

General Information

Urbanized Area (UZA) Statistics - 2000 Census

| | |
|------------------------------------|-----------------------|
| Baltimore, MD | |
| Square Miles | 683 |
| Population | 2,076,354 |
| Population Ranking out of 465 UZAs | 19 |
| Other UZAs Served | 8, 173, 221, 224, 324 |

Service Area Statistics

| | |
|--------------|-----------|
| Square Miles | 1,795 |
| Population | 2,077,667 |

Service Consumption

| | |
|---------------------------------|-------------|
| Annual Passenger Miles | 808,525,244 |
| Annual Unlinked Trips | 123,697,396 |
| Average Weekday Unlinked Trips | 417,773 |
| Average Saturday Unlinked Trips | 198,513 |
| Average Sunday Unlinked Trips | 121,609 |

Service Supplied

| | |
|--|------------|
| Annual Vehicle Revenue Miles | 49,605,650 |
| Annual Vehicle Revenue Hours | 3,332,142 |
| Vehicles Operated in Maximum Service | 1,248 |
| Vehicles Available for Maximum Service | 1,675 |
| Base Period Requirement | 389 |

Financial Information

Fare Revenues Earned \$125,758,369

Sources of Operating Funds Expended

| | | |
|---------------------------------------|--------|----------------------|
| Fare Revenues | (23%) | \$125,758,369 |
| Local Funds | (0%) | 0 |
| State Funds | (66%) | 368,751,212 |
| Federal Assistance | (10%) | 55,382,950 |
| Other Funds | (1%) | 5,216,497 |
| Total Operating Funds Expended | | \$555,109,028 |

Sources of Capital Funds Expended

| | | |
|-------------------------------------|--------|----------------------|
| Local funds | (0%) | \$0 |
| State Funds | (36%) | 78,058,088 |
| Federal Assistance | (64%) | 138,719,762 |
| Other Funds | (0%) | 0 |
| Total Capital Funds Expended | | \$216,777,850 |

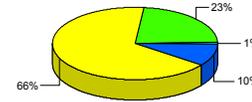
Summary of Operating Expenses

| | |
|---------------------------------|----------------------|
| Salary, Wages and Benefits | \$272,375,826 |
| Materials and Supplies | 58,216,055 |
| Purchased Transportation | 167,901,968 |
| Other Operating Expenses | 51,791,613 |
| Total Operating Expenses | \$550,285,462 |
| Reconciling Cash Expenditures | \$4,823,564 |

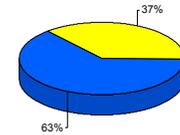
Vehicles Operated in Maximum Service and Uses of Capital Funds

| | Directly Operated | Purchased Transportation ¹ | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | Total |
|-----------------|-------------------|---------------------------------------|----------------------|-----------------------|-------------------------|------------------|----------------------|
| Bus | 533 | 175 | \$28,951,569 | \$3,967,112 | \$12,341,912 | \$531,559 | \$45,792,152 |
| Heavy Rail | 54 | 0 | \$2,157,459 | \$33,682,939 | \$14,388,999 | \$0 | \$50,229,397 |
| Commuter Rail | 0 | 132 | \$72,721,329 | \$12,662,866 | \$14,712,740 | \$0 | \$100,096,935 |
| Demand Response | 41 | 275 | \$5,120,745 | \$221,919 | \$640,605 | \$0 | \$5,983,269 |
| Light Rail | 38 | 0 | \$3,028,211 | \$9,097,317 | \$2,544,938 | \$5,631 | \$14,676,097 |
| Total | 666 | 582 | \$111,979,313 | \$59,632,153 | \$44,629,194 | \$537,190 | \$216,777,850 |

Sources of Operating Funds Expended



Sources of Capital Funds Expended

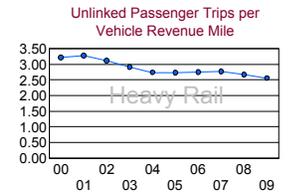
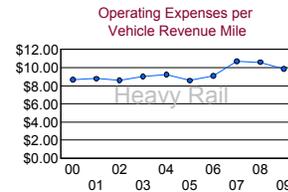
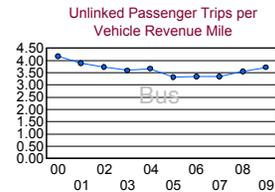
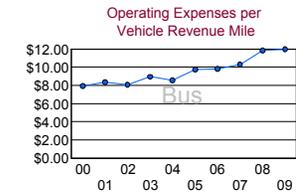


Modal Characteristics

| | Operating Expenses ¹ | Fare Revenues ¹ | Uses of Capital Funds | Annual Passenger Miles | Annual Vehicle Revenue Miles | Annual Unlinked Trips | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles | Vehicles Available for Maximum Service | Average Fleet Age in Years | Vehicles Operated in Maximum Service | Peak to Base Ratio | Percent Spares |
|-----------------|---------------------------------|----------------------------|-----------------------|------------------------|------------------------------|-----------------------|------------------------------|--|--|----------------------------|--------------------------------------|--------------------|----------------|
| Bus | \$295,749,356 | \$70,682,933 | \$45,792,152 | 397,085,406 | 24,703,842 | 91,805,422 | 1,906,474 | 31.0 | 905 | 7.3 | 708 | 2.44 | 28% |
| Heavy Rail | \$52,222,401 | \$11,100,584 | \$50,229,397 | 88,046,551 | 5,285,406 | 13,522,792 | 216,112 | 29.4 | 100 | 24.4 | 54 | 1.29 | 85% |
| Commuter Rail | \$109,135,596 | \$35,238,992 | \$100,096,935 | 254,052,764 | 5,088,471 | 8,081,155 | 128,890 | 400.4 | 153 | 20.8 | 132 | 2.87 | 16% |
| Demand Response | \$60,004,686 | \$1,616,987 | \$5,983,269 | 10,290,383 | 11,747,833 | 1,449,979 | 941,477 | N/A | 464 | 3.8 | 316 | N/A | 47% |
| Light Rail | \$33,173,423 | \$7,118,873 | \$14,676,097 | 59,050,140 | 2,780,098 | 8,838,048 | 139,189 | 57.6 | 53 | 15.3 | 38 | 1.14 | 39% |

Performance Measures

| | Service Efficiency: Operating Expense per Vehicle Revenue Mile | Cost Effectiveness: Operating Expense per Vehicle Revenue Hour | Cost Effectiveness: Operating Expense per Passenger Mile | Cost Effectiveness: Operating Expense per Unlinked Passenger Trip | Service Effectiveness: Unlinked Passenger Trips per Vehicle Revenue Mile | Service Effectiveness: Unlinked Passenger Trips per Vehicle Revenue Hour |
|-----------------|--|--|--|---|--|--|
| Bus | \$11.97 | \$155.13 | \$0.74 | \$3.22 | 3.72 | 48.15 |
| Heavy Rail | \$9.88 | \$241.65 | \$0.59 | \$3.86 | 2.56 | 62.57 |
| Commuter Rail | \$21.45 | \$846.73 | \$0.43 | \$13.50 | 1.59 | 62.70 |
| Demand Response | \$5.11 | \$63.73 | \$5.83 | \$41.38 | 0.12 | 1.54 |
| Light Rail | \$11.93 | \$238.33 | \$0.56 | \$3.75 | 3.18 | 63.50 |



¹ Excludes data for purchased transportation reported separately