

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

730,432,121 Annual Passenger Miles (PMT)  
96,231,787 Annual Unlinked Trips (UPT)  
317,560 Average Weekday Unlinked Trips<sup>1</sup>  
164,533 Average Saturday Unlinked Trips<sup>1</sup>  
108,010 Average Sunday Unlinked Trips<sup>1</sup>

Database Information

NTDID: 30034  
Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$0 0.0%  
Local Funds \$0 0.0%  
State Funds \$743,470,306 96.9%  
Federal Assistance \$24,005,688 3.1%

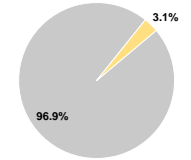
Total Operating Funds Expended \$767,475,994 100.0%

Sources of Capital Funds Expended

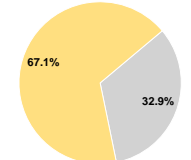
Fares and Directly Generated \$0 0.0%  
Local Funds \$0 0.0%  
State Funds \$99,660,143 32.9%  
Federal Assistance \$203,362,066 67.1%

Total Capital Funds Expended \$303,022,209 100.0%

Operating Funding Sources



Capital Funding Sources



Service Area Statistics

2,560 Square Miles  
7,811,145 Population

Service Supplied

62,697,420 Annual Vehicle Revenue Miles (VRM)  
4,260,025 Annual Vehicle Revenue Hours (VRH)  
1,683 Vehicles Operated in Maximum Service (VOMS)  
2,070 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	
					Other	Stations		
Commuter Bus	-	280	\$0	\$48,740	\$0	\$45,328	\$94,068	
Commuter Rail	-	159	\$34,550,468	\$44,287,797	\$14,151,772	\$230,982	\$93,221,019	
Demand Response	10	466	\$5,728,181	\$1,788,291	\$156,898	\$13,656	\$7,687,026	
Demand Response - Taxi	-	38	\$0	\$762,494	\$0	\$0	\$762,494	
Heavy Rail	54	-	\$8,119,649	\$63,627,400	\$4,615,607	\$171,844	\$76,534,500	
Light Rail	38	-	\$18,932,187	\$31,193,994	\$1,566,436	\$133,553	\$51,826,170	
Bus	638	-	\$19,393,423	\$8,654,180	\$42,540,010	\$2,309,319	\$72,896,932	
<b>Total</b>	<b>740</b>	<b>943</b>	<b>\$86,723,908</b>	<b>\$150,362,896</b>	<b>\$63,030,723</b>	<b>\$2,904,682</b>	<b>\$303,022,209</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>4</sup>
Commuter Bus	\$64,882,934	\$20,089,000	\$94,068	109,737,234	3,819,821	6,515,171	241,797	0.0	342	280	18.1%	8.0
Commuter Rail	\$161,020,606	\$52,484,000	\$93,221,019	275,491,545	9,326,683	6,508,708	170,983	400.4	227	159	30.0%	15.9
Demand Response	\$98,106,089	\$3,199,665	\$7,687,026	20,191,082	2,141,950	18,005,464	1,453,131	0.0	550	476	13.5%	3.9
Demand Response - Taxi	\$19,396,997	\$2,087,206	\$762,494	4,165,815	812,390	3,229,314	186,045	0.0	38	38	0.0%	0.0
Heavy Rail	\$63,832,691	\$11,513,200	\$76,534,500	36,790,501	8,916,972	4,633,205	185,363	29.4	100	54	46.0%	34.0
Light Rail	\$43,950,196	\$7,177,100	\$51,826,170	44,778,153	7,416,504	2,988,892	151,280	57.6	53	38	28.3%	23.8
Bus	\$305,037,900	\$49,439,100	\$72,896,932	239,277,791	63,797,467	20,816,666	1,871,426	0.0	760	638	16.1%	6.3
<b>Total</b>	<b>\$756,227,413</b>	<b>\$145,989,271</b>	<b>\$303,022,209</b>	<b>730,432,121</b>	<b>96,231,787</b>	<b>62,697,420</b>	<b>4,260,025</b>	<b>487.4</b>	<b>2,070</b>	<b>1,683</b>	<b>18.7%</b>	

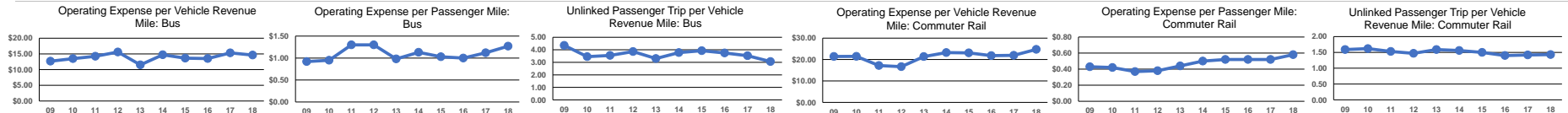
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	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	\$9.96	\$268.34	Commuter Bus	\$0.59	\$16.99	0.6	15.8
Commuter Rail	\$24.74	\$941.73	Commuter Rail	\$0.58	\$17.26	1.4	54.5
Demand Response	\$5.45	\$67.51	Demand Response	\$4.86	\$45.80	0.1	1.5
Demand Response - Taxi	\$6.01	\$104.26	Demand Response - Taxi	\$4.66	\$23.88	0.3	4.4
Heavy Rail	\$13.78	\$344.37	Heavy Rail	\$1.74	\$7.16	1.9	48.1
Light Rail	\$14.70	\$290.52	Light Rail	\$0.98	\$5.93	2.5	49.0
Bus	\$14.65	\$163.00	Bus	\$1.27	\$4.78	3.1	34.1
<b>Total</b>	<b>\$12.06</b>	<b>\$177.52</b>	<b>Total</b>	<b>\$1.04</b>	<b>\$7.86</b>	<b>1.5</b>	<b>22.6</b>

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	\$0.59	\$16.99	0.6	15.8
Commuter Rail	\$0.58	\$17.26	1.4	54.5
Demand Response	\$4.86	\$45.80	0.1	1.5
Demand Response - Taxi	\$4.66	\$23.88	0.3	4.4
Heavy Rail	\$1.74	\$7.16	1.9	48.1
Light Rail	\$0.98	\$5.93	2.5	49.0
Bus	\$1.27	\$4.78	3.1	34.1
<b>Total</b>	<b>\$1.04</b>	<b>\$7.86</b>	<b>1.5</b>	<b>22.6</b>



Notes:

<sup>4</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

**Other UZAs Served:** 283 Waldorf, MD, 8 Washington, DC-VA-MD, 230 Frederick, MD, 451 Lexington Park-California-Chesapeake Ranch Estates, MD, 189 Hagerstown, MD-WV-PA, 0 Maryland Non-UZA, 169 Aberdeen-Bel Air South-Bel Air North, MD

<sup>1</sup>Average Unlinked Trips not available for Demand Response Taxi.