

2022 Annual Agency Profile - DDOT - Progressive Transportation Services Administration (NTD ID 30112)

Mailing Address: 2000 14TH ST NW STE 6
WASHINGTON, DC 20009-4484

Website: <http://ddot.dc.gov>

Geographic Coverage

Primary Urbanized Area	Washington--Arlington, DC--VA--MD
Square Miles	1,295
Population	5,174,759
Other Areas Served:	
Service Area Population	317,779
Service Area Sq. Miles	24

Assets

Revenue Vehicles	78
Service Vehicles	0
Facilities	1
Lane Miles	0
Track Miles	5.6

Service Consumed

Annual Passenger Miles Traveled (PMT)	2,624,290
Annual Unlinked Trips (UPT)	2,117,070
Average Weekday UPT	6,281
Average Saturday UPT	5,459
Average Sunday UPT	4,253

Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	1,373,755
Annual Vehicle/Passenger Car Revenue Hours (VRH)	240,957
Vehicles Operated in Maximum Service (VOMS)	61
Vehicles Available for Maximum Service (VAMS)	70

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							
Street Car Rail	0	4	233,565	267,093	122,654	24,540	3.82
Bus	0	57	2,390,725	1,849,977	1,251,101	216,417	0.00
Total	0	61	2,624,290	2,117,070	1,373,755	240,957	3.82

Metrics

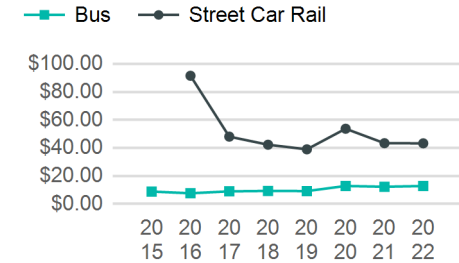
Service Efficiency

Mode	OE per VRM	OE per VRH
Street Car Rail	\$86.63	\$432.98
Bus	\$25.67	\$148.40
Total	\$31.11	\$177.38

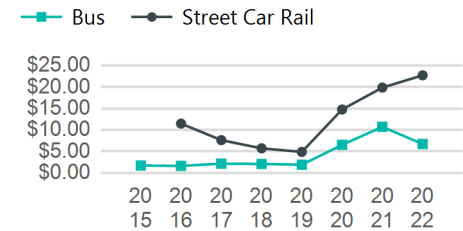
Service Effectiveness

UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
2.2	10.9	\$45.49	\$39.78
1.5	8.5	\$13.43	\$17.36
1.5	8.8	\$16.29	\$20.19

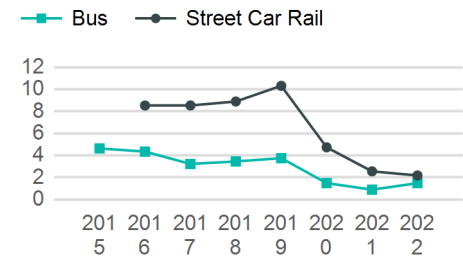
Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trip per Vehicle Revenue Mile



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2022 Funding Breakdown

Summary of Operating Expenses (OE)			Sources of Operating Funds Expended		Operating Funding Sources		
Labor	\$2,182,168	5.1%	Directly Generated	\$0	 97.3% — 2.7%	<div><div>Directly Generated</div><div>Federal Government</div><div>Local Government</div><div>State Government</div></div>	
Materials and Supplies	\$1,384,980	3.2%	Federal Government	\$1,190,109			
Purchased Transportation	\$34,447,339	80.6%	Local Government	\$0			
Other Operating Expenses	\$4,726,443	11.1%	State Government	\$42,417,227			
Total Operating Expenses	\$42,740,930	100.0%	Total Operating Funds Expended	\$43,607,336			
			Sources of Capital Funds Expended		Capital Funding Sources		
			Directly Generated	\$0	 78.2% — 21.8%	<div><div>Directly Generated</div><div>Federal Government</div><div>Local Government</div><div>State Government</div></div>	
			Federal Government	\$1,500,000			
			Local Government	\$0			
			State Government	\$5,380,017			
			Total Capital Funds Expended	\$6,880,017			
Reconciling OE Cash Expenditures	\$866,406						
Operating Expense Detail			Uses of Capital				
Mode	Operating Expenses	Fare Revenues	Revenue Vehicles	Systems and Guideway	Facilities and Stations		Other
Street Car Rail	\$10,625,208	\$0	\$158,514	\$4,576,410	\$0		\$0
Bus	\$32,115,722	\$677,711	\$99,760	\$0	\$2,045,333		\$0
Total	\$42,740,930	\$677,711	\$258,274	\$4,576,410	\$2,045,333		\$0

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)			Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Facility - Administrative / Maintenance Facilities - 0%; Infrastructure - SR - Street Car Rail - 0%; Rolling Stock - BU - Bus - 0%; Rolling Stock - LR - Light Rail Vehicle - 0%			Street Car Rail	4	5	14.0%	12.0
			Bus	57	65	25.0%	7.9