

**Locally Operated Transit Systems (LOTS)
Funding Related to
Non-Emergency Medical Transportation (NEMT)
(2021 JCR, pg. 79)**

**A Report to the Maryland General Assembly
Senate Budget and Taxation Committee
And
House Appropriations Committee**

December 2021

Maryland Transit Administration
Maryland Department of Transportation

Table 3-5: ADA Grant Expenditures, FY 2015-2021

ADA Grant Expenditures	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
State	\$1,262,842	\$1,050,432	\$1,027,989	\$1,050,562	\$1,058,450	\$941,787	\$606,913
Local	\$1,449,283	\$1,270,759	\$851,691	\$935,359	\$576,917	\$2,673,023	\$1,109,199
Total	\$2,712,125	\$2,321,191	\$1,879,680	\$1,985,920	\$1,635,367	\$3,614,810	\$1,716,112
Percent of Total:							
State	46.6%	45.3%	54.7%	52.9%	64.7%	26.1%	35.4%
Local	53.4%	54.7%	45.3%	47.1%	35.3%	73.9%	64.6%
Percent of Awards Spent:							
State	99.0%	99.2%	97.1%	99.3%	100.0%	98.3%	63.3%
Local	107.7%	100.8%	59.8%	52.8%	41.3%	97.6%	103.5%
Total	103.4%	100.1%	75.7%	70.1%	66.6%	97.8%	84.5%

Statewide Special Transportation Assistance Program

SSTAP grants are apportioned annually to each county in Maryland and the City of Baltimore. The goals of the SSTAP are:

- To provide general-purpose transportation for both elderly persons and persons with disabilities, and
- To encourage and facilitate the efficient use of funds through the coordination of programs and services.

While medical trips are included in the SSTAP, service cannot be restricted to a particular program or activity, and trip purposes may not be prioritized. While the intent of the program is to serve seniors and people with disabilities, SSTAP service may also be available to the general public.

Projects funded under SSTAP can be either capital (requiring a minimum 5 percent local match) or operating (requiring at least 25 percent local match of the net operating deficit). During FY 2015-2021, SSTAP funds were only used for Operating projects.

Table 3-6 shows the total SSTAP grant awards statewide for FY2015-2021, while Table 3-7 shows actual SSTAP project expenditures.

Table 3-6: SSTAP Grant Awards, FY2015-2021

SSTAP Grant Awards	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
State	\$4,305,908	\$4,305,908	\$4,305,908	\$4,405,908	\$4,305,908	\$4,305,908	\$4,305,908
Local	\$7,051,570	\$7,293,594	\$7,958,735	\$6,847,021	\$6,931,003	\$8,312,628	\$4,282,789
Total	\$11,357,478	\$11,599,502	\$12,264,643	\$11,252,929	\$11,236,911	\$12,618,536	\$8,588,697
Percent of Total:							
State	37.9%	37.1%	35.1%	39.2%	38.3%	34.1%	50.1%
Local	62.1%	62.9%	64.9%	60.8%	61.7%	65.9%	49.9%

Table 3-7 SSTAP Grant Expenditures, FY2015-2021

SSTAP Grant Expenditures	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
State	\$4,276,007	\$4,272,312	\$4,287,084	\$4,372,164	\$4,268,480	\$4,206,289	\$2,529,325
Local	\$7,455,979	\$5,382,843	\$4,834,852	\$4,779,971	\$5,916,436	\$6,005,819	\$2,968,221
Total	\$11,731,986	\$9,655,156	\$9,121,936	\$9,152,136	\$10,184,916	\$10,212,108	\$5,497,546
Percent of Total:							
State	36.4%	44.2%	47.0%	47.8%	41.9%	41.2%	46.0%
Local	63.6%	55.8%	53.0%	52.2%	58.1%	58.8%	54.0%
Percent of Awards Spent:							
State	99.3%	99.2%	99.6%	99.2%	99.1%	97.7%	58.7%
Local	105.7%	73.8%	60.7%	69.8%	85.4%	72.2%	69.3%
Total	103.3%	83.2%	74.4%	81.3%	90.6%	80.9%	64.0%

Section 5307 Urbanized Area Formula Program

The Federal Section 5307 program provides funding for LOTS operating in urbanized areas (population 50,000 or more). At the federal level, funds are apportioned to each urbanized area on a formula basis. The MDOT MTA administers these funds for the small urbanized areas (population 50,000-200,000) in Maryland, which are eligible for capital and operating funds. Currently, the following jurisdictions are eligible for Section 5307 small urbanized funding: Allegany County (Cumberland), Calvert County, Carroll County (Westminster), Charles County (St. Charles), Frederick County (City of Frederick), St. Mary's County, Washington County (Hagerstown), Tri-County Council of Lower Eastern Shore, and Queen Anne's County.

Operating projects are eligible for federal funding up to 50 percent of net operating expenses. According to the MDOT MTA's most recent Annual Transportation Plan application instructions, the State typically provides a 25 percent match, while a local match of 25 percent is typically needed for operating projects. Capital projects are eligible for a maximum of 80 percent federal share; State funding typically provides 10 percent with a local share of typically 10 percent.

ADA Program Operating Statistics

Table 3-20 presents operating statistics reported to MDOT MTA by the LOTS statewide for the ADA Program. As previously noted, ADA paratransit must be provided to eligible individuals without capacity constraints and with no restrictions on trip purposes. As such, the Maryland ADA Program funds NEMT as well as trips to any other type of destination requested, such as employment, education, shopping, recreation, and any other purpose.

Many ADA paratransit riders need a high level of passenger assistance to use the service (such as being escorted between the vehicle and the door of their origin or destination, as well as wheelchair securement). While ADA paratransit is typically a shared ride service, it can be challenging to service efficiently due to the operating requirements under the U.S. DOT ADA regulations.

Table 3-20: Statewide Operating Statistics for ADA Program-Funded Paratransit Services

ADA Program Total	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Passenger Trips	86,648	93,272	101,154	96,352	85,944	113,903
Service Miles	775,194	815,716	795,460	835,605	773,205	814,586
Service Hours	53,984	56,423	56,843	62,394	56,684	71,238
Operating Costs	\$3,042,309	\$2,956,547	\$2,831,405	\$3,103,444	\$2,530,384	\$3,834,335
Farebox	\$165,459	\$198,014	\$172,440	\$170,813	\$207,932	\$194,792
Other Operating Revenue	\$1,134,921	\$1,171,222	\$1,156,196	\$841,073	\$127,461	\$116,560
Advertising Revenue	\$17,318	\$27,019	\$22,513	\$10,594	\$13,407	\$20,006
Total Operating Revenue	\$1,317,698	\$1,396,256	\$1,351,149	\$1,022,480	\$348,800	\$331,358
Net Operating Deficit	\$1,724,611	\$1,560,291	\$1,480,256	\$2,080,964	\$2,181,584	\$3,502,977
Trips per Hour	1.61	1.65	1.78	1.54	1.52	1.60
Trips per Mile	0.11	0.11	0.13	0.12	0.11	0.14
Cost per Mile	\$3.92	\$3.62	\$3.56	\$3.71	\$3.27	\$4.71
Cost per Hour	\$56.36	\$52.40	\$49.81	\$49.74	\$44.64	\$53.82
Cost per Trip	\$35.11	\$31.70	\$27.99	\$32.21	\$29.44	\$33.66
Deficit per Trip	\$19.90	\$16.73	\$14.63	\$21.60	\$25.38	\$30.75
Farebox Recovery	5.4%	6.7%	6.1%	5.5%	8.2%	5.1%
Operating Revenue Recovery	43.3%	47.2%	47.7%	32.9%	13.8%	8.6%

SSTAP Operating Statistics

SSTAP operating statistics, aggregated statewide, are presented in Table 3-21. As noted earlier, SSTAP funds general purpose transportation for seniors and people with disabilities. As with the ADA Program, SSTAP is meant to serve any trip purpose, although unlike ADA paratransit, prioritizing trip purposes (such as medical) is permitted. LOTS may also use SSTAP funding to fund operating expenses for ADA paratransit. SSTAP riders may also need a higher level of passenger assistance to use the service than is needed on general public transit. Because SSTAP is typically a form of demand response service, it can result in a relatively higher cost per trip than on fixed route or deviated fixed route, although on average with higher productivity and lower cost per trip than ADA paratransit.

Table 3-21: SSTAP Statewide Operating Statistics

SSTAP Total	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Passenger Trips	576,620	591,398	530,662	464,703	424,866	315,589
Service Miles	3,773,838	3,910,918	3,322,625	2,879,297	2,991,115	2,294,009
Service Hours	264,294	233,252	223,625	200,329	187,355	162,841
Operating Costs	\$11,932,171	\$11,502,859	\$9,719,165	\$8,584,560	\$9,346,387	\$7,496,778
Farebox	\$1,009,449	\$956,516	\$1,041,454	\$951,003	\$1,063,358	\$464,840
Other Operating Revenue	\$4,487,815	\$4,457,780	\$4,334,567	\$3,690,557	\$2,791,717	\$1,951,802
Advertising Revenue	\$23,716	\$69,354	\$30,174	\$12,622	\$25,344	\$47,625
Total Operating Revenue	\$5,520,980	\$5,483,651	\$5,406,196	\$4,654,182	\$3,880,419	\$2,464,267
Net Operating Deficit	\$6,411,191	\$6,019,208	\$4,312,969	\$3,930,378	\$5,465,968	\$5,032,510
Trips per Hour	2.18	2.54	2.37	2.32	2.27	1.94
Trips per Mile	0.15	0.15	0.16	0.16	0.14	0.14
Cost per Mile	\$3.16	\$2.94	\$2.93	\$2.98	\$3.12	\$3.27
Cost per Hour	\$45.15	\$49.32	\$43.46	\$42.85	\$49.89	\$46.04
Cost per Trip	\$20.69	\$19.45	\$18.32	\$18.47	\$22.00	\$23.75
Deficit per Trip	\$11.12	\$10.18	\$8.13	\$8.46	\$12.87	\$15.95
Farebox Recovery	8.5%	8.3%	10.7%	11.1%	11.4%	6.2%
Operating Revenue Recovery	46.3%	47.7%	55.6%	54.2%	41.5%	32.9%

Public Transportation Programs Operating Statistics (Section 5307, Section 5311 and Large Urban Programs)

LOTS public transportation service data are grouped into three service types - fixed route, deviated fixed route, and general public demand response services - rather than specific grant programs. Tables 3-22, 3-23, and 3-24 display the operating statistics for these three service types respectively. Services funded by the Section 5307, Section 5311, and Large Urban Programs are aggregated in these tables.