

General Information

Urbanized Area Statistics - 2010 Census

Baltimore, MD
717 Square Miles
2,203,663 Population
19 Pop. Rank out of 498 UZAs
Other UZAs Served
See Below

Service Consumption

833,364,074 Annual Passenger Miles (PMT)
110,727,565 Annual Unlinked Trips (UPT)
367,803 Average Weekday Unlinked Trips¹
189,045 Average Saturday Unlinked Trips¹
116,437 Average Sunday Unlinked Trips¹

Database Information

NTDID: 30034
Reporter Type: Full Reporter

Service Area Statistics

2,560 Square Miles
7,811,145 Population

Service Supplied

60,487,160 Annual Vehicle Revenue Miles (VRM)
3,907,776 Annual Vehicle Revenue Hours (VRH)
1,634 Vehicles Operated in Maximum Service (VOMS)
1,850 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		
Commuter Bus	-	280	\$0	\$7,768,930	\$1,107,840	\$671,044	\$9,547,814	
Commuter Rail	-	142	\$25,811,559	\$16,072,420	\$11,032,891	\$2,672,573	\$55,589,443	
Demand Response	-	458	\$4,418,638	\$70,494	\$2,238,699	\$346,767	\$7,074,598	
Demand Response - Taxi	-	35	\$0	\$0	\$0	\$0	\$0	
Heavy Rail	54	-	\$6,041,127	\$24,195,177	\$3,837,610	\$1,138,956	\$35,212,870	
Light Rail	38	-	\$12,774,572	\$143,139,956	\$4,414,281	\$2,496,825	\$162,825,634	
Bus	627	-	\$17,166,157	\$4,388,845	\$36,349,377	\$3,077,123	\$60,981,502	
Total	719	915	\$66,212,053	\$195,635,822	\$58,980,698	\$10,403,288	\$331,231,861	

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	Average Percent Spare Vehicles	Average Fleet Age in Years ^a
Commuter Bus	\$43,566,514	\$18,285,360	\$9,547,814	163,486,232	3,928,069	6,285,675	210,768	0.0	280	280	0.0%	10.7
Commuter Rail	\$139,558,116	\$50,280,031	\$55,589,443	266,288,367	8,961,892	6,386,294	165,914	400.4	171	142	17.0%	17.2
Demand Response	\$80,153,039	\$1,860,668	\$7,074,598	18,511,796	1,981,855	17,172,195	1,239,648	0.0	483	458	5.2%	4.5
Demand Response - Taxi	\$10,953,516	\$1,722,735	\$0	4,957,304	583,459	2,360,621	146,288	0.0	35	35	0.0%	0.0
Heavy Rail	\$52,860,997	\$13,807,015	\$35,212,870	57,376,807	12,221,949	5,003,458	204,958	29.4	96	54	43.8%	31.2
Light Rail	\$43,513,880	\$8,121,774	\$162,825,634	51,174,928	7,431,060	3,138,056	162,173	57.6	50	38	24.0%	22.2
Bus	\$272,115,276	\$59,288,948	\$60,981,502	271,568,640	75,619,281	20,140,861	1,778,027	0.0	735	627	14.7%	8.5
Total	\$642,721,338	\$153,366,531	\$331,231,861	833,364,074	110,727,565	60,487,160	3,907,776	487.4	1,850	1,634	11.7%	

Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	\$6.93	\$206.70
Commuter Rail	\$21.85	\$841.15
Demand Response	\$4.67	\$64.66
Demand Response - Taxi	\$4.64	\$74.88
Heavy Rail	\$10.56	\$257.91
Light Rail	\$13.87	\$268.32
Bus	\$13.51	\$153.04
Total	\$10.63	\$164.47

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
Commuter Bus	\$0.27	\$11.09	0.6	18.6
Commuter Rail	\$0.52	\$15.57	1.4	54.0
Demand Response	\$4.33	\$40.44	0.1	1.6
Demand Response - Taxi	\$2.21	\$18.77	0.3	4.0
Heavy Rail	\$0.92	\$4.33	2.4	59.6
Light Rail	\$0.85	\$5.86	2.4	45.8
Bus	\$1.00	\$3.60	3.8	42.5
Total	\$0.77	\$5.80	1.8	28.3

Financial Information

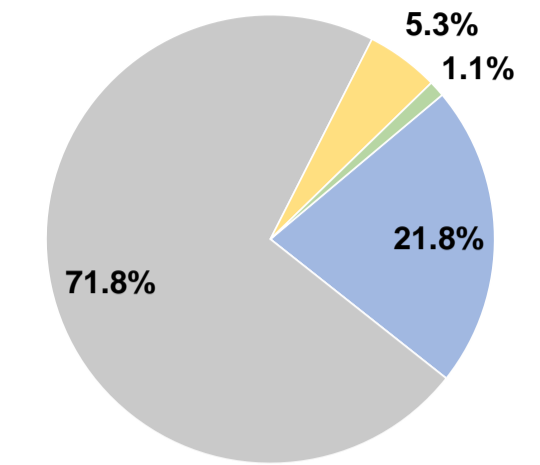
Sources of Operating Funds Expended

Fare Revenues	\$153,366,531	21.8%
Local Funds	\$0	0.0%
State Funds	\$506,232,743	71.8%
Federal Assistance	\$37,005,966	5.3%
Other Funds	\$8,103,358	1.1%
Total Operating Funds Expended	\$704,708,598	100.0%

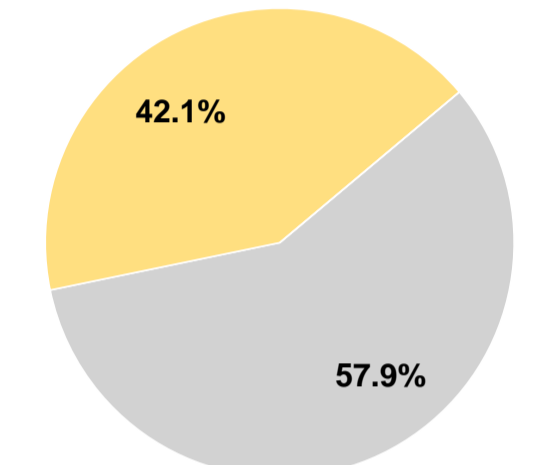
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$0	0.0%
State Funds	\$191,685,905	57.9%
Federal Assistance	\$139,545,956	42.1%
Other Funds	\$0	0.0%
Total Capital Funds Expended	\$331,231,861	100.0%

Operating Funding Sources

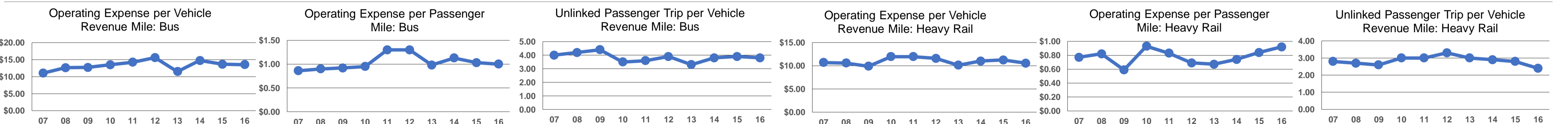


Capital Funding Sources



Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$289,869,987	45.1%
Materials and Supplies	\$52,030,881	8.1%
Purchased Transportation	\$222,035,777	34.5%
Other Operating Expenses	\$78,784,693	12.3%
Total Operating Expenses	\$642,721,338	100.0%
Reconciling OE Cash Expenditures	\$61,987,260	
Purchased Transportation (Reported Separately)	\$0	



Notes:
^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.
Other UZAs Served: 451 Lexington Park-California-Chesapeake Ranch Estates, MD, 230 Frederick, MD, 169 Aberdeen-Bel Air South-Bel Air North, MD, 8 Washington, DC-VA-MD, 0 Maryland Non-UZA, 283 Waldorf, MD, 189 Hagerstown, MD-WV-PA

¹Average Unlinked Trips not available for Demand Response Taxi.