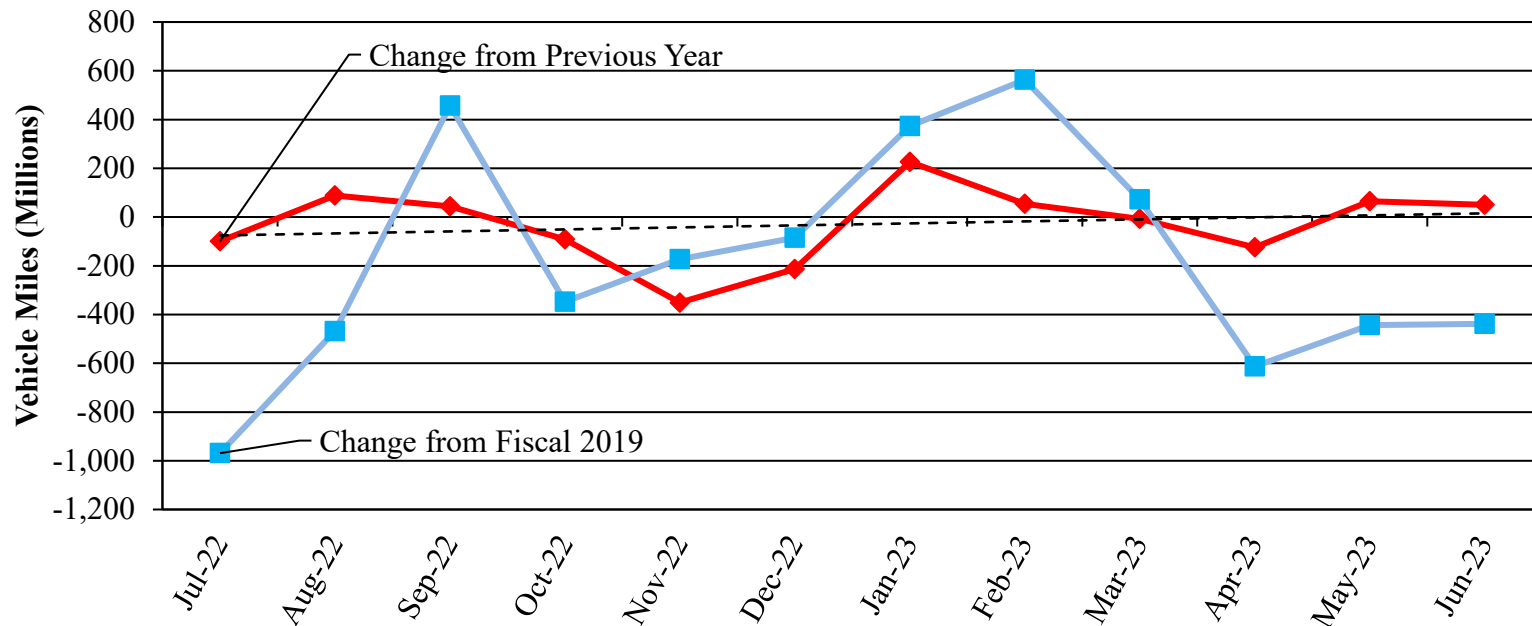


Maryland Transportation

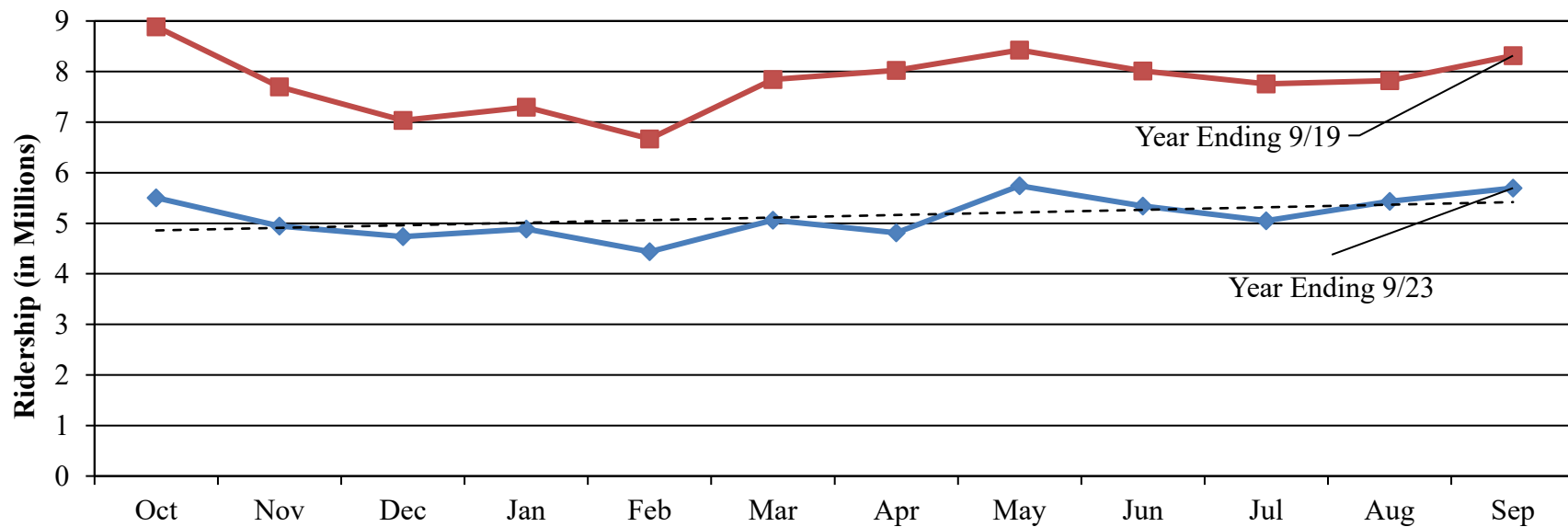
The State tracks vehicle miles traveled (VMT) and transit ridership. Both metrics are influenced by economic conditions. VMT tend to increase as the economy improves and decrease when the economy worsens. Transit ridership tends to fall when fares are increased and in periods of low gas prices.

Vehicle Miles Traveled by Month
Differences from Previous Year and from Fiscal 2019



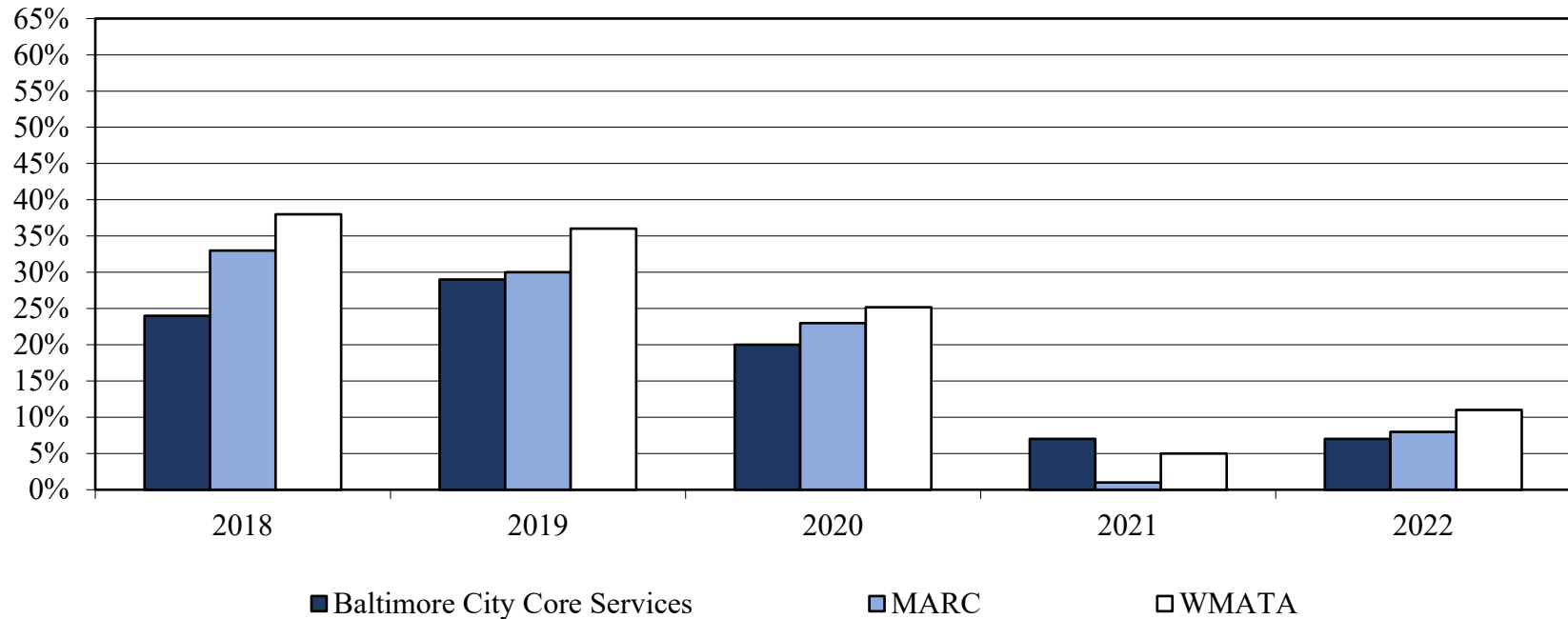
- As shown by the blue line, which compares VMT by month in fiscal 2023 to the same month in fiscal 2019 (pre-pandemic), VMT were higher in six months of fiscal 2023 compared with pre-pandemic levels. VMT in fiscal 2023 totaled 57.6 billion, which was 2.1 billion less than the fiscal 2019 total.
- The red line compares fiscal 2023 VMT to the same month in the previous year. The dashed trend line shows a slight upward trend, although overall VMT were down 362 million miles in fiscal 2023 compared with the previous year.

Baltimore Area Transit Ridership Years Ending September 2019 and September 2023



- 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 September 2023 was just less than 66% of the ridership for the year ending September 2019.
- Ridership declines have not been uniform across modes. Commuter bus, Maryland Area Regional Commuter (MARC), Metro, and light rail saw declines of 66%, 66%, 62%, and 48%, respectively, in the year ending September 2023 compared to the same period ending September 2019, while standard bus service, which serves transit-dependent riders, declined only 27%. As a result, bus ridership as a percent of total ridership increased from 69% for the year ending September 2019 to 76% for the year ending September 2023.

Transit Farebox Recovery Rates – Baltimore City Core Services, WMATA, and MARC Fiscal 2018-2022



- 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 2022, only 7% of costs for Baltimore City Core Services were recovered through the farebox. For MARC and WMATA the amounts recovered in fiscal 2022 were 8% and 11%, respectively.