

**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**  
 0 Massachusetts Non-UZA, 160 Nashua, NH-MA

**Service Consumption**

2,793,016 Annual Passenger Miles (PMT)  
 575,306 Annual Unlinked Trips (UPT)  
 2,069 Average Weekday Unlinked Trips  
 1,070 Average Saturday Unlinked Trips  
 0 Average Sunday Unlinked Trips

**Database Information**

NTDID: 10005  
 Reporter Type: Full Reporter  
 Asset Type: Tier II  
 Sponsor NTDID:

**Assets**

Revenue Vehicles 92  
 Service Vehicles 11  
 Facilities 8  
 Track Miles  
 Lane Miles

**Service Area Statistics**

282 Square Miles  
 338,186 Population

**Service Supplied**

1,529,241 Annual Vehicle Revenue Miles (VRM)  
 107,828 Annual Vehicle Revenue Hours (VRH)  
 67 Vehicles Operated in Maximum Service (VOMS)  
 90 Vehicles Available for Maximum Service (VAMS)

**Modal Characteristics**

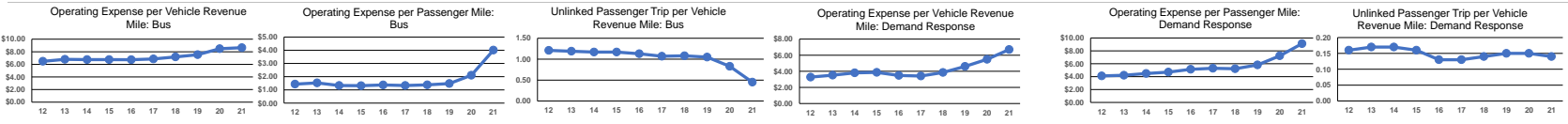
Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds					Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other		
Demand Response	-	25 <sup>1</sup>	\$0	\$0	\$0	\$0	\$0	
Bus	-	42 <sup>1</sup>	\$4,216,496	\$0	\$41,549	\$5,375	\$4,263,420	
<b>Total</b>	-	<b>67</b>	<b>\$4,216,496</b>	<b>\$0</b>	<b>\$41,549</b>	<b>\$5,375</b>	<b>\$4,263,420</b>	

**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 <sup>a</sup>
Demand Response	\$2,378,703 <sup>1</sup>	\$68,790 <sup>1</sup>	\$0	260,932	50,765	354,802	27,694	0.0	40	25 <sup>1</sup>	60.0%	3.6
Bus	\$10,163,436 <sup>1</sup>	\$460,288 <sup>1</sup>	\$4,263,420	2,532,084	524,541	1,174,439	80,134	0.0	50	42 <sup>1</sup>	19.1%	3.7
<b>Total</b>	<b>\$12,542,139</b>	<b>\$529,078</b>	<b>\$4,263,420</b>	<b>2,793,016</b>	<b>575,306</b>	<b>1,529,241</b>	<b>107,828</b>	<b>0.0</b>	<b>90</b>	<b>67</b>	<b>25.6%</b>	

**Performance Measures**

Mode	Service Efficiency		Mode	Service Effectiveness			
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour		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	\$6.70	\$85.89	Demand Response	\$9.12	\$46.86	0.1	1.8
Bus	\$8.65	\$126.83	Bus	\$4.01	\$19.38	0.4	6.5
<b>Total</b>	<b>\$8.20</b>	<b>\$116.32</b>	<b>Total</b>	<b>\$4.49</b>	<b>\$21.80</b>	<b>0.4</b>	<b>5.3</b>



**Notes:**

- <sup>1</sup>Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.
- <sup>1</sup>Includes data for a contract with another reporter.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Groton Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Maynard Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Peppereil Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Townsend Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Tyngsborough Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Drauc Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Chelmsford Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Lowell Transit Management Corp (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Acton Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Billerica Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Carlisle Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Westford Council on Aging (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.
- <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from First Transit Management of Lowell (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode MB/PT.

**Financial Information**

**Sources of Operating Funds Expended**

Fares and Directly Generated \$1,231,044 9.8%  
 Local Funds \$3,005,244 23.9%  
 State Funds \$4,039,189 32.1%  
 Federal Assistance \$4,306,181 34.2%

Total Operating Funds Expended \$12,581,658 100.0%

**Sources of Capital Funds Expended**

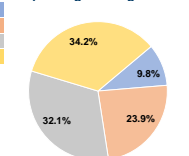
Fares and Directly Generated \$0 0.0%  
 Local Funds \$0 0.0%  
 State Funds \$852,684 20.0%  
 Federal Assistance \$3,410,736 80.0%

Total Capital Funds Expended \$4,263,420 100.0%

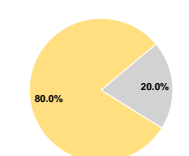
**Summary of Operating Expenses (OE)**

Labor \$804,488 6.4%  
 Materials and Supplies \$50,569 0.4%  
 Purchased Transportation \$10,882,308 86.8%  
 Other Operating Expenses \$804,774 6.4%  
 Total Operating Expenses \$12,542,139 100.0%  
 Reconciling OE Cash Expenditures (Reported Separately) \$39,519  
 Purchased Transportation (Reported Separately) \$0

**Operating Funding Sources**



**Capital Funding Sources**



**Performance Measure Targets - 2022**

Performance Measure - Asset Type - Target % not in State of Good Repair  
 Equipment - Automobiles - 33%  
 Equipment - Trucks and other Rubber Tire Vehicles - 75%  
 Facility - Administrative / Maintenance Facilities - 0%  
 Facility - Passenger / Parking Facilities - 0%  
 Rolling Stock - BU - Bus - 5%  
 Rolling Stock - CU - Cutaway - 35%  
 Rolling Stock - MV - Minivan - 0%