

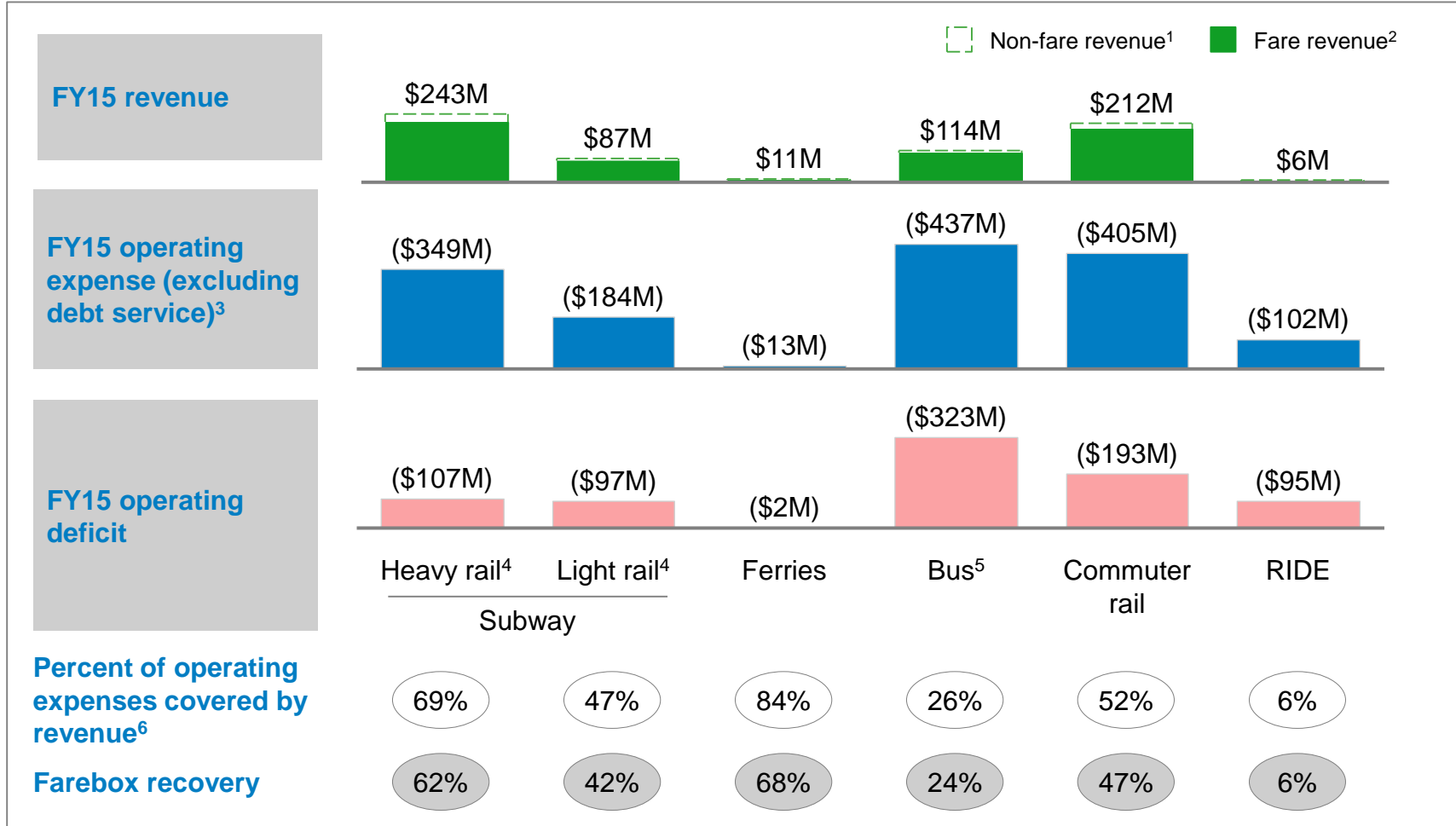
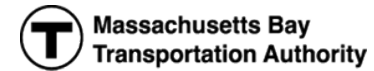
- The goal of this analysis is to show the true economics – costs, revenue, and number of rides – of each mode of transit
- The following charts show all MBTA operating expenses<sup>1</sup> (excluding debt service) and revenues (both fare and own-source) allocated across modes of transit
- **Operating expenses** (excluding debt service) of \$1.5B are allocated using internal MBTA methodologies for Federal reporting
  - Costs for operational departments that support multiple modes are allocated based on an appropriate metric (e.g., Maintenance of Way costs allocate based on miles of track)
  - Headquarters and corporate costs allocated in proportion to each mode’s direct operating costs
- **Fare revenues** are allocated based on the latest CTPS<sup>2</sup> figures. Total fare revenue corresponds to the MBTA’s published financial statements
- **Own-source revenues** (advertising, parking, real estate, etc.) are allocated based on the mode in which they are generated, where possible, and in proportion to fare revenues elsewhere

<sup>1</sup> Operating expenses only. Analysis does not include capital expense

<sup>2</sup> Central Transportation Planning Staff, staff to the Boston Metropolitan Planning Organization

# MBTA Expenses and Revenue by mode

PRELIMINARY



1 \$69M of advertising, real estate, parking, and other income allocated across transit modes

2 Fare revenue allocated across modes according to CTPS figures as of 10/05/2015

3 Total operating expense is \$18M less than the MBTA financial statements due to federal reporting requirements

4 Heavy Rail is the Orange, Red, and Blue Lines. Light Rail is the Green Line and Mattapan Trolley

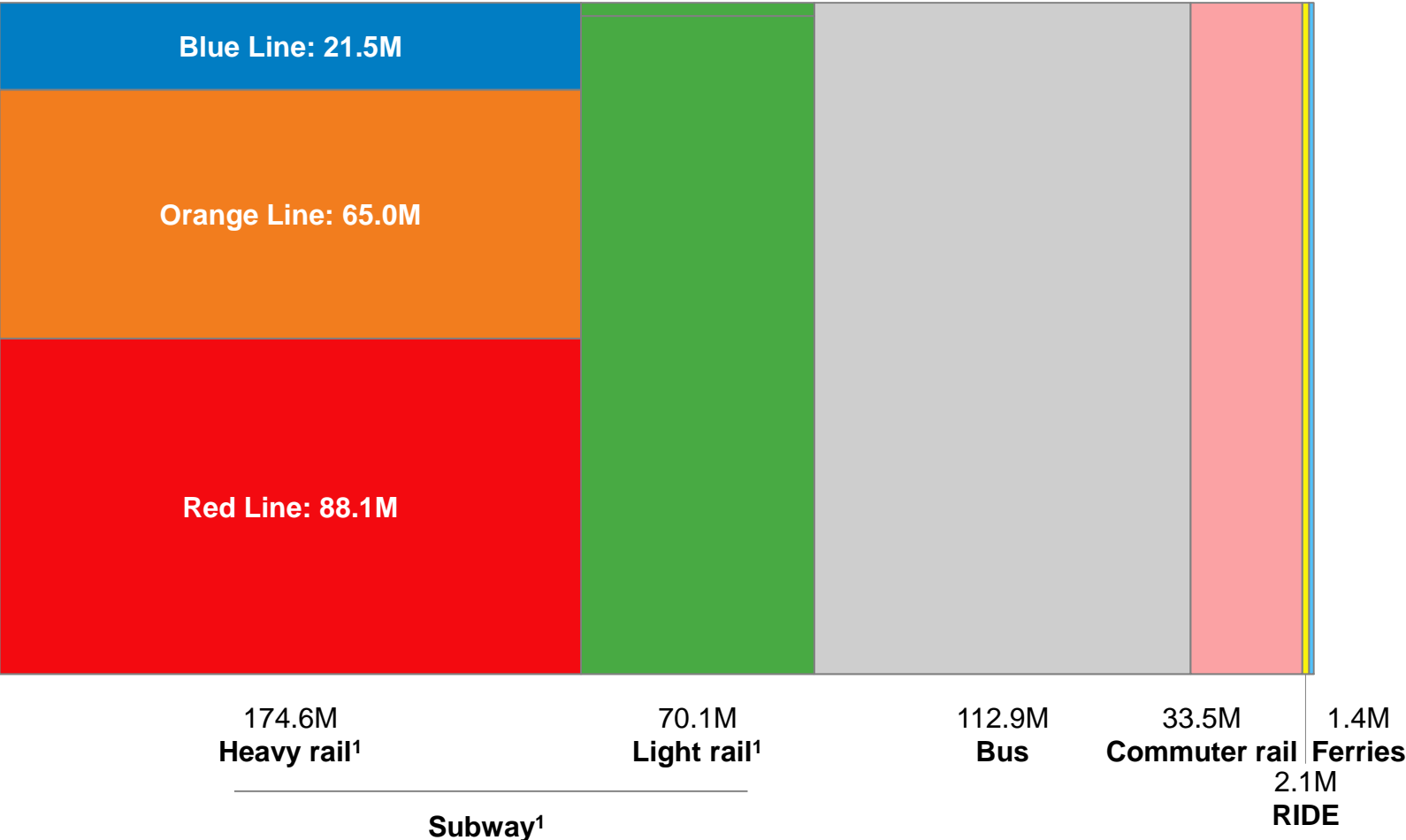
5 Along with main bus operations, includes trolley buses, Silver Line, and outsourced suburban bus service

6 includes fare and own-source revenue, and so is different from farebox recovery (which is calculated based only on fare revenue and operating expense)

# Subway and bus account for ~90% of MBTA rides

## FY15 rides by mode

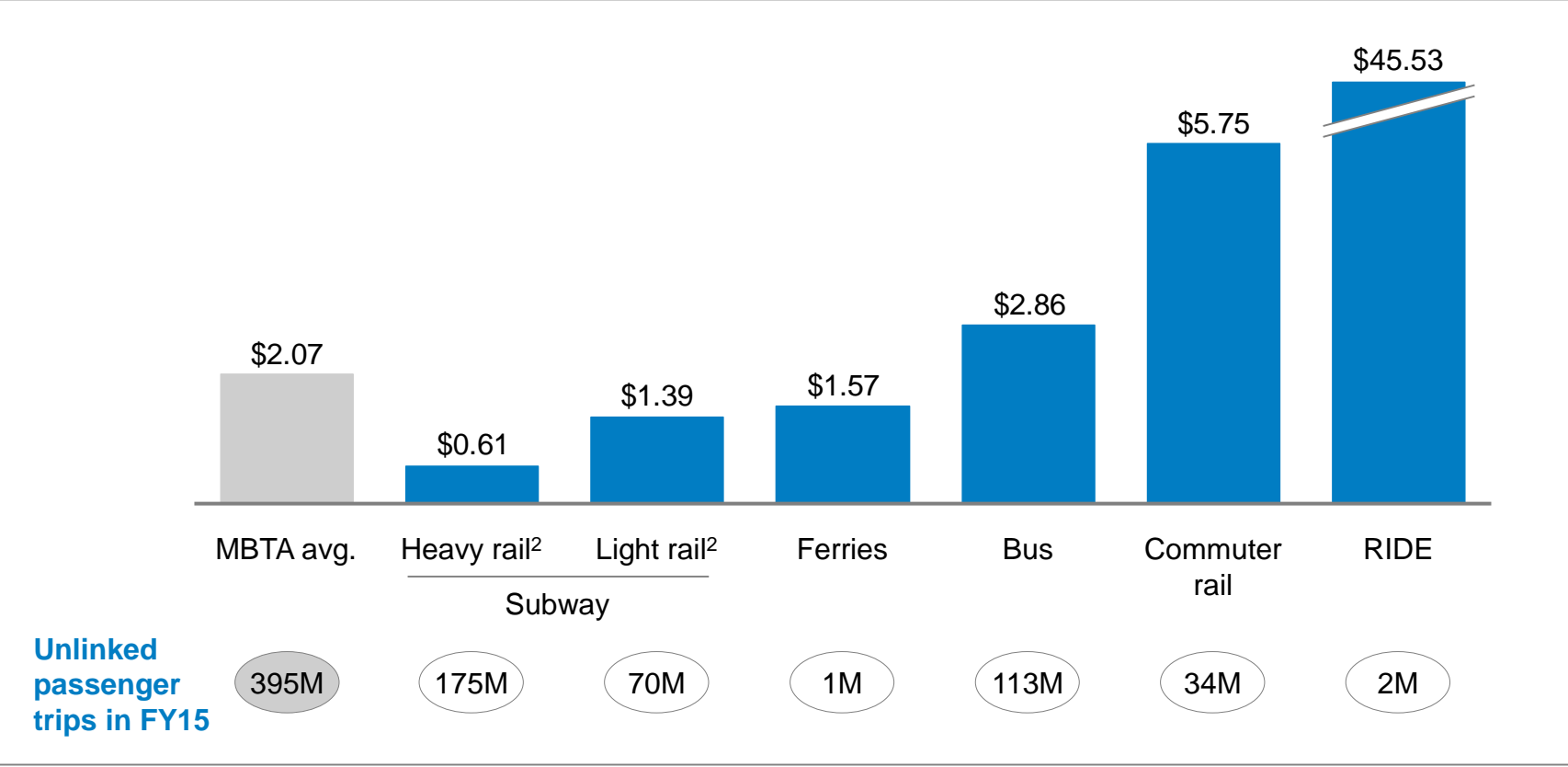
# of unlinked passenger trips



<sup>1</sup> Heavy rail is Orange Line, Red Line, and Blue line. Light Rail is Green Line (dominant share) and Mattapan Trolley

# The operating deficit (subsidy) per passenger trip varies across transit modes

**FY15 operating deficit (subsidy) per passenger trip<sup>1</sup>**  
 \$ per unlinked passenger trip



1 Fully-allocated operating expenses less fare and non-fare revenue, divided by annual ridership measured in number of unlinked trips  
 2 Heavy Rail is the Orange, Red, and Blue Lines. Light Rail is the Green Line and Mattapan Trolley