

# 2024 Annual Agency Profile - Maryland Transit Administration (NTD ID 30034)

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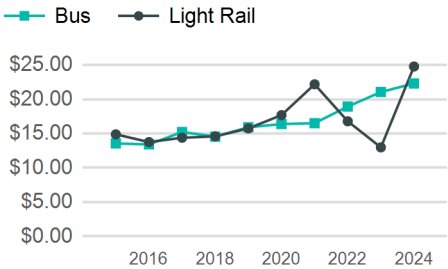
## Geographic Coverage

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

## Service Consumed

|                                       |             |
|---------------------------------------|-------------|
| Annual Passenger Miles Traveled (PMT) | 374,521,374 |
| Annual Unlinked Trips (UPT)           | 64,238,734  |
| Average Weekday UPT                   | 180,816     |
| Average Saturday UPT                  | 170,268     |
| Average Sunday UPT                    | 142,571     |

Operating Expenses per Vehicle Revenue Mile



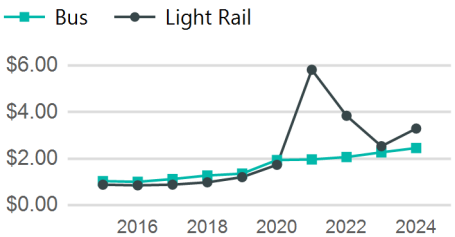
## Assets

|                  |        |
|------------------|--------|
| Revenue Vehicles | 1,956  |
| Service Vehicles | 502    |
| Facilities       | 247    |
| Lane Miles       | 37.8   |
| Track Miles      | 620.72 |

## Service Supplied

|                                                  |            |
|--------------------------------------------------|------------|
| Annual Vehicle/Passenger Car Revenue Miles (VRM) | 13,382,339 |
| Annual Vehicle/Passenger Car Revenue Hours (VRH) | 537,497    |
| Vehicles Operated in Maximum Service (VOMS)      | 1,834      |
| Vehicles Available for Maximum Service (VAMS)    | 1,984      |

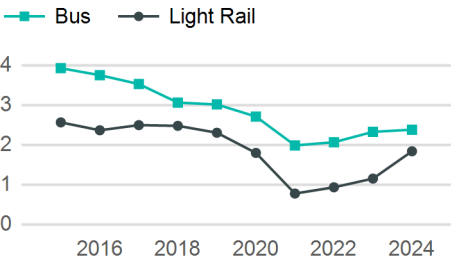
Operating Expenses per Passenger Mile



## 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 Bus    | 0                      | 100                           | 22,798,594                      | 1,295,225                       | 6,005,555                    | 186,006                      | 0.00                                   |
| Commuter Rail   | 0                      | 149                           | 106,782,143                     | 3,836,552                       | 6,355,423                    | 168,911                      | 400.40                                 |
| Demand Response | 12                     | 839                           | 22,750,816                      | 2,939,453                       | 20,644,868                   | 1,510,831                    | 0.00                                   |
| Heavy Rail      | 40                     | 0                             | 19,224,430                      | 3,658,312                       | 4,590,871                    | 182,912                      | 29.40                                  |
| Light Rail      | 17                     | 0                             | 18,433,663                      | 4,471,100                       | 2,436,045                    | 185,674                      | 57.60                                  |
| Bus             | 677                    | 0                             | 184,531,728                     | 48,038,092                      | 20,207,801                   | 1,762,142                    | 3.50                                   |
| Total           | 746                    | 1088                          | 374,521,374                     | 64,238,734                      | 60,240,563                   | 3,996,476                    | 490.90                                 |

Unlinked Passenger Trip per Vehicle Revenue Mile



## Metrics

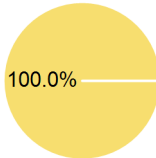
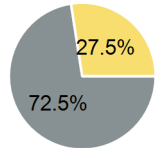
### Service Efficiency

### Service Effectiveness

| Mode            | OE per VRM | OE per VRH | UPT per VRM | UPT per VRH | OE per PMT | OE per UPT |
|-----------------|------------|------------|-------------|-------------|------------|------------|
| Commuter Bus    | \$11.05    | \$356.75   | 0.2         | 7.0         | \$2.91     | \$51.23    |
| Commuter Rail   | \$29.77    | \$1,120.02 | 0.6         | 22.7        | \$1.77     | \$49.31    |
| Demand Response | \$9.17     | \$125.32   | 0.1         | 1.9         | \$8.32     | \$64.41    |
| Heavy Rail      | \$20.99    | \$526.76   | 0.8         | 20.0        | \$5.01     | \$26.34    |
| Light Rail      | \$24.93    | \$327.07   | 1.8         | 24.1        | \$3.29     | \$13.58    |
| Bus             | \$22.44    | \$257.31   | 2.4         | 27.3        | \$2.46     | \$9.44     |
| Total           | \$17.52    | \$264.08   | 1.1         | 16.1        | \$2.82     | \$16.43    |

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2024 Funding Breakdown

| Summary of Operating Expenses (OE)      |                        |               | Sources of Operating Funds Expended   |                        | Operating Funding Sources                                                                                                                                           |                                                                                     |
|-----------------------------------------|------------------------|---------------|---------------------------------------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Labor                                   | \$421,672,866          | 40.0%         | Directly Generated                    | \$0                    | <div><div></div> Directly Generated</div> <div><div></div> Federal Government</div> <div><div></div> Local Government</div> <div><div></div> State Government</div> |  |
| Materials and Supplies                  | \$114,716,126          | 10.9%         | Federal Government                    | \$0                    |                                                                                                                                                                     |                                                                                     |
| Purchased Transportation                | \$362,955,127          | 34.4%         | Local Government                      | \$0                    |                                                                                                                                                                     |                                                                                     |
| Other Operating Expenses                | \$156,030,193          | 14.8%         | State Government                      | \$1,073,522,913        |                                                                                                                                                                     |                                                                                     |
| <b>Total Operating Expenses</b>         | <b>\$1,055,374,312</b> | <b>100.0%</b> | <b>Total Operating Funds Expended</b> | <b>\$1,073,522,913</b> |                                                                                                                                                                     |                                                                                     |
|                                         |                        |               | Sources of Capital Funds Expended     |                        | Capital Funding Sources                                                                                                                                             |                                                                                     |
|                                         |                        |               | Directly Generated                    | \$0                    | <div><div></div> Directly Generated</div> <div><div></div> Federal Government</div> <div><div></div> Local Government</div> <div><div></div> State Government</div> |  |
|                                         |                        |               | Federal Government                    | \$504,391,989          |                                                                                                                                                                     |                                                                                     |
|                                         |                        |               | Local Government                      | \$0                    |                                                                                                                                                                     |                                                                                     |
|                                         |                        |               | State Government                      | \$190,876,444          |                                                                                                                                                                     |                                                                                     |
| <i>Reconciling OE Cash Expenditures</i> | <i>\$63,739,557</i>    |               | <b>Total Capital Funds Expended</b>   | <b>\$695,268,433</b>   |                                                                                                                                                                     |                                                                                     |

| Operating Expense Detail |                    |               | Uses of Capital  |                      |                         |             |
|--------------------------|--------------------|---------------|------------------|----------------------|-------------------------|-------------|
| Mode                     | Operating Expenses | Fare Revenues | Revenue Vehicles | Systems and Guideway | Facilities and Stations | Other       |
| Commuter Bus             | \$66,358,214       | \$7,139,330   | \$0              | \$0                  | \$212,605               | \$0         |
| Commuter Rail            | \$189,183,524      | \$23,355,806  | \$24,059,034     | \$8,432,437          | \$5,046,112             | \$0         |
| Demand Response          | \$189,335,057      | \$79,881      | \$8,770,681      | \$11,230             | \$585,600               | \$0         |
| Heavy Rail               | \$96,351,030       | \$2,279,640   | \$50,110,533     | \$43,497,592         | \$28,192,591            | \$250,603   |
| Light Rail               | \$60,727,467       | \$2,786,176   | \$68,044,895     | \$191,982,028        | \$159,802,232           | \$1,175,436 |
| Bus                      | \$453,419,020      | \$29,867,359  | \$63,003,434     | \$13,602,694         | \$27,506,144            | \$982,552   |
| Total                    | \$1,055,374,312    | \$65,508,192  | \$213,988,577    | \$257,525,981        | \$221,345,284           | \$2,408,591 |

2024 Asset Management

| Transit Asset Management (TAM) Tier |                 | Tier I (Rail) | TAM Sponsor NTD ID                      |                                           | Metrics            |                         |
|-------------------------------------|-----------------|---------------|-----------------------------------------|-------------------------------------------|--------------------|-------------------------|
|                                     |                 |               | Vehicles<br>Operated in<br>Max. Service | Vehicles<br>Available for<br>Max. Service | %Spare<br>Vehicles | Avg. Fleet<br>Age (yrs) |
|                                     | Mode            |               |                                         |                                           |                    |                         |
|                                     | Commuter Bus    |               | 100                                     | 120                                       | 20.0%              | 0.0                     |
|                                     | Commuter Rail   |               | 149                                     | 201                                       | 34.9%              | 23.0                    |
|                                     | Demand Response |               | 851                                     | 876                                       | 2.9%               | 4.4                     |
|                                     | Heavy Rail      |               | 40                                      | 50                                        | 25.0%              | 39.9                    |
|                                     | Light Rail      |               | 17                                      | 25                                        | 47.1%              | 29.8                    |
|                                     | Bus             |               | 677                                     | 712                                       | 5.2%               | 6.7                     |