

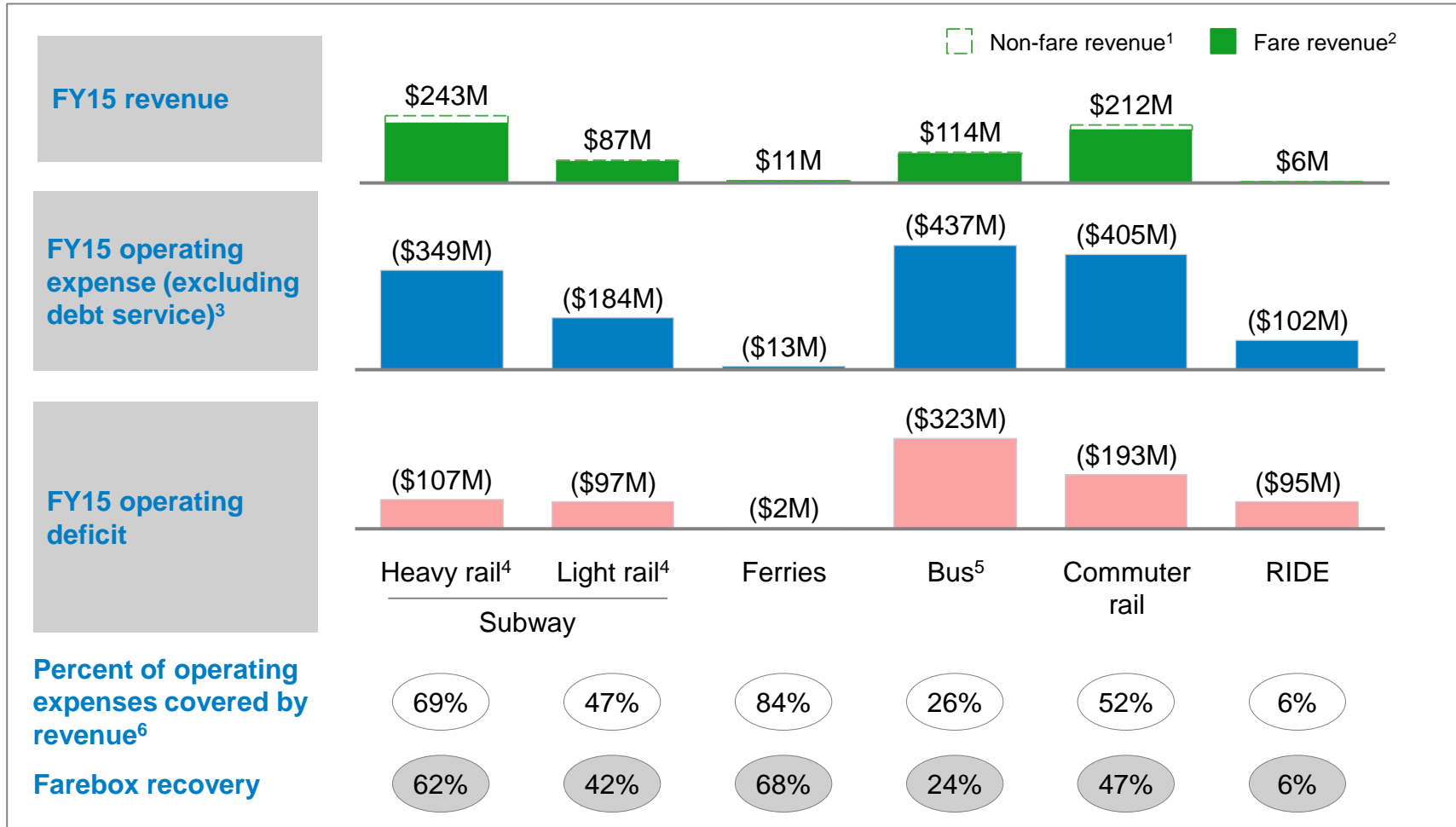
- The goal of this analysis is to show the true economics – costs, revenue, and number of rides – of each mode of transit
- The following charts show all MBTA operating expenses¹ (excluding debt service) and revenues (both fare and own-source) allocated across modes of transit
- **Operating expenses** (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 CTPS² 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

¹ Operating expenses only. Analysis does not include capital expense

² 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

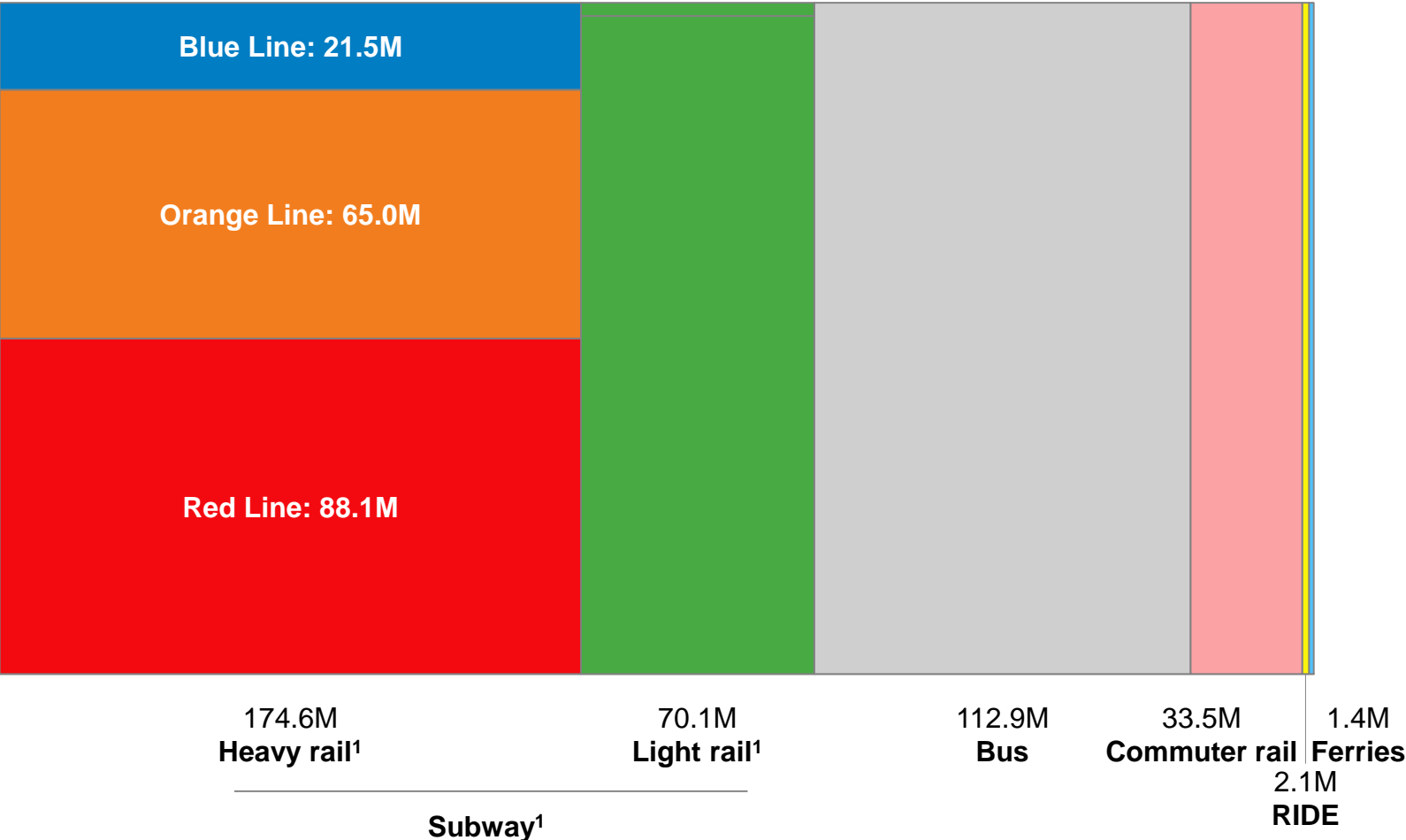
5 Along with main bus operations, includes trolley buses, Silver Line, and outsourced suburban bus service

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

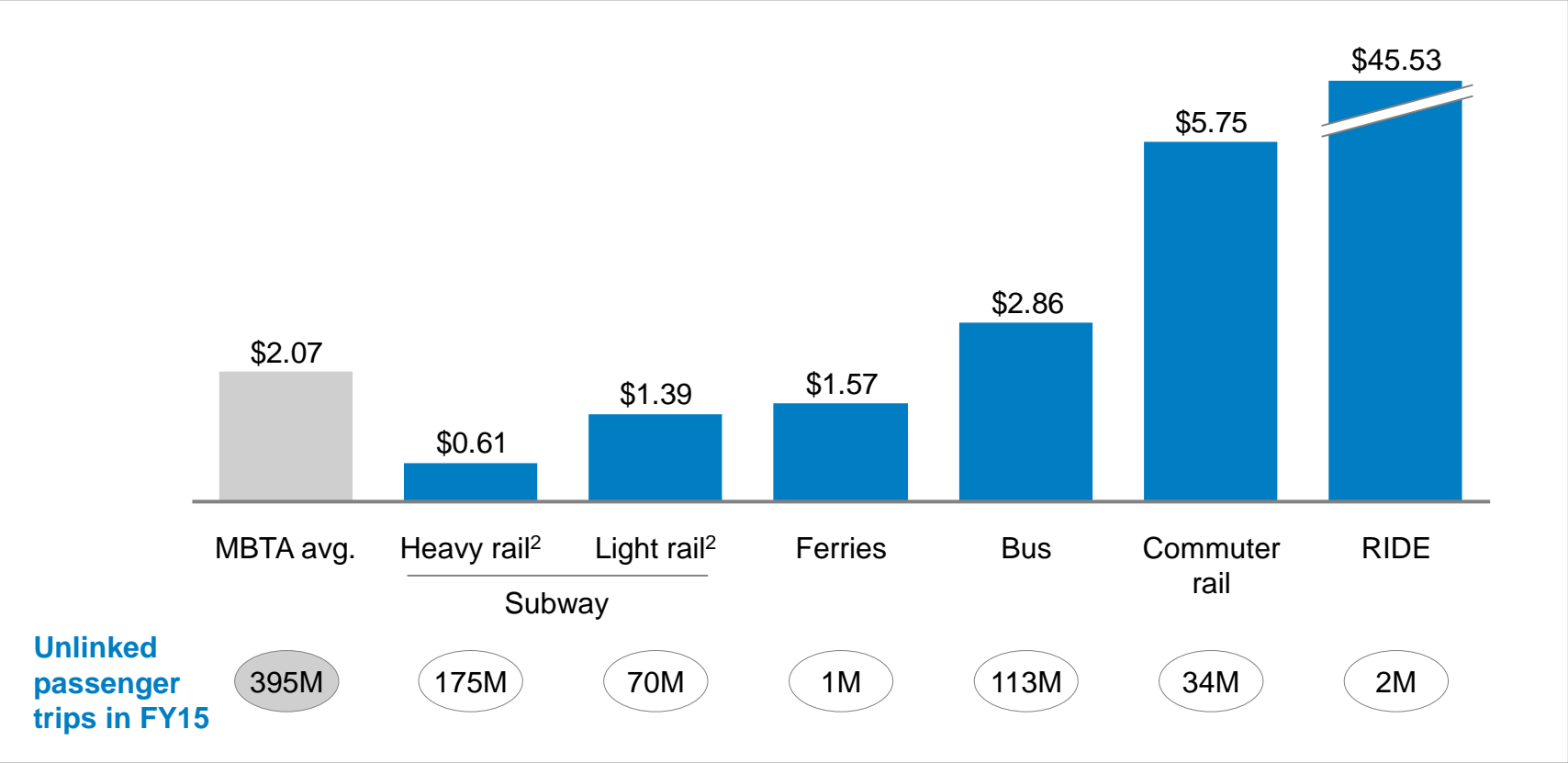
of unlinked passenger trips



¹ 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 trip¹
 \$ 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