41.7	15	15.8	13	1.63	15%

## Performance Measures

	Service Efficiency Operating Expense per Vehicle Revenue Mile	Service Efficiency Operating Expense per Vehicle Revenue Hour	Cost Effectiveness Operating Expense per Passenger Mile	Service Effectiveness Operating Expense per Unlinked Passenger Trip	Service Effectiveness Unlinked Passenger Trips per Vehicle Revenue Mile	Service Effectiveness Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$10.22	\$110.82	\$0.88	\$2.15	4.76	51.63
Heavy Rail	\$10.15	\$223.28	\$0.37	\$1.36	7.46	164.14
Commuter Rail	\$9.81	\$305.93	\$0.28	\$5.44	1.80	56.27
Light Rail	\$18.86	\$282.90	\$0.60	\$1.52	12.43	186.41
Demand Response	\$3.33	\$42.76	\$2.06	\$26.43	0.13	1.62
Trolleybus	\$18.22	\$173.04	\$1.45	\$3.34	5.45	51.81
Ferryboat	\$14.52	\$188.27	\$0.71	\$5.99	2.42	31.41



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