

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 Area Statistics

2,560 Square Miles
7,811,145 Population

Service Consumption

724,931,268 Annual Passenger Miles (PMT)
94,036,949 Annual Unlinked Trips (UPT)
309,067 Average Weekday Unlinked Trips¹
163,064 Average Saturday Unlinked Trips¹
107,922 Average Sunday Unlinked Trips¹

Service Supplied

64,564,100 Annual Vehicle Revenue Miles (VRM)
4,283,186 Annual Vehicle Revenue Hours (VRH)
1,647 Vehicles Operated in Maximum Service (VOMS)
2,050 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 30034
Reporter Type: Full Reporter

Financial Information

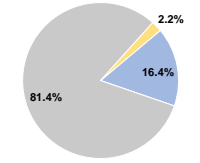
Sources of Operating Funds Expended

Fares and Directly Generated \$142,207,862 16.4%
Local Funds \$0 0.0%
State Funds \$705,730,195 81.4%
Federal Assistance \$19,329,835 2.2%
Total Operating Funds Expended \$867,267,892 100.0%

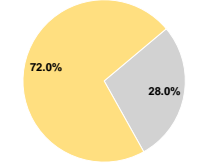
Sources of Capital Funds Expended

Fares and Directly Generated \$0 0.0%
Local Funds \$0 0.0%
State Funds \$67,983,903 28.0%
Federal Assistance \$174,888,372 72.0%
Total Capital Funds Expended \$242,872,275 100.0%

Operating Funding Sources



Capital Funding Sources



Summary of Operating Expenses (OE)

Labor \$374,218,332 44.8%
Materials and Supplies \$75,604,273 9.0%
Purchased Transportation \$258,473,034 30.9%
Other Operating Expenses \$127,910,914 15.3%
Total Operating Expenses \$836,206,553 100.0%
Reconciling OE Cash Expenditures \$31,061,339
Purchased Transportation (Reported Separately) \$0

Modal Characteristics

Modal Overview

Vehicles Operated in Maximum Service

Uses of Capital Funds

Mode	Vehicles Operated in Maximum Service		Revenue Vehicles	Uses of Capital Funds			Total
	Directly Operated	Purchased Transportation		Systems and Guideways	Facilities and Stations	Other	
Commuter Bus	-	280	\$0	\$0	\$1,287,554	\$0	\$1,287,554
Commuter Rail	-	149	\$20,445,793	\$32,408,744	\$9,239,748	\$109,667	\$62,203,952
Demand Response	12	461	\$2,691,454	\$32,163,222	\$30,401	\$205,655	\$35,090,732
Demand Response - Taxi	-	38	\$0	\$0	\$0	\$0	\$0
Heavy Rail	54	-	\$0	\$43,577,518	\$20,755,041	\$88,220	\$64,420,779
Light Rail	38	-	\$0	\$39,934,949	\$6,407,410	\$0	\$46,342,359
Bus	615	-	\$0	\$5,554,664	\$27,372,533	\$599,702	\$33,526,899
Total	719	928	\$23,137,247	\$153,639,097	\$65,092,687	\$1,003,244	\$242,872,275

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 ⁴
Commuter Bus	\$64,999,296	\$18,889,000	\$1,287,554	104,182,716	3,623,587	6,636,014	246,406	0.0	342	280	18.1%	9.0
Commuter Rail	\$165,458,115	\$50,023,000	\$62,203,952	271,391,388	9,190,885	6,652,197	174,676	400.4	202	149	26.2%	17.5
Demand Response	\$113,532,686	\$2,414,676	\$35,090,732	21,977,139	2,152,642	19,366,676	1,432,641	0.0	578	473	18.2%	3.7
Demand Response - Taxi	\$26,489,120	\$2,042,712	\$0	4,399,151	839,857	3,307,632	197,759	0.0	38	38	0.0%	0.0
Heavy Rail	\$77,925,584	\$10,449,300	\$64,420,779	32,470,539	7,275,335	4,380,269	171,181	29.4	99	54	45.5%	35.0
Light Rail	\$47,917,891	\$6,146,500	\$46,342,359	39,816,955	6,966,072	3,019,591	154,918	57.6	53	38	28.3%	24.8
Bus	\$339,883,861	\$44,870,600	\$33,526,899	250,693,380	63,988,571	21,201,721	1,905,605	4.9	738	615	16.7%	7.3
Total	\$836,206,553	\$134,835,788	\$242,872,275	724,931,268	94,036,949	64,564,100	4,283,186	492.3	2,050	1,647	19.7%	

Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	\$9.79	\$263.79
Commuter Rail	\$24.87	\$947.23
Demand Response	\$5.86	\$79.25
Demand Response - Taxi	\$8.01	\$133.95
Heavy Rail	\$17.79	\$455.22
Light Rail	\$15.87	\$309.31
Bus	\$16.03	\$178.36
Total	\$12.95	\$195.23

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	\$0.62	\$17.94	0.5	14.7
Commuter Rail	\$0.61	\$18.00	1.4	52.6
Demand Response	\$5.17	\$52.74	0.1	1.5
Demand Response - Taxi	\$6.02	\$31.54	0.3	4.2
Heavy Rail	\$2.40	\$10.71	1.7	42.5
Light Rail	\$1.20	\$6.88	2.3	45.0
Bus	\$1.36	\$5.31	3.0	33.6
Total	\$1.15	\$8.89	1.5	22.0



Notes:

³Demand 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

¹Average Unlinked Trips not available for Demand Response Taxi.