

2022 Annual Agency Profile - Maryland Transit Administration (NTD ID 30034)

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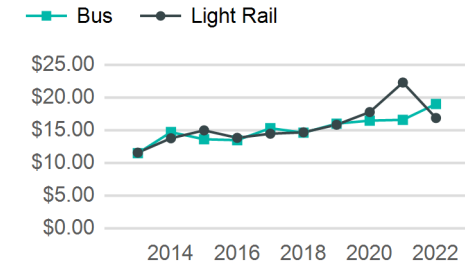
Geographic Coverage

Primary Urbanized Area	Baltimore, MD
Square Miles	655
Population	2,212,038
Other Areas Served:	Washington--Arlington, DC--VA--MD,Waldorf, MD,Bel Air--Aberdeen, MD,Hagerstown, MD--WV--PA--VA,Lexington Park--California--Chesapeake Ranch Estates, MD,Maryland Non-UZA,Frederick, MD
Service Area Population	7,811,145
Service Area Sq. Miles	2,560

Service Consumed

Annual Passenger Miles Traveled (PMT)	297,048,278
Annual Unlinked Trips (UPT)	50,205,947
Average Weekday UPT	143,204
Average Saturday UPT	124,093
Average Sunday UPT	105,734

Operating Expenses per Vehicle Revenue Mile



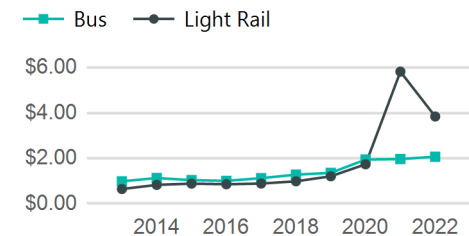
Assets

Revenue Vehicles	2,020
Service Vehicles	414
Facilities	239
Lane Miles	37.8
Track Miles	586.61

Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	54,418,278
Annual Vehicle/Passenger Car Revenue Hours (VRH)	3,346,055
Vehicles Operated in Maximum Service (VOMS)	1,486
Vehicles Available for Maximum Service (VAMS)	1,746

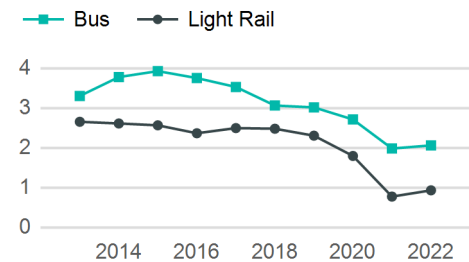
Operating Expenses per Passenger Mile



Modal Characteristics

	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
Mode							
Commuter Rail	0	149	67,825,402	2,271,221	5,780,429	152,209	400.40
Light Rail	17	0	13,671,562	2,903,523	3,110,550	201,420	57.60
Heavy Rail	42	0	8,073,716	2,252,070	4,602,773	191,576	29.40
Bus	627	0	179,311,207	40,168,414	19,472,968	1,695,080	4.91
Commuter Bus	0	88	13,387,421	808,736	5,397,064	187,129	0.00
Demand Response	15	548	14,778,970	1,801,983	16,054,494	918,641	0.00
Total	701	785	297,048,278	50,205,947	54,418,278	3,346,055	492.31

Unlinked Passenger Trip per Vehicle Revenue Mile



Metrics

	Service Efficiency		Service Effectiveness			
Mode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
Commuter Rail	\$28.93	\$1,098.69	0.4	14.9	\$2.47	\$73.63
Light Rail	\$16.89	\$260.91	0.9	14.4	\$3.84	\$18.10
Heavy Rail	\$16.51	\$396.66	0.5	11.8	\$9.41	\$33.74
Bus	\$19.04	\$218.77	2.1	23.7	\$2.07	\$9.23
Commuter Bus	\$10.02	\$288.92	0.1	4.3	\$4.04	\$66.85
Demand Response	\$9.07	\$158.49	0.1	2.0	\$9.85	\$80.80
Total	\$15.92	\$258.89	0.9	15.0	\$2.92	\$17.25

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2022 Funding Breakdown

Summary of Operating Expenses (OE)

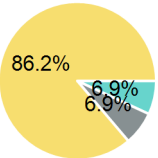
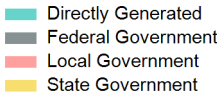
Labor	\$291,042,549	33.6%
Materials and Supplies	\$141,715,851	16.4%
Purchased Transportation	\$261,505,620	30.2%
Other Operating Expenses	\$172,006,006	19.9%
Total Operating Expenses	\$866,270,026	100.0%

Reconciling OE Cash Expenditures \$5,231,295

Sources of Operating Funds Expended

Directly Generated	\$59,968,215
Federal Government	\$60,203,064
Local Government	\$0
State Government	\$751,330,042
Total Operating Funds Expended	\$871,501,321

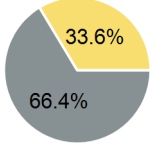
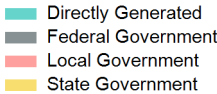
Operating Funding Sources



Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$668,860,593
Local Government	\$0
State Government	\$338,959,021
Total Capital Funds Expended	\$1,007,819,614

Capital Funding Sources



Operating Expense Detail

Mode	Operating Expenses	Fare Revenues	Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
Commuter Rail	\$167,230,292	\$13,842,300	\$15,567,742	\$3,999,110	\$13,810,374	\$123,412
Light Rail	\$52,551,901	\$3,362,800	\$47,688,431	\$614,379,561	\$101,149,097	\$333,409
Heavy Rail	\$75,990,294	\$5,717,200	\$22,098,752	\$43,522,260	\$27,185,925	\$223,057
Bus	\$370,836,050	\$24,550,300	\$48,245,208	\$14,802,160	\$40,119,887	\$8,046,967
Commuter Bus	\$54,066,235	\$6,120,500	\$0	\$698,201	\$251,519	\$55,376
Demand Response	\$145,595,254	\$1,484,056	\$4,519,459	\$502,146	\$446,274	\$51,287
Total	\$866,270,026	\$55,077,156	\$138,119,592	\$677,903,438	\$182,963,076	\$8,833,508

2022 Asset Management

Transit Asset Management (TAM) Tier

Tier I (Rail)

TAM Sponsor NTD ID

Metrics

Performance Measure - Asset - 2023 Target (% not in State of Good Repair)

Equipment - Automobiles - 24%; Equipment - Steel Wheel Vehicles - 67%;
Equipment - Trucks and other Rubber Tire Vehicles - 16%; Facility - Administrative / Maintenance Facilities - 5%; Facility - Passenger / Parking Facilities - 2%;
Infrastructure - CR - Commuter Rail - 0%; Infrastructure - HR - Heavy Rail - 4%;
Infrastructure - LR - Light Rail - 7%; Rolling Stock - AB - Articulated Bus - 19%;
Rolling Stock - AO - Automobile - 100%; Rolling Stock - BU - Bus - 3%; Rolling Stock - CU - Cutaway - 39%; Rolling Stock - HR - Heavy Rail Passenger Car - 100%; Rolling Stock - LR - Light Rail Vehicle - 0%; Rolling Stock - MV - Minivan - 100%; Rolling Stock - RL - Commuter Rail Locomotive - 0%; Rolling Stock - RP - Commuter Rail Passenger Coach - 15%; Rolling Stock - SV - Sports Utility Vehicle 0%

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Commuter Rail	149	202	36.4%	21.0
Light Rail	17	25	35.6%	27.8
Heavy Rail	42	52	18.5%	37.5
Bus	627	680	23.8%	6.4
Commuter Bus	88	120	47.1%	0.0
Demand Response	563	667	8.5%	3.7