



# Ridership and Service Statistics

*Tenth Edition, 2004-2005*



**Massachusetts Bay Transportation Authority**

Daniel A. Grabauskas, General Manager



# TENTH EDITION - CONTENTS

## Chapter 1 - Introduction

About This Book	1	.	3
Service and Infrastructure Profile	1	.	4-10
Service District	1	.	4
Typical Weekday Ridership	1	.	4
Annual Ridership	1	.	5
Route Miles	1	.	5
Routes	1	.	6
Scheduled Weekday Trips	1	.	7
MBTA - Provided Park-n'-Ride Spaces	1	.	7
Stations and Stops	1	.	8
Accessible Stations	1	.	9
Fleet	1	.	10
Ridership Snapshot: 1983-2004 Typical Weekday (Chart)	1	.	11
Ridership Snapshot: 1983-2004 Typical Weekday/Monthly Totals (Tables)	1	.	12-14
Ridership by Mode and Line	1	.	15
Statement of Revenues and Expenses	1	.	16
MBTA Timeline	1	.	17

## Chapter 2 - Subway Service

### General Information

Operations Overview and Statistical Highlights	2	.	3
Rapid Transit System Map	2	.	4
Green Line Branch Map	2	.	5

### Service Overview

Schedule and Span	2	.	6
Scheduled Train Miles by Rating Period	2	.	7
Scheduled Round Trips by Rating Period	2	.	8
Fleet Roster	2	.	9
Pullout Requirements	2	.	10-11

### Ridership

"Spider" Map - Typical Weekday Boardings by Station for 2001-2005	2	.	12
Downtown Station Transfer Map	2	.	13
Ranked Station Boardings and From-To Transfers	2	.	14
Ranked Green Line Surface Stop Boardings	2	.	15
Subway Ridership Since 1964 (Chart)	2	.	16
Survey – Station Access, Trip Purpose, and Reasons for Using Transit	2	.	17
Accessible Subway Stations	2	.	18-19

### Routes

<b>RED LINE</b>	2	.	21
-----------------	---	---	----

Fleet Description	2	.	22
Route Descriptions	2	.	23
Track Maps	2	.	24-25
Station Entrances (Boardings)	2	.	26
Location of Stations	2	.	27
Equipment at Stations	2	.	28
<hr/>			
<b>MATTAPAN-ASHMONT TROLLEY</b>	2	.	29
Fleet Description	2	.	30
Ridership, Route Description, Location of Stations	2	.	31
Track Map	2	.	32
<hr/>			
<b>GREEN LINE</b>	2	.	33
Fleet Description	2	.	34
Route Descriptions	2	.	35-36
Track Map	2	.	37
Station Entrances (Boardings)	2	.	38
Surface Stop Boardings	2	.	39
Location of Stations and Surface Stops	2	.	40-41
Equipment at Stations	2	.	42
<hr/>			
<b>ORANGE LINE</b>	2	.	43
Fleet Description	2	.	44
Route Description	2	.	45
Track Map	2	.	46
Station Entrances (Boardings)	2	.	47
Location of Stations	2	.	48
Equipment at Stations	2	.	49
<hr/>			
<b>BLUE LINE</b>	2	.	51
Fleet Description	2	.	52
No. 5 Car Spec Sheet	2	.	53-54
Route Description	2	.	55
Track Map	2	.	56
Station Entrances (Boardings)	2	.	57
Location of Stations	2	.	58
Equipment at Stations	2	.	59

## Chapter 3A - Silver Line Bus Rapid Transit

Fleet Description	3A	.	2
<hr/>			
<b>WASHINGTON STREET</b>			
Operations Overview and Statistical Highlights	3A	.	3-4
Route Description	3A	.	5-6
Route Map	3A		7
Strip Map with Right-of-Way Characteristics	3A	.	8
Boardings: Weekday/Saturday/Sunday	3A	.	9-11
Ridership and Service Growth	3A	.	12
Equipment at Stations	3A	.	13

---

**WATERFRONT**

Operations Overview and Statistical Highlights	3A	.	14-15
Route Descriptions	3A	.	16-18
Schedule Capsule and Route Map	3A	.	19
Trolley Wire Schematic	3A	.	20
Boardings: Weekday/Saturday/Sunday	3A	.	21
Equipment at Stations	3A	.	22

---

## **Chapter 3B - Bus Service**

### **General Information**

Operations Overview	3B	.	3
---------------------	----	---	---

### **Service Overview**

Scheduled Vehicle Miles by Rating Period	3B	.	4
Scheduled Round Trips by Rating Period	3B	.	5
The Routes: Route Numbers, Variations, Terminals, and Round Trip Mileages	3B	.	6-11

### **Ridership**

Ridership – Boardings by Route as of July, 2005	3B	.	12-15
Ridership Ranked by Day/Total Boardings	3B	.	16-18
Survey – Trip Purpose and Reasons for Using Transit	3B	.	19
Bus-Bus Transfers Issued	3B	.	20

### **Fleet and Infrastructure**

Fleet Description	3B	.	21
Fleet Roster	3B	.	22
Trackless Trolley Overhead Wire Schematic	3B	.	23
Maintenance and Storage Facilities	3B	.	24

### **Line Statistics**

Vehicle Recap	3B	.	25
Statistics by Route	3B	.	26-31
Lift Bus Requests Received	3B	.	32

## **Chapter 4 - Commuter Rail**

### **General Information**

South Station Fact Sheet	4	.	2
Operations Overview	4	.	3-4

### **Service Overview**

System Map	4	.	5
Mileage To/From North or South Station	4	.	6
Route Mileage	4	.	7-8
Scheduled Service	4	.	9

Span of Service	4	.	10
Annual Train & Coach Miles, and Ridership Highlights	4	.	11

### **Ridership**

Annual Ridership and Typical Weekday Inbound Boardings (Chart)	4	.	12
"Spider Map" Train Audit (Inbound Boardings for a Typical Weekday)	4	.	13
Typical Weekday Boardings by Route: Weekday/Saturday/Sunday	4	.	14
Typical Weekday Boardings 1994-2004: North Side	4	.	15
Typical Weekday Boardings 1994-2004: South Side	4	.	16
Typical Weekday Boardings 1994-2004: Old Colony and System Totals	4	.	17
Ranked Station Boardings (Inbound)	4	.	18
Survey – Station Access, Trip Purpose, and Reasons for Using Transit	4	.	19

### **Fleet and Infrastructure**

Fleet Description	4	.	20
Fleet Roster	4	.	21
Train Assignments	4	.	22
Station Locations: North Side	4	.	23
Station Locations: South Side	4	.	24
Station Locations: Old Colony	4	.	25
Accessible Stations: North Side	4	.	26
Accessible Stations: South Side	4	.	27
Greenbush Line FAQ	4	.	28

## **Chapter 5A - Water Transportation**

Operations Overview	5A	.	3
Average Weekday Ridership and Vessel Fleet	5A	.	4
Commuter Boat Map	5A	.	5
Inner Harbor Ferry Map	5A	.	6
Ridership By Fiscal Year (Chart)	5A	.	7
Ridership by Route	5A	.	8-10

## **Chapter 5B - Contracted Bus Services**

Operations Overview, Estimated Weekday and Annual Ridership (Chart)	5B	.	3
Monthly Ridership by Fiscal Year	5B	.	4-8
Route Inventory and Contractors	5B	.	9-10

## **Chapter 6 - THE RIDE**

Operations Overview	6	.	3-4
Service Area Region Map	6	.	5
Communities Served by Service Area Region and Contractors	6	.	6
Fleet	6	.	7
The RIDE: Growth Since Inception	6	.	8

Trip Origin by Community (Absolute)	6	.	9
Trip Origin by Community (Relative)	6	.	10

## Chapter 7 - Revenue

Total Revenue by Source Component	7	.	2
Monthly Pass Sales	7	.	3
Weekly Pass Sales	7	.	4
Assessments to Cities and Towns	7	.	5-7
Tariff Excerpts (as of Fall, 2003)	7	.	8-11
Commuter Rail Fare Zone Designations (Map)	7	.	12

## Chapter 8 - Park-n'-Ride

Overview of Park-n'-Ride Opportunities for MBTA Customers	8	.	3
Subway-Light Rail-Trolley-BRT	8	.	4-5
Bicycle Parking at MBTA Surface Facilities	8	.	6
Commuter Rail: North Side	8	.	7-8
Commuter Rail: South Side	8	.	9-10
Commuter Rail: Old Colony and Mode Total	8	.	11
Water Transportation	8	.	12
Bus (MBTA and Other)	8	.	13
Other Park and Ride Facilities	8	.	14

## Chapter 9 - Service by Community

Service District: The 175 Member Communities (Map)	9	.	2
Overview and Statistical Profiles	9	.	3
Service District: The 175 Member Communities (Table)	9	.	4-6
Service by Mode and Member Community	9	.	7
Contracted Bus Services: Communities Served	9	.	8
Service District: Member Communities and Services (Key)	9	.	9
Service District: Member Communities and Services (Tabulation)	9	.	10-47

## Appendix

Definitions	A	.	2-7
Principal MBTA Facilities	A	.	8
Credits and Acknowledgements	A	.	9
Notes	A	.	10

# About This Book

The 2004-2005 edition of *MBTA Ridership and Service Statistics* (“*The Blue Book*”) is the tenth edition of this compendium. The “Blue Book” was first published in 1988.

This book was designed with the user in mind. The MBTA receives frequent inquiries from customers, students, peer transit providers, government agencies, community organizations, transportation enthusiasts, and the media for information regarding its operations, and this book is intended to address these needs. Additionally, this book serves as a management and analytical tool for MBTA staff.

This book will continue to be revised and updated, periodically and as resources permit. If you have any questions concerning this book, suggestions for future updates and revisions, or need additional information on any aspect of the MBTA's operations, please contact Conrad Misek in the Service Planning Department at:

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Although every effort has been made to ensure the accuracy of the data presented herein, the MBTA can assume no responsibility for errors, typographic and otherwise, that may have crept into this work.

Information on all MBTA services can be obtained by calling 617-222-3200, 1-800-392-6100 (outside Mass.), or 617-222-5146 (TTY), or at [www.mbta.com](http://www.mbta.com).



# Chapter 1: Introduction



**Welcome to Boston!**







# Subway and Surface Ridership

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Period	UNLINKED TRIPS				LINKED TRIPS	
	Rapid Transit Lines		Surface Lines		Rapid Transit and Surface	
	Average Weekday	Monthly Total	Average Weekday	Monthly Total	Average Weekday	Monthly Total
Jun 05 per 12 fy 05						
May 05 per 11 fy 05						
Apr 05 per 10 fy 05	465,700	11,409,600	425,000	10,411,700	635,000	15,558,400
Mar 05 per 9 fy 05	444,200	11,549,200	398,300	10,356,200	602,000	15,651,400
Feb 05 per 8 fy 05	453,700	10,209,200	467,900	10,527,900	647,400	14,566,400
Jan 05 per 7 fy 05	433,100	10,395,200	412,200	9,893,600	599,700	14,392,100
Six-Period Summary YTD	449,175	10,890,800	425,850	10,297,350	621,025	15,042,075
Dec 04 per 6 fy 05	418,000	10,346,000	408,600	10,113,400	584,500	14,465,900
Nov 04 per 5 fy 05	460,600	10,939,100	446,800	10,612,100	642,200	15,252,000
Oct 04 per 4 fy 05	486,000	11,785,900	464,500	11,262,900	673,900	16,341,900
Sep 04 per 3 fy 05	461,300	11,186,000	449,800	10,907,400	647,700	15,707,100
Aug 04 per 2 fy 05	429,600	10,847,300	408,700	10,319,000	597,800	15,094,200
Jul 04 per 1 fy 05	426,000	10,543,400	404,000	9,998,600	592,100	14,654,600
Six-Period Summary	446,917	65,647,700	430,400	63,213,400	623,033	91,515,700
<b>FY 05 ANNUAL</b>						
Jun 04 per 12 fy 04	444,900	11,123,100	432,200	10,804,600	623,900	15,596,700
May 04 per 11 fy 04	436,900	10,486,400	427,200	10,253,900	614,200	14,740,000
Apr 04 per 10 fy 04	449,800	11,243,800	439,600	10,990,100	632,100	15,802,400
Mar 04 per 9 fy 04	427,300	11,111,100	418,100	10,871,300	600,800	15,621,600
Feb 04 per 8 fy 04	462,600	10,524,200	453,000	10,306,600	650,600	14,801,500
Jan 04 per 7 fy 04	417,500	10,125,100	418,400	10,146,000	592,300	14,362,900
Six-Period Summary	439,833	64,613,700	431,417	63,372,500	618,983	90,925,100
Dec 03 per 6 fy 04	454,400	11,246,400	450,100	11,139,600	635,400	15,726,900
Nov 03 per 5 fy 04	481,700	11,439,800	521,700	12,389,500	697,000	16,554,500
Oct 03 per 4 fy 04	447,400	11,408,500	473,600	12,076,500	631,900	16,113,200
Sep 03 per 3 fy 04	496,800	12,046,500	489,300	11,864,900	693,200	16,810,300
Aug 03 per 2 fy 04	455,800	11,281,700	437,000	10,814,600	629,800	15,586,600
Jul 03 per 1 fy 04	449,100	11,451,700	429,800	10,960,500	620,100	15,812,400
Six-Period Summary	464,200	68,874,600	466,917	69,245,600	651,233	96,603,900
<b>FY 04 ANNUAL</b>	<b>452,017</b>	<b>133,488,300</b>	<b>449,167</b>	<b>132,618,100</b>	<b>635,108</b>	<b>187,529,000</b>
Jun 03 per 12 fy 03	466,800	11,321,000	436,600	10,586,800	639,000	15,500,900
May 03 per 11 fy 03	458,700	11,352,900	450,600	11,151,800	626,800	15,826,700
Apr 03 per 10 fy 03	461,800	11,544,100	460,400	11,509,100	647,300	16,182,600
Mar 03 per 9 fy 03	463,300	11,466,000	435,600	10,781,700	635,600	15,730,700
Feb 03 per 8 fy 03	458,400	10,314,100	431,200	9,702,900	629,000	14,153,000
Jan 03 per 7 fy 03	431,500	10,680,800	435,900	10,789,400	607,900	15,046,700
Six-Period Summary	456,750	66,678,900	441,717	64,521,700	630,933	92,440,600
Dec 02 per 6 fy 03	466,700	11,201,700	431,400	10,353,000	636,400	15,273,200
Nov 02 per 5 fy 03	495,900	11,528,700	482,200	11,211,100	684,700	15,919,600
Oct 02 per 4 fy 03	480,900	12,263,400	482,900	12,312,800	675,900	17,236,500
Sep 02 per 3 fy 03	504,800	11,863,500	479,400	11,266,200	710,200	16,334,500
Aug 02 per 2 fy 03	465,300	11,864,000	414,700	10,575,200	614,300	15,970,700
Jul 02 per 1 fy 03	475,700	12,130,300	421,600	10,750,000	651,800	16,296,200
Six-Period Summary	481,550	70,851,600	452,033	66,468,300	662,217	97,030,700
<b>FY 03 ANNUAL</b>	<b>469,150</b>	<b>137,530,500</b>	<b>446,875</b>	<b>130,990,000</b>	<b>646,575</b>	<b>189,471,300</b>

Period	UNLINKED TRIPS				LINKED TRIPS	
	Rapid Transit Lines		Surface Lines		Rapid Transit and Surface	
	Average Weekday	Monthly Total	Average Weekday	Monthly Total	Average Weekday	Monthly Total
Jun 02 per 12 fy 02	494,800	11,752,300	415,500	9,868,800	646,300	15,348,500
May 02 per 11 fy 02	478,000	12,070,700	455,800	11,509,600	652,700	16,481,200
Apr 02 per 10 fy 02	495,600	12,389,400	462,000	11,550,200	671,200	16,778,800
Mar 02 per 9 fy 02	468,700	11,599,500	456,500	11,297,900	644,800	15,961,800
Feb 02 per 8 fy 02	491,900	11,068,600	464,600	10,453,800	669,400	15,060,600
Jan 02 per 7 fy 02	452,700	11,205,500	482,600	11,945,300	644,800	15,957,700
Six-Period Summary	480,283	70,086,000	456,167	66,625,600	654,867	95,588,600
Dec 01 per 6 fy 02	475,500	11,174,200	446,700	10,497,200	645,700	15,174,800
Nov 01 per 5 fy 02	491,500	11,672,000	502,700	11,938,400	688,800	16,359,000
Oct 01 per 4 fy 02	487,200	12,423,900	477,800	12,183,400	672,100	17,139,300
Sep 01 per 3 fy 02	548,100	12,606,200	501,900	11,544,800	737,600	16,964,200
Aug 01 per 2 fy 02	490,300	12,746,700	458,000	11,907,900	664,400	17,275,600
Jul 01 per 1 fy 02	509,600	12,739,800	455,800	11,393,800	680,100	17,001,300
Six-Period Summary	500,367	73,362,800	473,817	69,465,500	681,450	99,914,200
<b>FY 02 ANNUAL</b>	<b>490,325</b>	<b>143,448,800</b>	<b>464,992</b>	<b>136,091,100</b>	<b>668,158</b>	<b>195,502,800</b>
Jun 01 per 12 fy 01	514,800	12,612,900	489,200	11,984,900	702,000	17,199,700
May 01 per 11 fy 01	501,000	12,651,000	471,700	11,909,700	680,900	17,193,500
Apr 01 per 10 fy 01	517,400	12,546,400	515,900	12,251,700	727,600	17,281,200
Mar 01 per 9 fy 01	480,900	12,262,000	476,300	12,146,400	665,900	16,979,000
Feb 01 per 8 fy 01	507,900	11,427,100	495,200	11,141,800	699,100	15,730,800
Jan 01 per 7 fy 01	470,900	11,653,600	486,400	12,039,100	667,800	16,528,900
Six-Period Summary	498,817	73,153,000	489,117	71,473,600	690,550	100,913,100
Dec 00 per 6 fy 01	491,600	11,922,000	441,700	10,711,800	663,700	16,093,500
Nov 00 per 5 fy 01	523,900	12,441,900	456,700	10,846,200	692,300	16,442,100
Oct 00 per 4 fy 01	554,300	13,719,000	462,300	11,440,700	736,500	17,860,400
Sep 00 per 3 fy 01	572,000	13,585,100	459,700	10,917,700	735,000	17,456,800
Aug 00 per 2 fy 01	530,300	13,788,800	428,900	11,151,400	732,200	17,756,100
Jul 00 per 1 fy 01	591,000	14,331,000	459,800	11,150,500	751,300	18,220,100
Six-Period Summary	543,850	79,787,800	451,517	66,218,300	718,500	103,829,000
<b>FY 01 ANNUAL</b>	<b>521,333</b>	<b>152,940,800</b>	<b>470,317</b>	<b>137,691,900</b>	<b>704,525</b>	<b>204,742,100</b>
Jun 00 per 12 fy 00	509,400	12,735,800	457,600	11,439,000	686,900	17,173,600
May 00 per 11 fy 00	503,300	12,707,800	447,700	11,304,000	676,300	17,076,800
Apr 00 per 10 fy 00	501,800	11,917,500	457,400	10,864,000	680,300	16,156,200
Mar 00 per 9 fy 00	480,100	12,483,600	459,700	11,951,300	662,700	17,230,800
Feb 00 per 8 fy 00	480,400	11,290,200	471,000	11,069,400	669,100	15,723,800
Jan 00 per 7 fy 00	470,500	11,409,900	437,600	10,611,900	642,500	15,581,300
Six-Period Summary	490,917	72,544,800	455,167	67,239,600	669,633	98,942,500
Dec 99 per 6 fy 00	487,100	12,298,500	440,900	11,133,400	658,600	16,630,800
Nov 99 per 5 fy 00	522,700	12,414,700	460,600	10,939,100	700,100	16,626,900
Oct 99 per 4 fy 00	518,800	12,579,700	462,300	11,209,900	697,500	16,915,300
Sep 99 per 3 fy 00	530,400	12,861,600	486,700	11,801,300	720,700	17,477,300
Aug 99 per 2 fy 00	506,900	12,799,500	411,400	10,386,700	659,900	16,662,800
Jul 99 per 1 fy 00	514,400	12,804,800	411,900	10,194,800	669,900	16,564,200
Six-Period Summary	513,383	75,758,800	445,633	65,665,200	684,450	100,877,300
<b>FY 00 ANNUAL</b>	<b>502,150</b>	<b>148,303,600</b>	<b>450,400</b>	<b>132,904,800</b>	<b>677,042</b>	<b>199,819,800</b>
Jun 99 per 12 fy99	482,000	12,292,000	435,800	10,894,000	663,100	16,577,700
May 99 per 11 fy99	477,600	11,701,700	463,200	11,116,900	674,400	16,184,800
Apr 99 per 10 fy99	469,400	11,735,900	478,300	11,719,300	675,100	16,540,100
Mar 99 per 9 fy99	455,200	11,834,900	466,200	12,121,000	647,800	16,843,300
Feb 99 per 8 fy99	479,300	10,783,200	461,100	10,374,600	666,000	14,984,800
Jan 99 per 7 fy99	454,600	10,682,700	419,700	9,862,723	622,200	14,620,700

Period	UNLINKED TRIPS				LINKED TRIPS	
	Rapid Transit Lines		Surface Lines		Rapid Transit and Surface	
	Average Weekday	Monthly Total	Average Weekday	Monthly Total	Average Weekday	Monthly Total
Six-Period Summary	469,683	69,030,400	454,050	66,088,523	658,100	95,751,400
Dec 98 per 6 fy99	461,800	11,661,600	424,200	10,710,000	630,900	15,930,000
Nov 98 per 5 fy99	485,900	10,932,800	449,700	10,118,000	651,100	14,976,200
Oct 98 per 4 fy99	509,700	12,614,500	460,300	11,392,100	692,000	17,127,400
Sep 98 per 3 fy99	502,000	12,172,600	467,900	11,346,400	689,400	16,718,400
Aug 98 per 2 fy99	482,900	11,952,700	430,200	10,647,600	652,500	16,149,400
Jul 98 per 1 fy99	485,000	12,368,200	423,300	10,793,600	663,600	16,589,700
Six-Period Summary	487,883	71,702,400	442,600	65,007,700	663,250	97,491,100
<b>FY 99 ANNUAL</b>	<b>478,783</b>	<b>140,732,800</b>	<b>448,325</b>	<b>131,096,223</b>	<b>660,675</b>	<b>193,242,500</b>
FY 98 ANNUAL	463,342	136,787,800	439,100	128,933,900	644,367	189,706,600
FY 97 ANNUAL	446,208	130,913,800	436,208	128,028,400	625,892	183,658,200
FY 96 ANNUAL	450,750	132,327,500	427,858	125,601,500	632,050	185,555,000
FY 95 ANNUAL	432,733	126,336,232	424,358	123,952,900	610,958	178,403,700
FY 94 ANNUAL	428,525	125,759,800	417,633	122,522,400	604,758	177,456,400
FY 93 ANNUAL	411,817	122,182,700	403,417	118,615,000	583,208	171,562,300
FY 92 ANNUAL	395,725	116,012,700	412,767	121,017,700	572,325	167,617,800
FY 91 ANNUAL	412,917	120,949,400	436,600	127,797,200	591,767	173,282,300
FY 90 ANNUAL	428,442	125,375,700	442,550	129,484,600	605,367	177,021,300
FY 89 ANNUAL	437,108	127,755,000	436,117	127,426,200	603,925	176,533,000
FY 88 ANNUAL	423,625	124,409,500	435,958	127,971,100	592,667	174,050,434
FY 87 ANNUAL	401,542	117,538,500	439,992	128,711,500	577,567	169,015,900
FY 86 ANNUAL	378,817	109,165,800	439,542	126,298,800	558,917	163,462,400
FY 85 ANNUAL	364,775	106,969,700	441,642	129,399,900	553,817	162,484,400
FY 84 ANNUAL	338,192	98,696,200	453,233	130,320,300	535,642	156,758,400
FY 83 ANNUAL	326,542	95,173,000	422,800	123,378,000	517,675	150,619,200

# TIMELINE

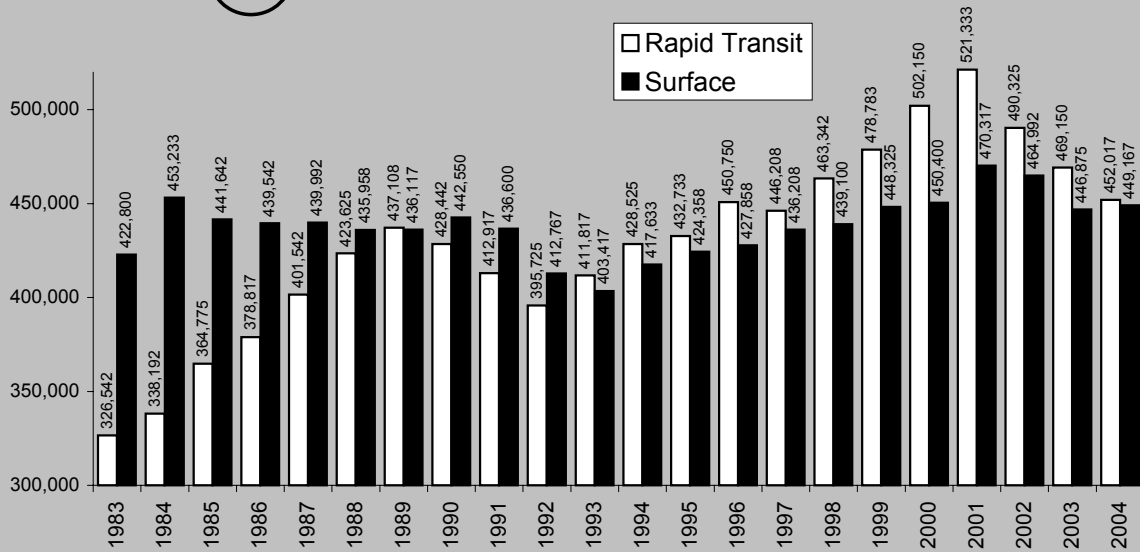
1631 - First mass transit service in the future United States - a private Chelsea-Charlestown-Boston ferry - begins  
 1838 - First "commuted" (reduced for daily riders) railroad fares in USA begun by MBTA predecessor Eastern RR  
 1856 - First horse drawn streetcar  
 1888 - First electric streetcar  
 1894 - MBTA predecessor Boston Elevated Ry. organized  
 1897 - Green Line Boylston-Park St opens. First subway in USA and fourth in the world (after London, Glasgow, Budapest)  
 1898 - Green Line extended to North Station  
 1900 - Last horse drawn streetcar  
 1901 - Orange Line Sullivan-Dudley via Atlantic Ave El opens  
 1904 - Blue Line Govt Center-Maverick opens, streetcars used  
 1908 - Orange Line subway Chinatown-North Station opens  
 1909 - Orange Line El extended to Forest Hills  
 1912 - Red Line Harvard-Park St opens  
 1912 - Green Line extended to Lechmere  
 1914 - Green Line extended to Hynes/ICA  
 1915 - Red Line extended to Downtown Crossing  
 1916 - Red Line extended to South Station  
 1916 - Blue Line extended to Bowdoin, streetcars used  
 1917 - Red Line extended to Broadway  
 1918 - Red Line extended to Andrew  
 1918 - Public control of Boston Elevated Ry. begins  
 1919 - Orange Line El extended to Everett  
 1921 - Arlington Station (infill) opens  
 1922 - First bus  
 1924 - Blue Line converted to heavy rail (subway)  
 1927 - Red Line extended to Fields Corner  
 1928 - Red Line extended to Ashmont  
 1929 - Mattapan - Ashmont Trolley opens  
 1932 - Green Line extended to Kenmore  
 1932 - Charles/MGH Station (infill) opens  
 1936 - First trackless trolley  
 1938 - Atlantic Ave El closes  
 1941 - Green Line extended to Symphony  
 1947 - MBTA predecessor Metropolitan Transit Authority formed, service provided in 14 city & town district  
 1952 - Blue Line extended to Suffolk Downs  
 1954 - Blue Line extended to Wonderland  
 1955 - Science Park Station (infill) opens  
 1959 - Green Line "D" Branch (Riverside) opens  
 1962 - Green Line Boylston-Broadway Branch closes  
 1963 - Commuter Boat service to Hull begun by MBTA predecessor  
 1963 - Green Line under City Hall Plaza moves

Note: "First" & "Last" implies "In the Boston area/for the MBTA or its predecessors" unless noted. Several station names have changed, existing station names are used here.

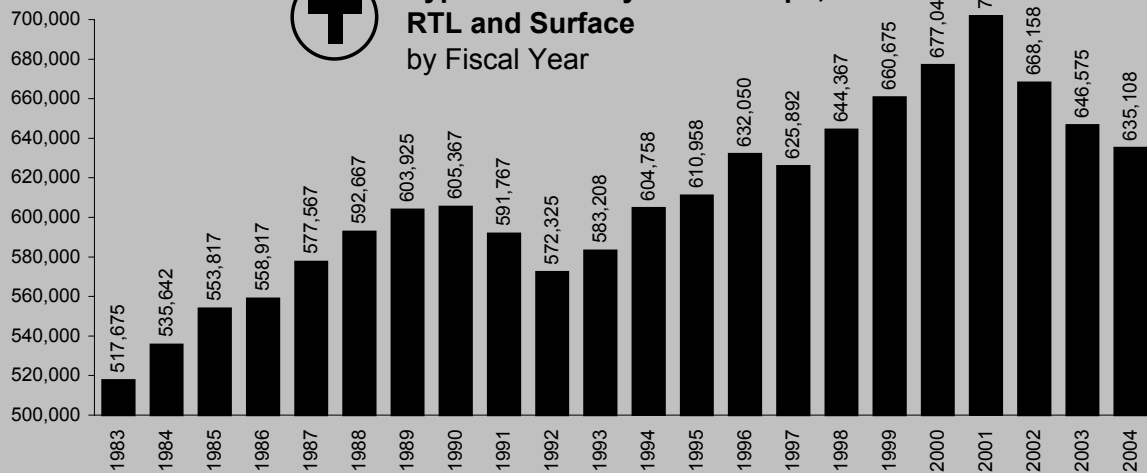
1964 - MBTA formed, service provided in 78 city & town district  
 1965 - MBTA begins funding commuter rail service  
 1967 - Maynard joins MBTA 79 city & town district  
 1968 - Eastern Mass. Street Ry. Co. acquired. Others assume Lowell, Lawrence, Brockton MBTA bus svce, 1969-76  
 1969 - Green Line "A" Branch (Watertown) closes  
 1971 - Red Line South Shore Branch to Quincy Center opens  
 1971 - Green Line Haymarket Station moves  
 1972 - Middlesex & Boston Street Ry. Co. acquired (funded by MBTA since 1964)  
 1973 - 145 miles of railroad purchased from Penn Central Transportation Co.  
 1975 - Service Bus Lines acquired  
 1975 - Orange Line moves, extended to Malden Center, el to Everett via Charlestown closes  
 1975 - Commuter Boat service to Hingham begun by MBTA predecessor  
 1976 - 270 miles of railroad purchased from Boston & Maine RR Corp.  
 1977 - Orange Line extended to Oak Grove  
 1977 - The RIDE paratransit service begins  
 1979 - Fairmount Line opens  
 1979 - Commuter Rail extended to Haverhill  
 1979/83 - Red Line Harvard Station moved and rebuilt  
 1980 - Red Line extended to Braintree  
 1980 - Commuter Rail extended to Fitchburg  
 1980 - Fiscal crisis suspends MBTA service for one day  
 1983 - Quincy Adams Station (infill) opens  
 1984 - Red Line extended to Davis  
 1985 - Red Line extended to Alewife  
 1985 - Green Line "E" Branch (Arborway) beyond Heath St Loop suspended  
 1987 - Orange Line moves to Southwest Corridor/ Washington Street El closes  
 1988 - Commuter Rail extended to Providence, RI  
 1988 - Route F4 Ferry begins  
 1989 - Commuter Rail extended to Forge Park  
 1994 - Commuter Rail extended to Worcester  
 1997 - Commuter Rail Old Colony RR to Kingston, Plymouth & Middleborough opens  
 1997 - Route F3 & F5 Ferries begin  
 1998 - Commuter Rail extended to Newburyport  
 1999 - First Clean Air Bus  
 2000 - MBTA district expanded to 175 cities & towns, "Forward Funding" replaces reimbursements  
 2001 - Night Owl Service - the first since 1960 - begins  
 2002 - Quincy & Hull (F2/F2H) commuter boats purchased  
 2002 - Silver Line Washington Street Bus Rapid Transit opens  
 2003 - First articulated bus  
 2004 - Blue Line Airport Station, Green Line North Station moves  
 2004 - Silver Line Waterfront Transitway Tunnel opens  
 2004 - First dual mode bus  
 2005 - Route F3 & F5 Ferries end  
 2005 - Easy Way Automated Fare Collection system begins  
 2005 - Night Owl Service ends  
 2006 - Planned: Commuter Rail Greenbush Line opens



### Typical Weekday Unlinked Trips by Fiscal Year



### Typical Weekday Linked Trips, RTL and Surface by Fiscal Year



**The charts above detail ridership on all MBTA-operated services since 1983.**  
 (this excludes commuter rail, boat/ferry, RIDE, and private carrier bus services provided under contract to the MBTA).

RAPID TRANSIT includes Red, Orange and Blue line ridership, and the Green Line north and east of Kenmore inclusive.  
 SURFACE includes bus, trackless trolley, Mattapan-Ashmont Trolley and Green Line west and south of Kenmore.  
 An UNLINKED trip is one person-embarkation of a vehicle.  
 A LINKED trip is one complete person-trip from origin to destination, regardless of how many transfers are made.  
 MBTA FISCAL YEARS begin in July of the previous year; e.g., FY 1999 began July 1998 and ended June of 1999.  
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# Statement of Revenues and Expenses

(Reimbursement Funding)

(Forward Funding)

	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	6 Mos. Interim FY2005
<b>REVENUE</b>							
Operating Revenues							
Rapid transit revenue	\$102,248,635	\$107,788,759	\$122,304,902	\$121,522,567	\$117,016,379	\$124,192,546	\$68,184,304
Commuter rail transit revenue	\$65,378,414	\$67,535,442	\$85,223,784	\$85,144,093	\$84,853,863	\$89,083,486	\$50,807,501
Surface transit revenue	\$51,949,067	\$52,791,159	\$69,950,773	\$72,115,128	\$69,081,005	\$78,102,548	\$42,617,897
School, senior and paratransit revenue	\$2,858,044	\$2,859,236	\$3,503,448	\$4,505,779	\$3,254,543	\$4,117,525	\$1,970,146
Advertising and concession revenue	\$6,887,406	\$9,406,861	\$15,536,844	\$15,095,457	\$17,116,931	\$19,557,630	\$10,803,669
Revenue from real estate operations	\$17,805,311	\$18,944,959	\$22,185,007	\$22,735,730	\$26,244,143	\$29,882,524	\$13,203,735
Total Operating Revenues:	\$247,126,878	\$259,326,414	\$318,704,758	\$321,118,754	\$317,566,864	\$344,936,258	\$187,587,253
Non-Operating Revenues							
Interest Income	\$4,032,175	\$5,346,197	\$10,686,563	\$5,563,211	\$2,587,324	\$2,062,669	\$2,063,577
Non-Operating Income	\$25,270,242	\$9,154,919	\$8,331,503	\$5,368,605	\$6,962,483	\$8,673,034	\$2,260,346
Funds from Federal Government	\$6,500,000	\$6,453,228	\$6,500,000	\$2,224,876	\$1,140,131	\$305,100	\$554,745
Utility Reimbursements	\$3,246,011	\$5,110,331	\$2,221,903	\$1,850,821	\$1,996,312	\$1,772,399	\$389,412
Total Non-Operating Revenues:	\$39,048,428	\$26,064,674	\$27,739,969	\$15,007,513	\$12,686,250	\$12,813,202	\$5,268,080
Revenue from Dedicated Sources							
Funds from Local Governments	\$141,028,033	\$144,553,734	\$144,553,734	\$142,872,642	\$141,142,768	\$139,437,832	\$34,433,111
Revenue Receipts from State Sources	\$577,629,697	\$587,504,666	\$590,772,447	\$664,350,000	\$682,094,554	\$686,976,316	\$348,216,496
Total Dedicated Revenues:	\$718,657,730	\$732,058,400	\$735,326,181	\$807,222,642	\$823,237,322	\$826,414,148	\$382,649,607
<b>Total Revenues:</b>	<b>\$1,004,833,037</b>	<b>\$1,017,449,489</b>	<b>\$1,081,770,908</b>	<b>\$1,143,348,909</b>	<b>\$1,153,490,436</b>	<b>\$1,184,163,607</b>	<b>\$575,504,939</b>
<b>EXPENSES</b>							
Operating Expenses							
Wages	\$281,339,617	\$283,120,856	\$291,092,991	\$307,843,432	\$311,714,068	\$319,328,460	\$171,185,333
Fringe Benefits	\$91,729,346	\$96,735,355	\$99,401,191	\$97,520,302	\$103,997,754	\$114,468,705	\$60,451,441
Payroll Taxes	\$21,714,920	\$23,233,260	\$22,387,234	\$23,190,933	\$23,552,709	\$24,406,912	\$13,086,756
Materials, Supplies and Services	\$100,055,308	\$101,024,633	\$110,677,687	\$111,318,591	\$118,917,517	\$108,786,619	\$59,935,277
Casualty & Liability	\$10,496,940	\$10,212,363	\$10,239,156	\$13,361,808	\$13,281,755	\$15,411,442	\$10,997,178
Purchased Commuter Rail Expenses	\$160,856,086	\$167,978,611	\$172,540,450	\$185,824,276	\$192,605,170	\$213,691,188	\$110,218,287
Purchased Local Service Expenses	\$24,766,569	\$25,251,475	\$28,996,629	\$32,131,530	\$35,172,502	\$38,327,589	\$20,646,274
Financial Service Charges	\$3,117,467	\$3,064,715	\$1,504,828	\$1,544,492	\$1,546,016	\$1,834,522	\$930,284
Total Operating Expenses:	\$694,076,253	\$710,621,268	\$736,840,166	\$772,735,364	\$800,787,491	\$836,255,437	\$447,450,828
Debt Service Expenses							
Interest	\$194,598,408	\$187,027,313	\$164,976,429	\$193,845,930	\$216,966,041	\$204,783,748	\$112,269,699
Principal Payments	\$101,471,536	\$104,534,949	\$111,645,667	\$131,959,750	\$110,349,327	\$117,798,529	\$53,039,580
Lease Payments	\$14,686,838	\$15,265,959	\$14,918,033	\$15,261,176	\$15,908,155	\$16,423,708	\$9,355,974
Total Debt Service Expenses:	\$310,756,783	\$306,828,221	\$291,540,129	\$341,066,856	\$343,223,523	\$339,005,985	\$174,665,252
<b>Total Expenses:</b>	<b>\$1,004,833,037</b>	<b>\$1,017,449,489</b>	<b>\$1,028,380,295</b>	<b>\$1,113,802,220</b>	<b>\$1,144,011,014</b>	<b>\$1,175,261,423</b>	<b>\$622,116,081</b>
Net Revenue Before Transfers	\$0	\$0	\$53,390,613	\$29,546,689	\$9,479,422	\$8,902,185	-\$46,611,141
<b>Net Revenue/(-Expense)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,676,630</b>	<b>\$4,355,206</b>	<b>\$4,116,190</b>	<b>\$4,132,071</b>	<b>-\$46,611,141</b>

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# Estimated Ridership By Mode and Line for MBTA Urban Service

Mode	Ridership (Unlinked Trips)	FY 1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005 1st Half Draft
<b>Urban 4-Mode</b>	Typical Weekday	1,041,883	1,038,850	1,081,750	1,059,200	1,027,350	1,014,950	991,100
	Annual Total	305,362,807	306,629,800	317,390,100	310,091,933	301,293,462	299,959,000	
<b>Bus</b>	Typical Weekday	353,550	361,700	371,750	382,600	371,750	369,300	361,400
	Annual Total	103,727,500	106,790,800	109,094,600	112,197,900	109,022,262	109,147,800	
<b>Trackless Trolley</b>	Typical Weekday	14,358	14,200	14,800	13,800	12,750	13,300	13,100
	Annual Total	3,944,207	3,991,100	4,138,300	3,846,600	3,560,400	3,729,900	
<b>Green Line Light Rail</b>	Typical Weekday	249,433	222,700	230,250	232,000	217,750	212,550	206,800
	Annual Total	73,141,700	65,758,200	67,567,700	67,927,100	63,859,500	62,831,500	
<i>Green Line Surface Portion</i>	Typical Weekday	137,200	74,900	82,050	87,900	89,100	95,350	90,200
	Annual Total	24,329,200	22,122,900	24,073,600	25,743,900	26,132,800	28,178,100	
<i>Green Line Subway Portion</i>	Typical Weekday	166,400	147,800	148,200	144,100	128,650	117,200	116,600
	Annual Total	48,812,500	43,635,300	43,494,100	42,183,200	37,726,700	34,653,400	
<b>Heavy Rail</b>	Typical Weekday	424,542	440,600	465,350	430,800	425,700	420,450	410,500
	Annual Total	124,549,400	130,089,700	136,589,500	126,120,333	124,851,300	124,249,800	
<i>Red Line Portion</i>	Typical Weekday	226,374	226,550	241,600	214,100	214,100	210,500	207,200
	Annual Total	66,414,700	66,876,200	70,910,900	62,691,100	62,786,000	62,217,000	
<i>Orange Line Portion</i>	Typical Weekday	134,060	157,200	165,600	160,800	155,750	154,350	150,700
	Annual Total	39,317,800	46,414,100	48,606,000	47,075,800	45,668,700	45,613,000	
<i>Blue Line Portion</i>	Typical Weekday	64,108	56,900	58,200	55,900	55,900	55,600	52,600
	Annual Total	18,816,900	16,799,400	17,072,700	16,353,500	16,396,600	16,419,700	

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# Service and Infrastructure Profile July, 2005

Figures for FY 2005 are YTD as available as of this writing, typically through April/May of 2005.

## MBTA Service District

Cities and Towns	175
Size in Square Miles	3,244
Population (2000 Census)	4,667,565

## Typical Weekday Ridership

Total System for FY 2004	FY 2004	FY 2005 YTD
Rapid Transit and Bus (Linked)	635,108	622,230
Commuter Rail Boardings (Inbound + Outbound)	143,092	135,380
Contracted Bus (estimated)	4,400	4,300
Water Transportation	4,674	4,851
<b>TOTAL</b>	<b>787,274</b>	<b>766,761</b>
By Line (Unlinked) for FY 2004	FY 2004	FY 2005 YTD
Red Line	210,500	207,200
Orange Line	154,350	150,700
Blue Line	55,600	52,600
<b>Total Heavy Rail</b>	<b>420,450</b>	<b>410,500</b>
Green Line Surface	95,350	90,200
Green Line Subway	117,200	116,600
<b>Total Green Line (Light Rail &amp; Trolley)</b>	<b>212,550</b>	<b>206,800</b>
Silver Line Washington St (CTPS count 2003)	14,100	14,100
Silver Line Waterfront (CTPS count 2005)	0	9,350
<b>Total Bus Rapid Transit</b>	<b>14,100</b>	<b>23,450</b>
Bus (with estimate of paper transfer slip use)	355,200	347,300
Trackless Trolley	13,300	13,100
<b>Total Bus and Trackless Trolley</b>	<b>368,500</b>	<b>360,400</b>
<b>TOTAL MBTA-Provided Urban Service</b>	<b>1,015,600</b>	<b>1,001,150</b>
System Unlinked for FY 2004	FY 2004	FY 2005 YTD
MBTA - Provided Urban Service	1,015,600	1,001,150
Commuter Rail Boardings (Inbound + Outbound)	143,092	135,380
Contracted Bus (estimated)	4,400	4,300
Water Transportation	4,674	4,851
THE RIDE Paratransit	4,340	4,370
<b>TOTAL ALL MODES UNLINKED</b>	<b>1,172,106</b>	<b>1,150,051</b>

## Annual Ridership (FY 2004)

### Unlinked Trips by Mode

Bus Including Silver Line/Washington Street	109,147,800	<u>Total Rubber Tire</u>
Trackless Trolley	3,729,900	<b>112,877,700</b>
Light Rail - Subway	34,653,400	<u>Total Light Rail</u>
Light Rail - Surface & Mattapan-Ashmont	28,178,100	<b>62,831,500</b>
Heavy Rail - Red Line	62,217,000	<u>Total Heavy Rail</u>
Heavy Rail - Orange Line	45,613,000	<b>124,249,700</b>
Heavy Rail - Blue Line	16,419,700	
<b>TOTAL Rapid Transit &amp; Bus/T.T. Operations</b>	<b>299,958,900</b>	
Rapid Transit and Bus, <b>Linked Trips</b>	187,529,000	
<b>Commuter Rail Boardings</b>	<b>39,965,738</b>	
<b>THE RIDE Paratransit Trips</b>	<b>1,309,436</b>	
Contracted Bus Carrier Boardings	1,275,960	
Water Transportation Boardings	1,312,506	
<b>TOTAL Contracted Services</b>	<b>2,588,466</b>	
<b>TOTAL With THE RIDE Paratransit</b>	<b>343,822,540</b>	
<b>TOTAL Scheduled Service (Without THE RIDE)</b>	<b>342,513,104</b>	

### Route Miles (One-Way, Non-Duplicative, July, 2005)

Red Line (Ashmont and Braintree)	21	<u>Total Heavy Rail</u>
Orange Line	11	<b>38</b>
Blue Line	6	
Green Line	23	
<i>B: 4, C: 3, D: 9, Outer E: 2, Inner E: 1, Subway: 4</i>		
Mattapan-Ashmont Trolley	3	
<b>Total Subway</b>	<b>64</b>	
<b>Silver Line Washington St</b>	<b>2</b>	
Silver Line Waterfront Transitway Tunnel	1	
Silver Line Waterfront Surface (SL1, SL2/3)	7	
<b>Silver Line Waterfront Total</b>	<b>8</b>	
Bus	760	
Trackless Trolley	11	
<b>Total Bus &amp; Trackless Trolley</b>	<b>771</b>	
<b>Commuter Rail</b>	<b>368</b>	
<b>Total Route Miles</b>	<b>1,213</b>	

Route mile figures are rounded to the nearest whole number.

## Routes, July 2005

### Rail Rapid Transit

Red Ashmont (Dorchester), Braintree (South Shore)	↓	2
Orange		1
Blue		1
Green Light Rail B, C, D, E		4
Mattapan-Ashmont Trolley	↓	1
<b>Total Rail Rapid Transit</b>		<b>9</b>

### Bus (Variations and Supplementals not included)

Silver Line Washington St Bus Rapid Transit	↓	1
Silver Line Waterfront Bus Rapid Transit		3
Local, Express, Community, Limited Service		175
Crosstown (Four route segments advertised as CT1, 2, & 3)		3
Trackless Trolley (North Cambridge Carhouse)		3
Other	↓	10
<b>Total MBTA Bus Routes</b>		<b>195</b>

700-Series Private Carrier	↓	5
Suburban Bus	↓	23
<b>Total Contracted Bus Routes</b>		<b>28</b>

(Contracted Bus excludes 9 routes under EOT auspices after June 30, 2005)

### Commuter Rail

North Side	↓	5
South Side	↓	8
<b>Total Commuter Rail</b>		<b>13</b>

Stoughton and Rockport considered distinct routes

### Water Transportation

Inner Harbor Ferry	↓	1
Commuter Boat	↓	2
<b>Total Water Transportation</b>		<b>3</b>

<b>TOTAL All Routes</b>	<b>248</b>
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## Scheduled Weekday One-Way Trips (Spring 2005)

### Rail Train-Trips

Red Line	↓	448
Orange Line		307
Blue Line		380
Green Line (B,C,D,E branches)*		1,247
Mattapan-Ashmont Trolley	↓	302
<b>Total Subway</b>		<b>2,684</b>
Commuter North Side	↓	187
Commuter South Side	↓	278
<b>Total Commuter Rail</b>		<b>465</b>



<b>MBTA Bus Trips</b>	
Local, Express, etc.	14,122
Silver Line Washington St	352
Silver Line Waterfront**	739
Trackless Trolley (North Cambridge Carhouse)	596
<b>Total Bus &amp; Trackless Trolley</b>	<b>15,809</b>

<b>Total One-Way Trips</b>	<b>18,958</b>
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\* 986 2-car "deuce" trains, 261 single-car trains

\*\* Summer, 2005 (746, SL1, SL2/3)

### **MBTA-Provided Park-n'-Ride Spaces (July, 2005)**

Red Line	8,912
Orange Line	2,720
Blue Line	2,231
Green Line	1,900
Mattapan-Ashmont Trolley	257
<b>Total Subway Operations</b>	<b>16,020</b>

<b>Bus</b>	<b>277</b>
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<b>Commuter Boat</b>	<b>2,479</b>
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Commuter Rail, North Side	5,791
Commuter Rail, South Side	16,655
<b>Total Commuter Rail</b>	<b>22,446</b>

<b>SYSTEM TOTAL</b>	<b>41,222</b>
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*Selected park-n'-ride facilities NOT operated by the MBTA are listed in Chapter 8.*

### **Stations and Stops (July, 2005)**

<b>Subway</b>	
Red	22
Orange	19
Blue	12
Green Subway (includes Prudential, Symphony)	13
<b>Total Subway by Route</b>	<b>66</b>
<b>Total Station Facilities*</b>	<b>60</b>

\* Shared facilities are Downtown Crossing, Park Street, North Station Superstation, State Street, Government Center, Haymarket

<b>Surface Light Rail and Trolley</b>	
Green Line B	18
Green Line C	13
Green Line D	13
Green Line E (Prudential, Symphony not included)	9
<b>Total Green Line Surface</b>	<b>53</b>

<b>Mattapan - Ashmont Trolley, incl. Ashmont</b>		<b>8</b>
<b>Silver Line Washington Street</b>		<b>13</b>
<b>Silver Line Waterfront (not incl surface branches)</b>		<b>4</b>

<b>Commuter Rail</b>		
North Side (incl. Mishawum & Riverworks)	↓	57
South Side (incl. Foxboro)	↓	70
<b>Total Commuter Rail</b>		<b>127</b>

<b>TOTAL STATIONS</b>		<b>271</b>
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<b>Bus and Trackless Trolley</b>		
Bus and Trackless Trolley Stops **		8,523
Shelters: 511		
MBTA-owned: 189; Wall USA-owned: 1228 Owned by others: 78		
Silver Line Washinfhton Street Canopies & Dudley Sta: 16	↓	
<b>Total Bus</b>		<b>8,523</b>

<b>Water Transportation Docks</b>		<b>8</b>
<i>(Long Wharf counted twice [north side and south side] , not incl. Georges Island, seasonal)</i>		

\*\**(Not included is the South Station Bus Terminal, owned by the MBTA and operated by others under contract)*

## Revenue Vehicle Fleet (August, 2005)

<b>Subway (Heavy Rail)</b>		
Red #1, 01500 series		24
Red #1, 01600 series		50
Red #2, 01700 series		58
Red #3, 01800 series		86
Total Red (Heavy Rail)	↓	218
Orange #12		120
Blue #4	↓	70
<b>Total Heavy Rail</b>		<b>408</b>

<b>Active Green Line Light Rail &amp; Trolley</b>		
Boeing SLRV		32
Type 7 Total	↓	113
Type 8 (accepted for service by MBTA)	↓	42
<b>Total Green Line</b>		<b>187</b>

<b>PCC Trolleys (Mattapan - Ashmont Line)</b>		<b>10</b>
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<b>Total Heavy Rail, Light Rail, Trolley</b>		<b>605</b>
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<b>Active Bus and Trackless Trolley</b>		
8800/8900 Series RTS Diesel Bus to be retired (aprox)		100
Zero-Series RTS Diesel Bus (Rebuild in progress)		385
40' NABI CNG Bus		299
40' New Flyer CNG Bus		17
Articulated Bus (CNG)		27

Silver Line Washington Street Articulated Bus (CNG)	↓	17
40' Neoplan Emission Controlled Diesel		175
Articulated Dual Mode Diesel-Electric Bus		20
Neoplan ETB		28
Flyer Trackless Trolley (active)	↓	10
<b>Total Bus and Trackless Trolley</b>		<b>1,078</b>

**Commuter Rail**

Coaches and Cab Cars	↓	377
Passenger Train Locomotives	↓	80
<b>Total Commuter Rail</b>		<b>457</b>

**THE RIDE, Vans and Sedans (MBTA-owned only) 300**

<b>ALL MBTA REVENUE VEHICLES</b>	<b>2,440</b>
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On Order: 94 Blue Line #5 cars from Siemens, 33 double decker blind coaches from Kawasaki,  
85 40' ECD buses from Neoplan.

file: Bluebook/ch1/Profile May 2005.xls



# Accessible Commuter Rail and Rapid Transit Stations: Recap, Aug 2005



	Accessible >	Yes	No	Partial	Total
North Side Lines		32	25	0	57
South Side Lines		54	16	0	70
<b>Commuter Rail Total</b>		<b>86</b>	<b>41</b>	<b>0</b>	<b>127</b>
Red Line		18	4	0	22
Mattapan - Ashmont Trolley		2	6	0	8
Orange Line		17	2	0	19
Blue Line		8	3	1	12
Silver Line Washington Street		13	0	0	13
Silver Line Waterfront		4	0	0	4
Green Line Subway (incl Prud., Symphony)		5	8	0	13
Green Line Surface		20	33	0	53
<b>Subway, Light Rail, BRT, Trolley Total</b>		<b>87</b>	<b>56</b>	<b>1</b>	<b>144</b>
<b>TOTAL SYSTEM</b>		<b>173</b>	<b>97</b>	<b>1</b>	<b>271</b>

## NOTES

Only active stations counted.

Readville counted twice; once for Fairmount Line (east) and once for Franklin Line (west).

State Street/Blue Line is accessible outbound only.

Prudential and Symphony considered Subway Stations due to physical characteristics.

Joint Stations (ie, Park Street) counted for each route since accessibility is route-specific.

Ashmont station counted twice since boarding characteristics of trains and trolleys differ.

Commuter Rail includes Mishawum, Riverworks, and Foxboro (limited service).

All water transportation services are fully accessible.