

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

1,679,893,946 Annual Passenger Miles (PMT)
366,716,896 Annual Unlinked Trips (UPT)
1,229,608 Average Weekday Unlinked Trips
597,214 Average Saturday Unlinked Trips
416,729 Average Sunday Unlinked Trips

Service Supplied

93,969,960 Annual Vehicle Revenue Miles (VRM)
7,523,858 Annual Vehicle Revenue Hours (VRH)
2,464 Vehicles Operated in Maximum Service (VOMS)
2,872 Vehicles Available for Maximum Service (VAMS)

Database Information

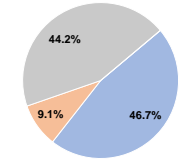
NTDID: 10003
Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated	\$871,373,954	46.7%
Local Funds	\$170,145,071	9.1%
State Funds	\$824,928,810	44.2%
Federal Assistance	\$0	0.0%
Total Operating Funds Expended	\$1,866,447,835	100.0%

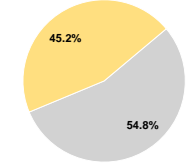
Operating Funding Sources



Sources of Capital Funds Expended

Fares and Directly Generated	\$0	0.0%
Local Funds	\$0	0.0%
State Funds	\$584,333,464	54.8%
Federal Assistance	\$481,116,989	45.2%
Total Capital Funds Expended	\$1,065,450,453	100.0%

Capital Funding Sources



Summary of Operating Expenses (OE)

Labor	\$754,961,591	50.1%
Materials and Supplies	\$62,928,601	4.2%
Purchased Transportation	\$511,470,346	34.0%
Other Operating Expenses	\$176,407,674	11.7%
Total Operating Expenses	\$1,505,768,212	100.0%
Reconciling OE Cash Expenditures	\$360,679,623	
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	\$75,517,015	\$240,942,142	\$27,771,723	\$0	\$344,230,880	
Demand Response	-	617	\$5,337,859	\$1,170,620	\$0	\$0	\$6,508,479	
Ferryboat	-	9	\$1,599,702	\$0	\$607,579	\$0	\$2,207,281	
Heavy Rail	338	-	\$12,597,985	\$231,905,750	\$77,428,413	\$0	\$321,932,148	
Light Rail	151	-	\$1,799,630	\$231,898,821	\$99,883	\$0	\$303,798,334	
Bus	779	70	\$57,795,668	\$3,736,609	\$23,836,115	\$0	\$85,368,392	
Bus Rapid Transit	42	-	\$0	\$960,405	\$444,534	\$0	\$1,404,939	
Trolleybus	22	-	\$0	\$0	\$0	\$0	\$0	
Total	1,332	1,132	\$224,647,859	\$710,614,347	\$130,188,247	\$0	\$1,065,450,453	

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	Average Fleet Age in Years ^a
Commuter Rail	\$384,352,038	\$238,575,681	\$344,230,880	653,570,994	31,177,738	24,935,847	829,590	776.1	478	436	8.8%	25.2
Demand Response	\$128,696,163	\$6,045,296	\$6,508,479	14,589,884	1,862,279	15,610,789	1,417,991	0.0	680	617	9.3%	5.4
Ferryboat	\$15,139,977	\$11,649,892	\$2,207,281	13,942,294	1,584,440	262,174	24,860	38.4	9	9	0.0%	24.4
Heavy Rail	\$304,267,766	\$224,415,154	\$321,932,148	572,046,325	160,351,814	23,062,016	1,524,626	76.3	405	338	16.5%	31.0
Light Rail	\$192,376,108	\$81,704,871	\$303,798,334	137,719,112	56,975,564	5,698,854	658,603	51.0	215	151	29.8%	25.4
Bus	\$430,149,841	\$96,603,803	\$85,368,392	257,656,541	100,252,985	22,385,724	2,809,261	6.8	997	849	14.8%	9.0
Bus Rapid Transit	\$27,230,718	\$10,627,552	\$1,404,939	23,235,147	11,490,833	1,474,538	195,184	13.0	60	42	30.0%	10.2
Trolleybus	\$23,555,601	\$1,899,150	\$0	7,133,649	3,021,243	540,018	63,743	21.6	28	22	21.4%	15.0
Total	\$1,505,768,212	\$671,521,399	\$1,065,450,453	1,679,893,946	366,716,896	93,969,960	7,523,858	983.2	2,872	2,464	14.2%	

Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Rail	\$15.41	\$463.30
Demand Response	\$8.24	\$90.76
Ferryboat	\$57.75	\$609.01
Heavy Rail	\$13.19	\$199.57
Light Rail	\$33.76	\$292.10
Bus	\$19.22	\$153.12
Bus Rapid Transit	\$18.47	\$139.51
Trolleybus	\$43.62	\$369.54
Total	\$16.02	\$200.13

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	\$0.59	\$12.33	1.3	37.6
Demand Response	\$8.82	\$69.11	0.1	1.3
Ferryboat	\$1.09	\$9.56	6.0	63.7
Heavy Rail	\$0.53	\$1.90	7.0	105.2
Light Rail	\$1.40	\$3.38	10.0	86.5
Bus	\$1.67	\$4.29	4.5	35.7
Bus Rapid Transit	\$1.17	\$2.37	7.8	58.9
Trolleybus	\$3.30	\$7.80	5.6	47.4
Total	\$0.90	\$4.11	3.9	48.7



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