

Montachusett Regional Transit Authority

2017 Annual Agency Profile

General Information

Urbanized Area Statistics - 2010 Census

Leominster-Fitchburg, MA
 65 Square Miles
 116,960 Population
 269 Pop. Rank out of 498 UZAs

Other UZAs Served

10 Boston, MA-NH-RI, 81 Worcester, MA-CT, 0 Massachusetts Non-UZA

Service Area Statistics

624 Square Miles
 228,778 Population

Service Consumption

5,459,837 Annual Passenger Miles (PMT)
 963,862 Annual Unlinked Trips (UPT)
 3,577 Average Weekday Unlinked Trips¹
 1,099 Average Saturday Unlinked Trips¹
 200 Average Sunday Unlinked Trips¹

Service Supplied

3,084,914 Annual Vehicle Revenue Miles (VRM)
 201,861 Annual Vehicle Revenue Hours (VRH)
 176 Vehicles Operated in Maximum Service (VOMS)
 203 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 10061
 Reporter Type: Full Reporter

Financial Information

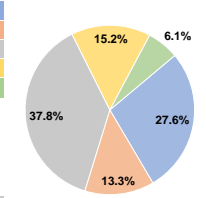
Sources of Operating Funds Expended

Fare Revenues	\$4,492,295	27.6%
Local Funds	\$2,156,683	13.3%
State Funds	\$6,152,060	37.8%
Federal Assistance	\$2,468,381	15.2%
Other Funds	\$989,432	6.1%
Total Operating Funds Expended	\$16,258,851	100.0%

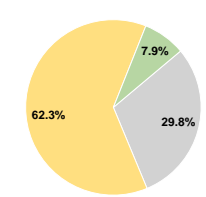
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$0	0.0%
State Funds	\$782,888	29.8%
Federal Assistance	\$1,634,462	62.3%
Other Funds	\$206,022	7.9%
Total Capital Funds Expended	\$2,623,372	100.0%

Operating Funding Sources



Capital Funding Sources



Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$1,143,110	7.2%
Materials and Supplies	\$929,363	5.9%
Purchased Transportation	\$11,999,964	75.6%
Other Operating Expenses	\$1,809,124	11.4%
Total Operating Expenses	\$15,881,561	100.0%
Reconciling OE Cash Expenditures	\$377,290	
Purchased Transportation (Reported Separately)	\$0	

Modal Characteristics

Modal Overview

Mode	Vehicles Operated in Maximum Service		Uses of Capital Funds				Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	
Demand Response	-	150	\$778,696	\$24,037	\$149,931	\$0	\$952,664
Demand Response - Taxi	-	7	\$0	\$0	\$0	\$0	\$0
Bus	-	19	\$33,516	\$58,525	\$1,458,294	\$120,373	\$1,670,708
Total	-	176	\$812,212	\$82,562	\$1,608,225	\$120,373	\$2,623,372

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 Vehicles	Average Fleet Age in Years ^a
Demand Response	\$10,562,566	\$3,781,058	\$952,664	3,035,888	388,546	2,400,546	155,101	0.0	170	150	11.8%	5.4
Demand Response - Taxi	\$93,237	\$21,888	\$0	82,017	10,995	61,515	3,824	0.0	7	7	0.0%	0.0
Bus	\$5,225,758	\$689,349	\$1,670,708	2,341,932	564,321	622,853	42,936	0.0	26	19	26.9%	7.1
Total	\$15,881,561	\$4,492,295	\$2,623,372	5,459,837	963,862	3,084,914	201,861	0.0	203	176	13.3%	

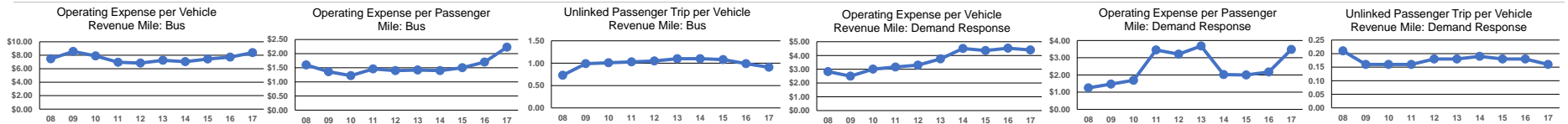
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$4.40	\$68.10
Demand Response - Taxi	\$1.52	\$24.38
Bus	\$8.39	\$121.71
Total	\$5.15	\$78.68

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
Demand Response	\$3.48	\$27.18	0.2	2.5
Demand Response - Taxi	\$1.14	\$8.48	0.2	2.9
Bus	\$2.23	\$9.26	0.9	13.1
Total	\$2.91	\$16.48	0.3	4.8



Notes:

^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.
¹Average Unlinked Trips not available for Demand Response Taxi.