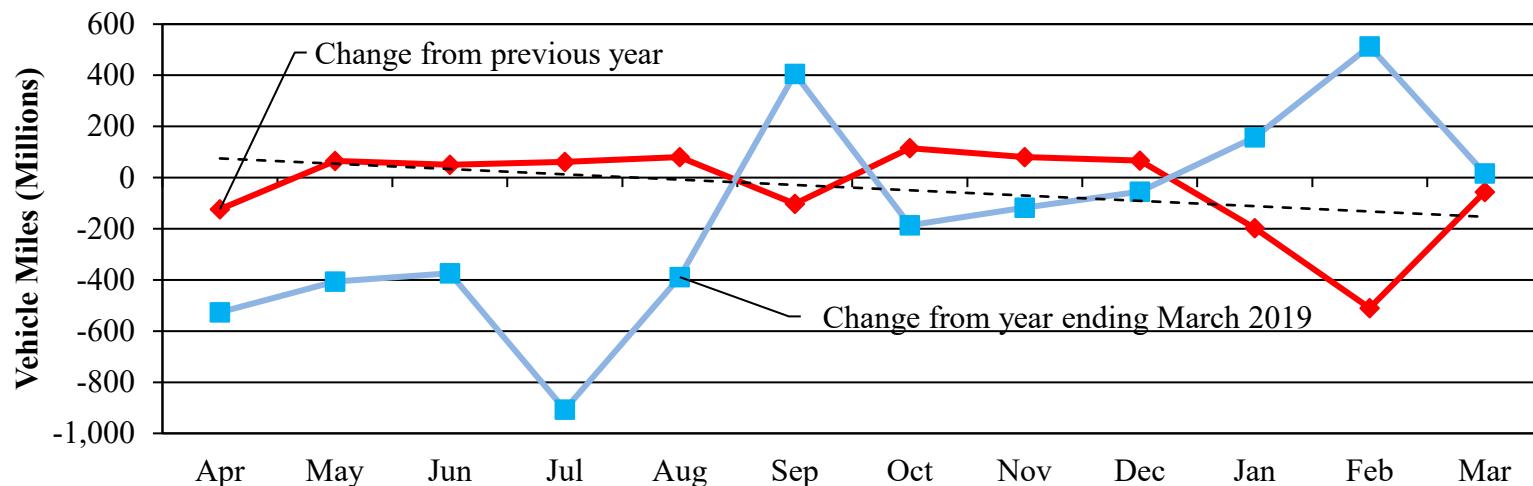


Maryland Transportation

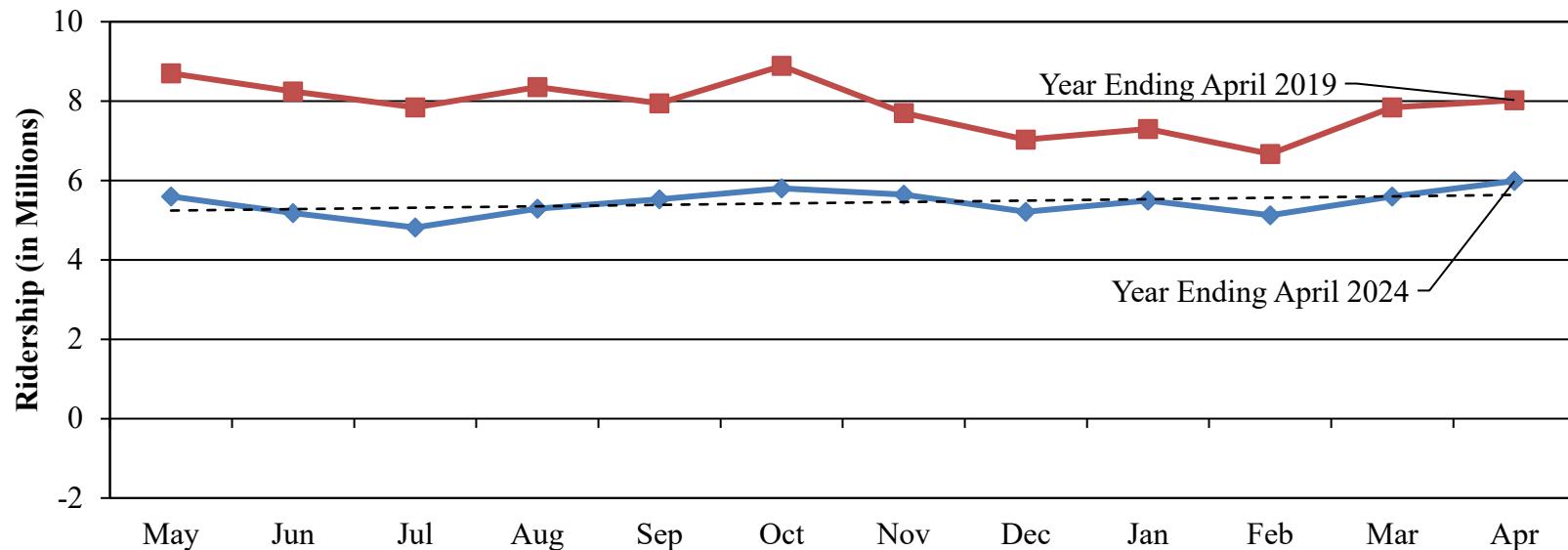
The State tracks vehicle miles traveled (VMT) and transit ridership. Both metrics are influenced by economic conditions. VMT tend to increase as the economy improves and decrease when the economy worsens. Transit ridership tends to fall when fares are increased and in periods of low gas prices.

Vehicle Miles Traveled by Month for Year Ending March 2024
Differences from Previous Year and from Year Ending March 2019



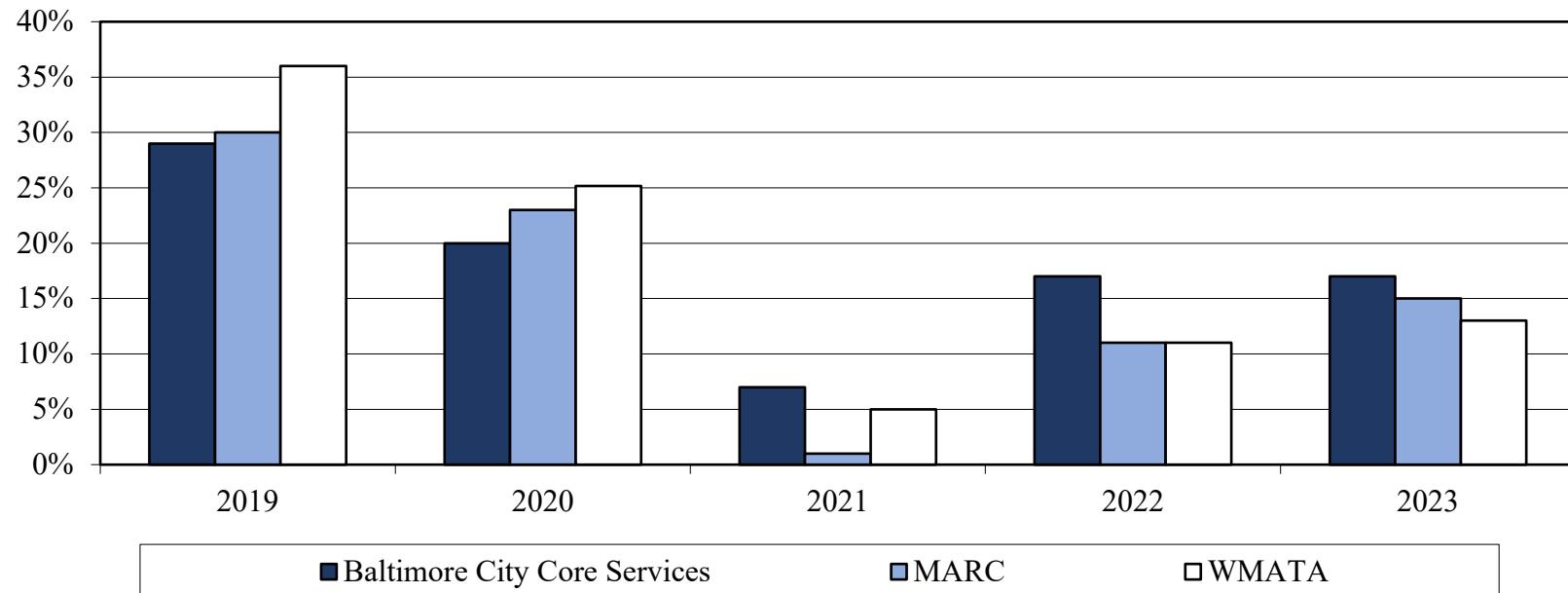
- As shown by the blue line, which compares VMT for the 12-month period ending in March 2024 to the same month for the 12-month period ending in March 2019 (pre-pandemic), VMT for the 12-month period ending in March 2024 were lower in 8 of the 12 months compared with pre-pandemic levels. VMT for the 12-month period ending in March 2024 totaled 57.6 billion, which was 1.9 billion less than the total for the 12-month period ending in March 2019.
- The red line compares the VMT for the 12-month period ending in March 2024 to the same month in the previous year. The dashed trend line shows a slight downward trend reflecting total VMT for this period being down 472 million miles compared with the previous year.

Baltimore Area Transit Ridership Years Ending April 2019 and April 2024



- Ridership over the past year has trended upwards, as shown by the blue line and dashed trend line, but is still well below pre-pandemic levels.
- Ridership for the year ending April 2024 totals just 69% of the ridership for the year ending in April 2019.
- Ridership declines have not been uniform across modes. Commuter bus, Metro, Maryland Area Regional Commuter (MARC), and light rail saw declines of 65%, 61%, 59%, and 40%, respectively, in the year ending in April 2024 compared to the same period ending in April 2019, while standard bus service, which serves transit-dependent riders, declined only 25%. As a result, bus ridership as a percent of total ridership increased from 68% for the year ending in April 2019 to 73% for the year ending in April 2024.

Transit Farebox Recovery Rates – Baltimore City Core Services, WMATA, and MARC Fiscal 2019-2023



- Farebox recovery is a measure of the extent to which the revenues collected through fares pay for the service provided. Chapter 24 of 2017 repealed a statutory requirement that the Maryland Transit Administration recover at least 35% of its operating costs for Baltimore City Core Services and Maryland Area Regional Commuter (MARC). The Washington Metropolitan Area Transit Authority (WMATA) does not have a statutory farebox recovery rate.
- Farebox recovery rates are closely tied with ridership levels. Pandemic-related declines in ridership have caused farebox recovery levels to fall to historic lows. In fiscal 2023, only 17% of costs for Baltimore City Core Services were recovered through the farebox compared with 29% in fiscal 2019 (pre-pandemic). For MARC and WMATA the amounts recovered in fiscal 2023 were 15% and 13%, respectively, compared with fiscal 2019 levels of 30% and 36%, respectively.