

2023 Annual Agency Profile - Maryland Transit Administration (NTD ID 30034)

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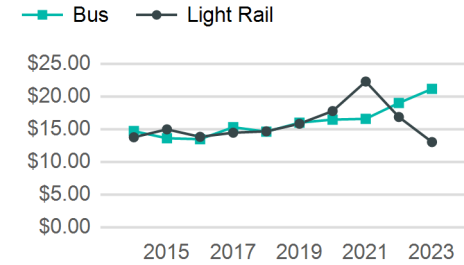
Geographic Coverage

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

Service Consumed

Annual Passenger Miles Traveled (PMT)	343,206,699
Annual Unlinked Trips (UPT)	57,907,024
Average Weekday UPT	160,231
Average Saturday UPT	162,316
Average Sunday UPT	136,316

Operating Expenses per Vehicle Revenue Mile



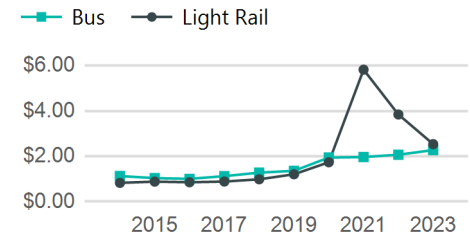
Assets

Revenue Vehicles	1,971
Service Vehicles	445
Facilities	247
Lane Miles	37.8
Track Miles	620.72

Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	56,442,688
Annual Vehicle/Passenger Car Revenue Hours (VRH)	3,770,860
Vehicles Operated in Maximum Service (VOMS)	1,550
Vehicles Available for Maximum Service (VAMS)	1,733

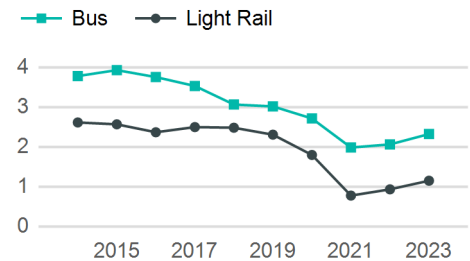
Operating Expenses per Passenger Mile



Modal Characteristics

Mode	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
Bus	642	0	183,667,563	45,734,006	19,688,546	1,736,523	3.50
Commuter Bus	0	92	22,143,896	1,188,435	6,527,713	203,971	0.00
Commuter Rail	0	149	93,614,719	3,376,837	6,357,532	168,433	400.40
Demand Response	11	599	21,744,644	2,417,466	16,190,775	1,281,643	0.00
Heavy Rail	40	0	6,650,210	1,756,095	4,693,155	187,495	29.40
Light Rail	17	0	15,385,667	3,434,185	2,984,967	192,795	57.60
Total	710	840	343,206,699	57,907,024	56,442,688	3,770,860	490.90

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
Bus	\$21.19	\$240.22	2.3	26.3	\$2.27	\$9.12
Commuter Bus	\$8.74	\$279.63	0.2	5.8	\$2.58	\$47.99
Commuter Rail	\$24.90	\$939.95	0.5	20.0	\$1.69	\$46.88
Demand Response	\$10.76	\$135.96	0.1	1.9	\$8.01	\$72.08
Heavy Rail	\$15.42	\$386.02	0.4	9.4	\$10.88	\$41.21
Light Rail	\$13.07	\$202.29	1.2	17.8	\$2.53	\$11.36
Total	\$16.27	\$243.48	1.0	15.4	\$2.68	\$15.86

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2023 Funding Breakdown

Summary of Operating Expenses (OE)

Labor	\$304,563,661	33.2%
Materials and Supplies	\$150,399,871	16.4%
Purchased Transportation	\$322,505,233	35.1%
Other Operating Expenses	\$140,674,194	15.3%
Total Operating Expenses	\$918,142,959	100.0%
<i>Reconciling OE Cash Expenditures</i>	<i>\$61,304,009</i>	

Sources of Operating Funds Expended

Directly Generated	\$94,847,494
Federal Government	\$0
Local Government	\$0
State Government	\$837,068,552
Total Operating Funds Expended	\$931,916,046

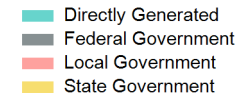
Operating Funding Sources



Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$545,336,311
Local Government	\$0
State Government	\$167,909,546
Total Capital Funds Expended	\$713,245,857

Capital Funding Sources



Operating Expense Detail

Mode	Operating Expense Detail		Uses of Capital			
	Operating Expenses	Fare Revenues	Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
Bus	\$417,154,767	\$32,678,889	\$58,109,582	\$15,937,912	\$28,271,541	\$1,890,481
Commuter Bus	\$57,037,349	\$7,020,573	\$88,094	\$85,977	\$0	\$0
Commuter Rail	\$158,318,593	\$21,334,830	\$20,850,049	\$9,933,428	\$13,052,646	\$350,972
Demand Response	\$174,254,275	\$127,524	\$7,711,385	\$0	\$5,725,383	\$65,981
Heavy Rail	\$72,377,289	\$1,254,665	\$31,582,015	\$41,492,322	\$38,045,661	\$200,971
Light Rail	\$39,000,686	\$2,453,871	\$20,098,410	\$221,937,503	\$136,763,461	\$61,052,083
Total	\$918,142,959	\$64,870,352	\$138,439,535	\$289,387,142	\$221,858,692	\$63,560,488

2023 Asset Management

Transit Asset Management (TAM) Tier

Tier I (Rail)

TAM Sponsor NTD ID

Metrics

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Bus	642	680	5.9%	6.7
Commuter Bus	92	120	30.4%	0.0
Commuter Rail	149	201	34.9%	22.0
Demand Response	610	657	7.7%	4.2
Heavy Rail	40	50	25.0%	39.0
Light Rail	17	25	47.1%	28.8