

Annual Comprehensive
**FINANCIAL
REPORT**

of the Maryland Transportation Authority -
An Enterprise Fund of the State of Maryland

For Fiscal Year Ended June 30, 2023



Maryland
Transportation
Authority



2023

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Table of Contents

I. INTRODUCTORY SECTION

Certificate of Achievement for Excellence in Financial Reporting	8
Letter of Transmittal	9
Members of the Maryland Transportation Authority	23
MDTA Organizational Chart	24

II. FINANCIAL SECTION

Report of Independent Public Accountants	26
Management’s Discussion and Analysis	29
Basic Financial Statements	39
Statement of Net Position	40
Statement of Revenues, Expenses, and Changes in Net Position	42
Statement of Cash Flows	43
Notes to the Financial Statements	45
Required Supplemental Information	77
Schedule of Required Supplemental Information: MDTA’s Proportionate Share of the Net Pension Liability	78
MDTA Contributions to the Maryland State Retirement and Pension System	79
Other Supplemental Information	81
Combined Schedule of Revenue and Expenses – All Facilities	82
Investment of Funds – Master Investment Schedule	83
Investment of Funds – Transportation Facilities Projects	84
Investment of Funds – Intercounty Connector	85
Investment of Funds – BWI Marshall Airport Consolidated Rental Car Facility	86
Investment of Funds – BWI Marshall Airport Passenger Facility Charge Projects	87
Investment of Funds – Calvert Street Parking Garage	88

III. STATISTICAL SECTION

Statistical Section Index	90
Financial Trends	91
Schedule of Net Position	91
Schedule of Revenue, Expenses, and Changes in Net Position	92
Revenue Capacity	93
Toll Transactions by Vehicle Class	93
Toll Revenue by Vehicle Class	94
Toll Transactions by Facility	95
Toll Revenue by Facility	96
History of Toll Rates by Facility	97

Debt Capacity	98
Debt Service Coverage and Rate Covenant Compliance – Revenue Bonds.....	98
Debt Limitations.....	99
Non-Recourse Debt Outstanding.....	100
Ratio of Outstanding Toll Revenue Debt per Toll Transaction.....	101
Toll-Backed Debt Outstanding.....	102
Demographic and Economic Information	103
Schedule of Demographic Statistics for Maryland.....	103
Maryland’s Ten Largest Private Employers.....	104
Schedule of Employment by Sector.....	105
Operations.....	106
Capital Assets.....	106
Operating Expenses.....	107
Change in Positions.....	108

IV. TRAFFIC AND REVENUE SECTION

Schedule of Toll Transactions – All Facilities (Unaudited)	110
Schedule of Toll Revenue – All Facilities	111
Schedule of Toll Transactions – John F. Kennedy Memorial Highway (Unaudited).....	112
Schedule of Toll Revenue – John F. Kennedy Memorial Highway.....	113
Schedule of Toll Transactions – I-95 Express Toll Lanes (Unaudited)	114
Schedule of Toll Revenue – I-95 Express Toll Lanes	115
Schedule of Toll Transactions – Thomas J. Hatem Memorial Bridge (Unaudited)	116
Schedule of Toll Revenue – Thomas J. Hatem Memorial Bridge	117
Schedule of Toll Transactions – Harry W. Nice/Thomas “Mac” Middleton Bridge (Unaudited)	118
Schedule of Toll Revenue – Harry W. Nice/Thomas “Mac” Middleton Bridge.....	119
Schedule of Toll Transactions – William Preston Lane, Jr. Memorial (Bay) Bridge (Unaudited).....	120
Schedule of Toll Revenue – William Preston Lane, Jr. Memorial (Bay) Bridge.....	121
Schedule of Toll Transactions – Baltimore Harbor Tunnel (Unaudited)	122
Schedule of Toll Revenue – Baltimore Harbor Tunnel	123
Schedule of Toll Transactions – Francis Scott Key Bridge (Unaudited)	124
Schedule of Toll Revenue – Francis Scott Key Bridge.....	125
Schedule of Toll Transactions – Fort McHenry Tunnel (Unaudited)	126
Schedule of Toll Revenue – Fort McHenry Tunnel.....	127
Schedule of Toll Transactions – Intercounty Connector (Unaudited)	128
Schedule of Toll Revenue – Intercounty Connector	129



AVOID
THE FINE



Introductory Section





Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

Maryland Transportation Authority

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2022

Christopher P. Morill

Executive Director/CEO



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

Board Members:

Dontae Carroll	Cynthia D. Penny-Ardinger
William H. Cox, Jr.	Jeffrey S. Rosen
W. Lee Gaines, Jr.	Samuel D. Snead, MCP, MA
Mario J. Gangemi, P.E.	John F. von Paris

Percy E. Dangerfield, PhD, Acting Executive Director

December 31, 2023

To the Chairman and the Members of the Maryland Transportation Authority Board:

We are pleased to respectfully submit the Annual Comprehensive Financial Report (ACFR) for the Maryland Transportation Authority (MDTA) for the fiscal year ended June 30, 2023, which includes the MDTA's Financial Statements. The MDTA prepared the Financial Statements as required by the Trust Agreement between the MDTA and The Bank of New York Mellon as Trustee. The data as presented consists of management's representation of its finances. The responsibility for the accuracy, completeness, and fairness of the data rests with management. To the best of our knowledge and belief, this report contains data that is complete and reliable in all material respects.

To provide a reasonable basis for making these representations, management of the MDTA has established an internal control structure designed to provide reasonable assurance that assets are safeguarded from loss, theft, or misuse and that adequate and reliable accounting data is compiled to prepare Financial Statements in conformity with accounting principles generally accepted in the United States of America. The cost of internal control should not outweigh their benefits; therefore, the MDTA's comprehensive framework of internal control has been designed to provide reasonable rather than absolute assurances that the Financial Statements will be free from material misstatements.

The MDTA's Trust Agreement requires an annual audit of its Financial Statements by an independent audit firm. The MDTA's Financial Statements have been audited by CliftonLarsonAllen LLP, a firm of certified public accountants selected by the MDTA through a competitive process. The goal of the independent audit is to provide reasonable assurance that the financial statements of the MDTA as of and for the fiscal year ended June 30, 2023, are free of material misstatements. The audit was performed in accordance with generally accepted auditing standards and government auditing standards and included tests of the accounting records and other auditing procedures considered necessary during the audit. Based upon the audit, the independent auditors issued an unmodified ("clean") opinion of the MDTA's Financial Statements for the fiscal year ended June 30, 2023. The independent auditor's report is presented in the Financial Section of this report.

Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic Financial Statements. This letter of transmittal complements the MD&A and should be read in conjunction with it.

Profile of the MDTA

The MDTA was established in 1971 by the Maryland General Assembly to finance, construct, operate and improve the State's toll facilities, as well as to finance new revenue-producing transportation projects. The MDTA acts on behalf of, but is separate from, the Maryland Department of Transportation (MDOT). The MDTA helps support MDOT's mission to be a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions to connect its customers to life's opportunities. The MDTA's nine toll facilities – four bridges, two tunnels, two turnpikes, and one express toll lane (ETL) facility – connect Marylanders and visitors to life's opportunities.

The MDTA is a self-sufficient non-budgeted State agency and traditionally receives no money from the State's General Fund or the Transportation Trust Fund. The MDTA is financed by toll revenues, and such revenues are reinvested in the operation and maintenance of the toll facilities. The MDTA's Trust Agreement, between the MDTA and its Trustee, is for the benefit of bondholders and outlines how these funds may be used. For more than 50 years, the MDTA has provided Maryland's citizens and visitors with safe, secure, reliable, and convenient transportation facilities.

The MDTA's finances are accounted for as a proprietary-type enterprise fund using the accrual basis of accounting, similar to a private business entity. Over four-fifths of the MDTA's revenues originate from toll revenue and related fees collected at its nine toll facilities. Revenues from all facilities are pooled together to fund operations, capital projects, and debt service on revenue bonds issued by the MDTA to help fund its capital program.

Organizational Structure

The Maryland Transportation Authority Board serves as the policy-setting, decision-making, and governing body responsible for all actions taken by the MDTA. Maryland's Secretary of Transportation presides as the MDTA's Chairman. In addition to the Chairman, the Board consists of eight Members, appointed by the Governor with the advice and consent of the Maryland Senate. Per statute, the Board's composition reflects

the racial, gender, and geographic diversity of the State and includes expertise in structural engineering, transportation planning, land use planning, and finance. Each Member serves a four-year term and term expirations are staggered. Board Members are eligible for reappointment to the MDTA, with a limit of three consecutive terms.

The day-to-day operations of the MDTA are led by the Executive Director, who is appointed by the Board. The Executive Director is supported by six Chief Officers. The Chief Officers are comprised of the Chief Administrative Officer, Chief Engineer, Chief Financial Officer, Chief Law Enforcement Officer, Chief Operating Officer, and the Chief of Staff. The Executive Director and Chief Officers are supported by Division and Office Directors and Managers.

Major Divisions of the MDTA

The work of the MDTA is handled by its 1,697 dedicated employees. Employees work in the following functional areas, with the largest number of employees serving in the Division of Operations and the Maryland Transportation Authority Police.

Audits: Responsible for providing independent and objective approaches to improving the effectiveness of the MDTA's management and internal controls.

Asset Management and Support Services: Responsible for planning, procuring, and managing various Preventative Maintenance and ancillary contracts and ser-

Aerial view of Key Bridge Facility



VICES; develops, implements, and ensures Preventative Maintenance and Warranty Programs compliance for all facility assets; and oversees the day-to-day operations of the MDTA's Enterprise Asset Management System.

Civil Rights and Fair Practices: Responsible for the development, oversight, and administration of the Minority Business Enterprise, Small Business Reserve, Veteran Small Business Enterprise, and the Equal Employment Opportunity & Diversity Programs. The section is also responsible for the implementation of the Title VI Program at the MDTA.

Communications: Serves as the official voice of the MDTA for the media and the public and manages the MDTA communications, outreach, and education efforts.

Customer Experience: Responsible for the strategic planning and direction of the MDTA customer experience to ensure exceptional customer service is delivered to the MDTA's customer base; develops and sustains a premier customer service culture; manages frontline customer service positions and the MDTA's reoccurring customer service training programs; collects customer data and analytics to holistically evaluate customer service; and establishes control systems, standards, and processes that ensure exceptional customer service.

Electronic Toll Collection Program (3G ETC): Responsible for the development, implementation, and transition of the MDTA's next generation toll collection system and the ongoing planning and maintenance of the electronic toll collection system.

Engineering and Construction: Provides strategic direction and coordination of asset resources as well as direction and management of the design, construction, and contract maintenance of the MDTA's facilities.

Environment, Safety, and Risk Management: Responsible for employee safety, risk management, and environmental compliance programs; managing the tracking, inventory, safeguarding, and disposal of MDTA property and equipment; and providing oversight of the collection of monies owed to the MDTA from responsible parties who damage MDTA facilities.

E-ZPass® Operations: Responsible for overseeing electronic toll operation contract vendors, E-ZPass customer service operations, and electronic toll collection quality assurance.

Facility Operations: Oversees all bridges, tunnels, turnpikes, and buildings under the jurisdiction of the MDTA. Its functions include the operation, management, and maintenance of the MDTA's facilities.

Finance: Responsible for all financial and accounting services for the MDTA. This includes overseeing the investment of funds; developing and managing the operating budget; issuing debt; analyzing and reporting toll revenues; reviewing and processing the payment of all expenses; preparing and maintaining all financial records, financial forecasts, reports, and statistics; and establishing procedures and methods for monitoring the collection, reconciliation, safeguarding, and deposit of all toll revenue.

Government Relations: Responsible for coordinating with federal, state and local elected officials regarding MDTA projects. The office initiates departmental legislation and coordinates the MDTA's responses to all legislation introduced during the State legislative session that impacts the MDTA. The section also assists elected officials with information and constituent inquiries that relate to the MDTA.

Human Resources and Workforce Development: Responsible for employee relations, recruitment, compensation, and training.

Information Technology: Responsible for the planning, implementation, and support of the MDTA's computer and electronic information and tolling system infrastructure.

Legal: The Maryland Office of the Attorney General assigns staff to provide legal counsel and representation for the MDTA.

Partnerships and Tolling Finance: Directs and manages all MDTA public-private partnership agreements, including the concession agreement for the travel plazas and for the MDTA's responsibilities related to the I-495/I-270 Traffic Relief Plan (i.e., OpLanes); negotiates and executes applicable Trust Agreement(s) and toll service agreements; develops tolling technical provisions and conducts contract administration activities related to tolling during operations and maintenance execution; and represents the MDTA's interests as part of the E-ZPass Interagency Group for the development of tolling resolutions and business rules for tolling under the E-ZPass umbrella.

Planning and Program Development: Develops and continually assesses short- and long-term capital planning activities, develops funding strategies for the capital program, coordinates public outreach activities, and manages the MDTA's real estate holdings.

Police: Responsible for overseeing security services and law enforcement activities at MDTA facilities. The Police also provide law enforcement services at the Baltimore/Washington International Thurgood Marshall Airport and at the Port of Baltimore. Since 2012, the Police have held the Tri-Arc Award from the Commission on Law Enforcement Accreditation for having concurrent accreditation for its law enforcement, communications, and training units.

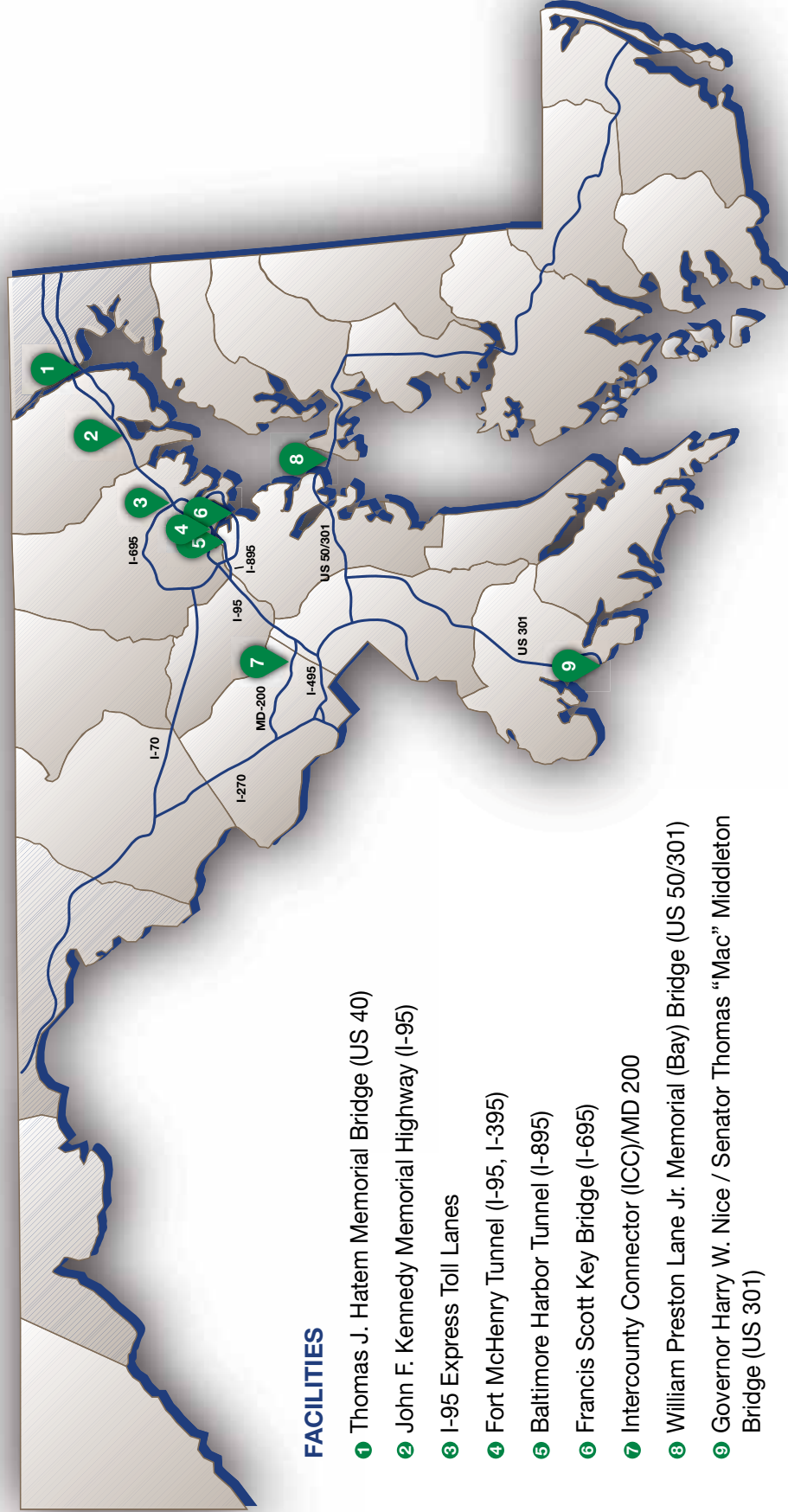
Policy, Innovation and Performance: Responsible for the implementation of the MDTA's Strategic and Business Plans and the assessment of the MDTA's internal administrative policies that support its strategic plan. The section is also responsible for ensuring

that the MDTA complies with government-required reporting requirements and support and coordinate MDTA initiatives to improve performance and promote innovation and process improvement.

Procurement: Responsible for the development, oversight, and administration of all MDTA procurements. The section oversees contractual agreements related to architectural and engineering, commodity, construction, fleet, information technology, maintenance, small procurement, and other related services.

Traffic Management and Technology: Oversees the MDTA's asset management, maintenance, and inventory system; manages the MDTA's Operations Center, intelligent transportation systems infrastructure, fleet, and telecommunications and public safety radio systems and equipment; maintains and monitors the MDTA's facility security systems; and provides support for MDTA office renovations.

The MDTA's Toll Facilities



FACILITIES

- 1 Thomas J. Hatem Memorial Bridge (US 40)
- 2 John F. Kennedy Memorial Highway (I-95)
- 3 I-95 Express Toll Lanes
- 4 Fort McHenry Tunnel (I-95, I-395)
- 5 Baltimore Harbor Tunnel (I-895)
- 6 Francis Scott Key Bridge (I-695)
- 7 Intercountry Connector (ICC)/MD 200
- 8 William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301)
- 9 Governor Harry W. Nice / Senator Thomas "Mac" Middleton Bridge (US 301)

Thomas J. Hatem Memorial Bridge (US 40)

The oldest of MDTA's facilities, this 1.4-mile, four-lane bridge opened in August 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in northeast Maryland. Tolls are collected in the eastbound direction only.

FY2023 toll transactions, eastbound: 4.4 million

FY2023 toll revenue: \$15.2 million

FY2023 revenue as a percentage of total toll revenue: 2.0%

Change in revenue from FY 2022: (\$2.5 million)



John F. Kennedy Memorial Highway (I-95)

Opened in November 1963, the John F. Kennedy Memorial Highway is a 50-mile section of I-95 from the northern Baltimore City line to Delaware. Tolls are collected in the northbound direction only at the toll plaza located one mile north of the Millard E. Tydings Memorial Bridge over the Susquehanna River in northeast Maryland.

FY2023 toll transactions, northbound: 15.4 million

FY2023 toll revenue: \$195.2 million

FY2023 revenue as a percentage of total toll revenue: 25.8%

Change in revenue from FY 2022: \$18.4 million



I-95 Express Toll Lanes

Maryland's second all-electronic toll road opened along the Kennedy Highway in December 2014. The I-95 Express Toll Lanes provide eight miles, seven tolled, of free-flowing traffic between I-895 and just north of MD 43 in Baltimore. The I-95 Express Toll Lanes are part of the larger John F. Kennedy Memorial Highway facility but are shown as a separate facility for reporting purposes.

FY2023 toll transactions: 8.8 million

FY2023 toll revenue: \$13.9 million

FY2023 revenue as a percentage of total toll revenue: 1.8%

Change in revenue from FY 2022: \$1.0 million





▶ **Fort McHenry Tunnel (I-95, I-395)**

One of the world's widest underwater highway vehicular tunnels ever built by the immersed-tube method, the Fort McHenry Tunnel opened to traffic in November 1985. The eight-lane tunnel is nearly 1.4-miles long and connects the Locust Point and Canton areas of Baltimore. The tunnel is a vital link in I-95, the East Coast's most important interstate route. Including the tunnel and approach roadways, the facility is approximately 10.3 miles in length.

FY 2023 toll transactions: 43.0 million

FY 2023 toll revenue: \$219.6 million

FY 2023 revenue as a percentage of total toll revenue: 29.1%

Change in revenue from FY 2022: \$7.1 million

◀ **Baltimore Harbor Tunnel (I-895)**

The 1.4 mile, four-lane tunnel opened in November 1957. Designated I-895, the facility crosses under the Patapsco River and connects major north/south highways and many arterial routes in Baltimore City's industrial sections. Including the tunnel and approach roadways, the facility is approximately 17 miles in length.

FY 2023 toll transactions: 28.8 million

FY 2023 toll revenue: \$107.3 million

FY 2023 revenue as a percentage of total toll revenue: 14.2%

Change in revenue from FY 2022: \$16.0 million



▶ **Francis Scott Key Bridge (I-695)**

This outer crossing of the Baltimore Harbor opened in March 1977 as the final link in I-695 (the Baltimore Beltway). The 1.7-mile Key Bridge crosses over the Patapsco River where Francis Scott Key was inspired to write the words of the "Star Spangled Banner." This facility also includes the Bear Creek Bridges and the Curtis Creek Drawbridge. Including the bridge and approach roadways, the facility is 10.9 miles in length.

FY 2023 toll transactions: 12.4 million

FY 2023 toll revenue: \$56.1 million

FY 2023 revenue as a percentage of total toll revenue: 7.4%

Change in revenue from FY 2022: \$3.1 million



Intercounty Connector (ICC/MD 200)

The Intercounty Connector (ICC/MD 200) links I-270/I-370 in Montgomery County and I-95 in Prince George's County. The ICC/MD 200 is the MDTA's first all-electronic, variably-priced toll facility. The majority of the roadway, from I-370 to I-95, opened to traffic in 2011 and the final segment, connecting I-95 to US 1, opened in 2014.

FY 2023 toll transactions: 33.4 million constructed trips

FY 2023 toll revenue: \$69.6 million

FY 2023 revenue as a percentage of total toll revenue: 9.2%

Change in revenue from FY 2022: \$6.0 million



William Preston Lane, Jr. Memorial (Bay) Bridge (US 50/301)

The Bay Bridge crosses the Chesapeake Bay along US 50/301. Its dual spans provide a direct connection between recreational and ocean regions on Maryland's Eastern Shore and the metropolitan areas of Baltimore, Annapolis and Washington, D.C. At four miles, the spans are among the world's longest and most scenic over-water structures. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is "reversed" to carry eastbound travelers ("two-way" traffic operations). Tolls are collected in the eastbound direction only.

FY 2023 toll transactions, eastbound: 13.3 million

FY 2023 toll revenue: \$55.3 million

FY 2023 revenue as a percentage of total toll revenue: 7.3%

Change in revenue from FY 2022: \$1.4 million

Governor Harry W. Nice / Senator Thomas "Mac" Middleton Bridge (US 301)

The Nice/Middleton Bridge is located on US 301 and spans the Potomac River from Newburg, MD to Dahlgren, VA. The new four-lane replacement bridge opened to the public on October 12, 2022. The original 1.9-mile, two-lane bridge opened in December 1940. Tolls are collected in the southbound direction only.

FY 2023 toll transactions, southbound: 3.3 million

FY 2023 toll revenue: \$23.5 million

FY 2023 revenue as a percentage of total toll revenue: 3.1%

Change in revenue from FY 2021: \$2.6 million



Long-Term Financial Planning

The MDTA's dynamic financial forecasting model produces strong debt service coverage and is seen as a strength by the credit rating agencies, thereby resulting in favorable credit ratings of AA and Aa2 from Fitch Ratings and Moody's Investors Service, respectively. Traffic and revenue forecasts are produced annually by an independent consultant covering a ten-year period utilizing conservative elasticity factors and limited long-term growth on existing facilities to reflect recent experience and changing demographics.

These realistic traffic and revenue forecasts are utilized in the development of the MDTA's financial forecast. Conservatism is built into the financial forecast by assuming that the operating and capital budgets will be fully spent and the use of assumed interest rates on future borrowings at rates that are typically higher than current market trends. The financial forecast is used to determine whether the MDTA will meet all financial goals and legal requirements throughout the forecast period, helps to determine the appropriate mix of current year funding and bond proceeds to fund the capital program, and identifies the potential need for future toll rate adjustments.

As required by statute, the MDTA's six-year financial forecast is provided to the legislature twice per year for informational purposes. The timing coincides with the development of the annual operating budget by July 1, of each year and with the submission of the MDTA's annual update to its six-year capital program in January. For internal financial planning purposes, additional

forecasts are developed for varying planning horizons and testing alternative sensitivity cases. The toll rates for the additional sensitivity cases remain unchanged as a means of accurately reflecting the effects of each stress test on the system; however, if such unexpected circumstances were to occur, the MDTA would adjust its budgets and use its independent toll rate-setting power to take mitigating action to the extent necessary.

The MDTA develops an annual operating budget and is required by the Trust Agreement to approve it by July 1, of each fiscal year. Each of the MDTA's division/office directors and managers contribute to the development of a preliminary operating budget based on the expected staffing and funding level necessary to operate the MDTA's facilities and departments. On a quarterly basis, the budget is reviewed by division/office and by budget category for any significant variances from targeted spending levels. The MDTA may at any time adopt an amended or supplemental budget for the remainder of the then-current fiscal year. The operating budget is provided to the legislature annually for informational purposes but does not require legislative approval.

The annual capital budget is developed as part of a six-year capital program. The capital program includes both major and minor projects in varying stages of development. Projects are moved from the Development & Evaluation Program to the Construction Program as funding becomes available and as design work is significantly advanced. Inspections of the MDTA's facilities by a nationally accredited engineering firm are required by the Trust Agreement and help to identify needed improvements and prioritize projects. The FY 2024-2029 capital program provides a \$3.1 billion investment in the MDTA's facilities, with the majority of this funding focused on system preservation and the replacement and expansion of existing facilities.

Relevant Financial Policies

The MDTA may issue revenue bonds backed by its toll revenues. Per Maryland statute, debt outstanding for toll-revenue backed debt is limited to \$3.0 billion. All toll-backed debt must comply with the Rate Covenant contained in the Trust Agreement. The Rate Covenant requires the MDTA to fix, revise, charge and collect rentals, rates, fees, tolls and other charges and revenues for the use or services of its facilities to produce in each bond year net revenues in an amount not less than the sum of: (a) 120% of the Debt Service

Curtis Creek Drawbridge (I-695)



Requirement for outstanding bonds; and (b) 100% of the amount budgeted for deposit to the Maintenance and Operations Reserve Account. Failure to maintain a Rate Covenant of greater than or equal to 1.0 annually would contractually result in the Trustee stepping in and taking control of setting toll rates sufficient to adhere to this requirement. The MDTA's historical Rate Covenant has shown strong coverage with operating results well above the 1.0 times minimum coverage level.

As part of its Additional Bonds Test, prior to issuing any new debt, the MDTA must certify that this Rate Covenant has been met in the 12 consecutive months of the preceding 18-month period. In addition, the MDTA must certify on a prospective basis that the Rate Covenant will be met in the current bond year, and in the fifth complete bond year following the completion date of a bond-financed additional project or project improvement.

The MDTA Board has adopted several financial management policies for guidance to address the key aspects of fiscal planning, issuing debt, approving bond sales, conducting bond closings and investment strategies. These policies require the MDTA's strict adherence to prudent financial management, compliance with the Rate Covenant, the setting of liquidity standards, and debt affordability tests. The policies are reviewed periodically and modified as appropriate. These include Board Policies on Debt Management, Revenue Bonds, Preparation of Financial Forecasts, Investment Management, and Revenue.

The Debt Management Board Policy provides an administrative policy goal which presents a higher and more stringent test of adequacy of revenues than the Rate Covenant. Per the Debt Service Coverage Policy, net revenues cannot be less than 2.0 times the Debt Service Requirement of current and projected outstanding debt. In addition, to ensure that adequate liquidity is available, the Policy requires that the MDTA maintain an unrestricted cash balance of at least \$400 million beginning in FY 2024. In FY 2023, the MDTA was required to maintain an unrestricted cash balance of at least \$350 million.

The financial investments of the MDTA are substantially controlled by provisions of the Trust Agreement. Investments are purchased in accordance with bond indenture and Investment Policy limitations. As required by the bond indenture, the investment



Overhead Lane Use Signals at the Bay Bridge

portfolio is managed by MDTA Finance staff with oversight by the Investment and Finance Committees. The Investment Committee consists of the Executive Director, Chief Financial Officer, Director of Finance, and Deputy Directors of Finance as voting members with the Director of Treasury and Debt Management and financial advisors serving as non-voting members. The Finance Committee is composed of four members of the MDTA Board that review the Investment Policy at least annually and the investment strategy, practices, and portfolio performance at least quarterly.

The MDTA's funds are primarily held in trust accounts created under the bond indenture, including various debt service accounts, debt service reserves, a capital account, an operating and maintenance reserve, and a general account. Available funds are conservatively invested in a variety of instruments including money market mutual funds, U.S. Government and Agency debentures, municipal bonds, Tier-1 rated corporate commercial paper, Supranationals, and the Maryland Local Government Investment Pool. Certain accounts are invested on a matched-funding basis, with maturities matched to known or projected spending for debt service and capital accounts. Unrestricted funds and reserves are managed for total return.

Major Initiatives

During fiscal year 2023, the MDTA focused on core operations while embracing its role in preparing the State's infrastructure for the future. Core operations include financial health, ongoing system preservation and expansion, and the implementation of multi-year customer- focused initiatives aimed at enhancing tolling operations in Maryland.

Financial Health

The MDTA takes very seriously its commitment to be financial stewards of dedicated toll revenues that provide vital transportation links to move people and commerce across the State. Long-term financial planning, conservative forecasting, and Board-adopted financial policies are key to the MDTA's financial health. Following the upgrade of the MDTA's credit ratings by one notch in 2018 by Fitch Ratings and Moody's Investor Service, the MDTA continued to maintain its credit ratings of AA and Aa2 from Fitch Ratings and Moody's Investors Service, respectively.

Revenues from the operation of toll facilities (includes both toll collection and enforcement efforts) totaled \$797 million, an increase of \$57 million, or 8%, from the prior year. The increase is largely attributed to the 7% increase in systemwide traffic volume. The MDTA's in-lane toll revenue performance, financial strength, and flexibility allowed the agency to maintain its capital program and fund multiple system preservation and improvement projects.

System Preservation & Improvement

The MDTA's six-year capital program for FY 2023-2028 totals \$2.7 billion and includes a hybrid of system preservation and improvement projects ranging from minor renovations to large-scale construction projects designed to secure, preserve, and enhance the MDTA's facilities for years to come. Independent, certified, and nationally experienced engineering firms inspect the MDTA's bridges, tunnels, roadways, lighting, and signage annually. All facilities were found to be maintained in good repair, working order, and condition. The MDTA inspected 326 bridges in accordance with the National Bridge Inspection Standards, and all bridges allow for legally loaded vehicles, emergency vehicles, and school buses to traverse safely.

Harry W. Nice/Thomas "Mac" Middleton Bridge Replacement: On October 12, 2022, the new Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge opened to the public. Utilizing the design-build contract delivery method, the new bridge was delivered on budget and three months ahead of schedule. The new Nice/Middleton Bridge includes four 12-foot travel lanes, 2-foot shoulders, and a 42-inch-high concrete median barrier that will protect more motorists against head-on collisions. The new bridge doubles capacity, improves safety, and enhances emergency



Bay Bridge

response and maintenance/inspection activities. The new bridge design also includes more than \$2 million in features to accommodate lane sharing for bicyclists, who have been able to cross the bridge since June 2023.

Demolition of the existing bridge commenced shortly after the new bridge opened. Removal operations have been ongoing through 2023 and are slated for completion in early 2024.

I-95 Express Toll Lanes Northbound Extension and I-695 Ramps: The \$1.1 billion expansion of the Northbound I-95 Express Toll Lanes (ETL) will provide two ETL for more than 10 miles from north of MD 43 in Baltimore County to north of MD 24 in Harford County — expanding the Northbound lanes to 18 miles. The project includes the reconstruction of two interchanges, replacement of five overpasses benefitting the northbound extension and future southbound lanes, construction of two park and ride lots to benefit commuters and provide transit connections, the construction of several environmental mitigation projects to address impacts along the corridor, and the construction of two ramps that connect I-695 to the northbound ETL. This traffic relief initiative will benefit Marylanders throughout the Baltimore region by giving drivers a safer, more reliable, and efficient commute with multi-modal connections. Additionally, 11 noise walls will improve the quality of life for adjacent residents. The project includes 23 separate projects to be delivered in two phases. To date, 14 projects have been completed, 5 projects are under construction, and 4 projects are in design or procurement.

Chesapeake Bay Crossing Tier 2 Study: The MDTA initiated the well-established tiered National Environmental Policy Act (NEPA) process to study potential improvements to identify a path forward for congestion relief at the Bay Bridge and for local communities in Anne Arundel and Queen Anne’s counties. The MDTA is currently in the process of undergoing a \$28 million Bay Crossing Tier 2 Study to build upon the Tier 1 findings and not only study the new crossing, but also look at solutions for the entire 22-mile corridor from the Severn River Bridge to the 50/301 split in Queen Anne’s County. The Tier 2 study will identify and evaluate a No-Build Alternative as well as various modal alternative and crossing alignments and types—such as a new bridge, a bridge/tunnel or replacement of existing spans. The record of decision on Tier 1 was issued in April 2022.

Eastbound Bay Bridge Deck Replacement: The \$140 million Eastbound Bay Bridge Deck Replacement project is expected to begin major construction in winter 2023/2024 with anticipated completion in spring 2026. The MDTA has designed the project, often referred to as a re-decking, to ensure minimal traffic impacts for residents and motorists. The eastbound re-decking project will include replacement of the deck floor system, barrier upgrades, major structural rehabilitation of the truss superstructure, lane use signal gantry replacements and utility relocations, as well as off-site stormwater management work.

I-95/Belvidere Interchange in Cecil County: The nearly \$85 million interchange at I-95 and Belvidere Road in Cecil County will replace the existing two-lane overpass bridge on Belvidere Road with a wider structure featuring additional lanes and shoulders to accommodate the new interchange. Ramps in a partial cloverleaf pattern will provide access to and from Belvidere Road and northbound and southbound I-95. Work includes improvements to Belvidere Road to accommodate the interchange and larger bridge structure. The new interchange will provide access to and from Belvidere Road, reduce commercial traffic on local roads, enhance safety and promote economic benefits for the regional community. The project, which utilizes a design-build contract delivery method, is a partnership between the MDTA, Cecil County, and

Stewart Property Management Inc., in coordination with the Federal Highway Administration. The interchange is anticipated to open to traffic in fall 2025.

Enhancing Tolling in Maryland

The MDTA continued to make progress on several important customer-focused initiatives, including *DriveEzMD* and the implementation of a Customer Assistance Plan that included a civil penalty waiver grace period for customers who paid their unpaid tolls by a certain date.

DriveEzMD: The MDTA continues to make significant customer-focused enhancements via *DriveEzMD*. *DriveEzMD* is the home for all things tolling in Maryland. Designed to “Keep Maryland Moving,” *DriveEzMD* is an example of the MDTA’s commitment to being a leader in shaping and enhancing the delivery of tolling services. *DriveEzMD* makes it more convenient to travel the State’s toll facilities with a new website, web chat, expanded customer call center, new toll payment choices, text notifications, and more.

Customer Assistance Plan: At the request of the MDTA Board to devise a plan to reduce call wait times and the former Administration’s request to provide relief measures to customers, the MDTA began exploring ways to provide relief for customers facing late fees on toll bills that accrued during the height of the COVID-19 pandemic. In 2022, the MDTA Board approved a Customer Assistance Plan that included a civil penalty waiver grace period that waived all civil penalties for customers who paid their unpaid tolls by December 14, 2022.

Economic Outlook

The MDTA owns and operates a large and well-diversified system that provides essential transportation infrastructure links in a high-volume market with limited competing facilities. The MDTA’s facilities include commuter travel routes and a portion of Interstate 95. The toll facilities have historically demonstrated low elasticity and are in affluent service areas that include the Baltimore and Washington D.C. metropolitan statistical areas. The facilities serve a varied mix of passenger and commercial traffic that pay tolls using *E-ZPass*, Pay-by-Plate, and Video Tolling.

Ten-year traffic and revenue forecasts are prepared annually by independent consultants and are available on the MDTA's website. Separate traffic and revenue forecasts are prepared for all legacy facilities, the Intercounty Connector, and the I-95 Express Toll Lanes. The following information on economic performance and the outlook is derived from the most recent reports.

The forecasts rely on historical toll transaction and revenue trend information by vehicle classification, payment method, and facility, as well as socioeconomic and demographic trends locally, regionally, and nationally. Socioeconomic and demographic data that impact the forecast includes population, employment, income, gross regional product, inflation, and gasoline prices.

Population: Since 2012, Maryland has exhibited stable population growth of 0.5 percent annually, which lags slightly behind the national average of 0.6 percent annually over the same time period. Within Maryland, population growth rates range from -0.1 percent in Western Maryland to 0.8 percent in Southern Maryland. Projected regional population growth is expected to follow similar trends over the next 10 years, with expected growth of 0.5 percent annually statewide.

Employment: Since 2012, nonfarm civilian employment growth in Maryland has exceeded total population growth and has trailed slightly behind the nation as a whole. Statewide employment changes have averaged 1.0 percent per year during this timeframe and is expected to grow an average of 1.5 percent annually through 2027, and 1.1 percent through 2032.

Income: Median incomes in many of the counties containing toll facilities tend to be higher than the State as a whole and higher than the national average. Nationwide, per capita income in 2022 was \$66,967, reflecting an average annual growth of 2.0 percent over the last decade. Historic per capita income in Maryland was \$73,935 in 2022, with the Washington Suburban region enjoying the highest per capita incomes in the State and throughout much of the country, at \$79,014. The Intercounty Connector is primarily located in Montgomery County, which is among the nation's wealthiest counties. Per capita income in Maryland is forecasted to increase annually by about 1.6 percent through 2032.



I-95 Express Toll Lanes

Gross Regional Product: Another fundamental economic indicator that has bearing on traffic demand is gross regional product (or gross domestic product/gross state product, depending on the geographic focus). Since 2012, gross domestic product has averaged 2.1 percent growth annually nationwide. Growth rates in Maryland, both statewide and for all six major planning regions, have generally been lower than nationwide growth rates. Statewide average annual growth from 2012 to 2022 was 1.0 percent. The average annual growth rate is expected to be approximately 2.0 percent through 2027, and 2.1 percent through 2033.

Inflation: Since 2000, the Consumer Price Index has averaged about 2.1 percent growth per annum. From 2007 to 2016, the rate of inflation in the District of Columbia Metropolitan Statistical Area closely tracked the U.S. rate. However, from 2016 to 2020, the U.S. inflation rate was slightly higher than the District of Columbia Metropolitan Statistical Area. In 2022, annualized rates for U.S. inflation ranged from 7.1 percent to 9.1 percent, with an annualized average of 8.0 percent. Through November 2023, the annualized average inflation rate has been 3.2 percent. In 2024, the Federal Reserve is projecting a decline in the U.S. Personal Consumption Expenditures inflation rate to 2.4 percent.

Gas Prices: Gas Prices: Retail gasoline prices have been extremely volatile since 2000. Average national gas prices have ranged from a low of \$1.13 per gallon in 2001, to a high of \$5.03 per gallon in 2022. During the period of 2014 through 2021, gas prices stabilized, averaging less than \$3.00 per gallon. However, in mid-year 2022, gas prices spiked to a high of \$4.75 per gallon. Since that time, gas prices have declined to an average \$3.55 per gallon in October 2023. Forecasts predict that gas prices will average near \$3.60 per gallon in 2024.

Looking Ahead: In 2023, the Federal Reserve made significant progress in bringing down inflation while maintaining growth in the U.S. economy. While inflation has trended lower recently, restrictive monetary policy in the form of higher federal funds rates is expected to slow GDP growth in 2024.

While Maryland's economic recovery has generally been slower than the rest of the U.S., the State is forecasting modest economic growth. Although no economic recession is forecasted at this time, the possibility of a recession continues to remain a risk to Maryland's economic recovery accompanied by significant federal spending reductions, the possibility of a federal government shutdown, and the long-term impact of post COVID-19 trends that are not fully understood.

Per the Comptroller of Maryland, Brooke Lierman, "Maryland has weathered several financial storms in the past few years. Now, with savvy investments, prudent financial planning, and a clearer picture of the challenges we face, Maryland is well-positioned to navigate the new post-pandemic economy. Maryland's economy remains stable, and I am cautiously optimistic that we will continue to see modest economic growth and avoid a recession."

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the MDTA for its ACFR for the fiscal year ended June 30, 2022. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized ACFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current ACFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

The dedicated and knowledgeable staff of the MDTA's Finance Division was instrumental in the preparation of this ACFR. Furthermore, the assistance of the Division of Communications was vital in the production and publication of the ACFR. The successful day-to-day operations of the MDTA would not be possible without the vision and leadership provided by the MDTA Board. We look forward to continuing this progress into 2024 and beyond.

Respectfully Submitted,



Percy E. Dangerfield, Phd,
Acting Executive Director



Deborah Sharpless
Chief Financial Officer

Members of the Maryland Transportation Authority



Paul J. Wiedefeld
Chairman



Percy E. Dangerfield, Ph.D.
Acting Executive Director



Dontae Carroll
Member



William H. Cox, Jr.
Member



Samuel D. Snead, MCP, MA
Member



W. Lee Gaines, Jr.
Member



Mario J. Gangemi, P.E.
Member



John F. von Paris
Member

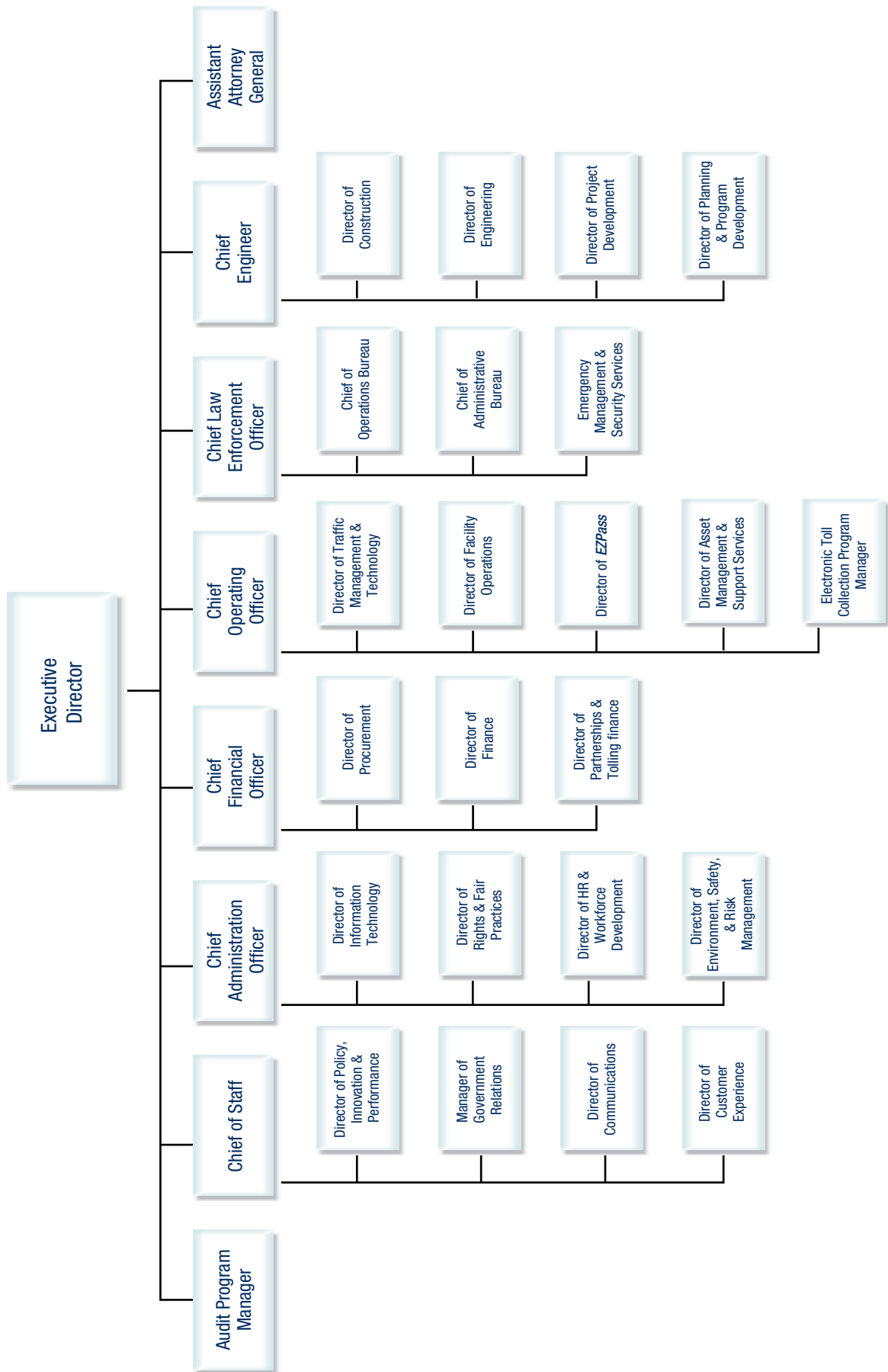


Cynthia D. Penny-Ardinger
Member



Jeffrey S. Rosen
Member

Organization of the MDTA





Financial Section





INDEPENDENT AUDITORS' REPORT

Board of Trustees
Maryland Transportation Authority
Baltimore, Maryland

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Maryland Transportation Authority (the Authority), an enterprise fund of the State of Maryland, as of and for the year ended June 30, 2023, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2023, and the changes in financial position, and its cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

Change in Accounting Principle

As discussed in Note 1 to the financial statements, effective July 1, 2022, the Authority adopted new accounting guidance for subscription-based technology arrangements. The guidance requires lessees to recognize a right-to-use subscription asset and corresponding subscription liability for all subscription-based information technology arrangements with terms greater than twelve months. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the Authority's proportionate share of the net pension liability, and the Authority's contributions to the Maryland State Retirement and Pension System, as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority’s basic financial statements. The other supplementary information, as listed in the table of contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the other supplementary information as listed above is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

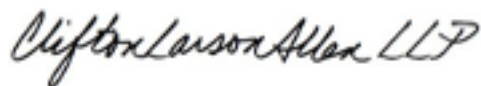
Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory section, statistical section, and traffic and revenue section but does not include the basic financial statements and our auditors’ report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 30, 2023, on our consideration of the Authority’s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority’s internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority’s internal control over financial reporting and compliance.



CliftonLarsonAllen LLP

Baltimore, Maryland
October 30, 2023

Management's Discussion and Analysis

The following Management's Discussion and Analysis (MD&A) provides an overview of the Maryland Transportation Authority's (MDTA) financial performance for the fiscal year ended June 30, 2023. As you read the MD&A, 2023 refers to the fiscal year ended June 30, 2023, and 2022 refers to the fiscal year ended June 30, 2022. This narrative intends to supplement the MDTA's audited financial statements, which are comprised of the basic financial statements and the notes to the financial statements.

Financial Highlights

- The MDTA's net position totaled \$5.6 billion in 2023, an increase of \$185.3 million, or 3.5%, compared to 2022.
- Operating income decreased by \$41.9 million, or 14.2%, from 2022 to 2023. Operating revenues increased by a net \$19.9 million, or 2.4%, mostly due to a \$53.0 million, or 7.5%, increase in toll revenue and a \$4.0 million, or 10.8%, increase in toll administrative revenue. These increases were offset by a \$35.5 million, or 38.6%, reduction in intergovernmental revenue. Operating expenses increased by \$61.7 million, or 11.3%, mostly due to an increase in depreciation expense, pension expense, employee salaries, and operations and maintenance costs.
- Non-operating revenues and expenses increased by \$60.6 million, or 46.9%, from 2022 to 2023. Non-operating revenues increased by \$37.7 million, or 187.4%, primarily due to higher prevailing bond market returns for investments. Non-operating expenses decreased by \$22.9 million, or 21.0%, primarily as a function of a reduction in losses associated with prior year capital asset disposals.
- For the fiscal year ended June 30, 2023, the MDTA had total bonded debt outstanding of \$2.8 billion, which includes \$2.3 billion in revenue bonds backed by the MDTA's toll revenues and \$302 million in debt backed by non-recourse sources external to the MDTA. The MDTA's \$2.3 billion of toll revenue bonds remain below the statutory cap of \$3.0 billion and the MDTA maintains strong rate covenant coverage of 3.14 times versus a 1.0 requirement.
- The MDTA maintains credit ratings of AA and Aa2 from Fitch Ratings and Moody's Investors Service, respectively. In 2023, the MDTA closed on the TFP Revenue Refunding Bonds, Series 2022, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan financing with the United States Department of Transportation/Build America Bureau. The \$200 million loan was used to fund a portion of the construction costs for the Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge.
- As a result of significant infrastructure investment, capital assets, net of accumulated depreciation, increased by \$246.3 million, or 3.5%, from 2022. The largest portion of the increase, \$188.5 million, is attributed to the I-95 Express Toll Lanes Northbound Extension Project. The remaining portion is mostly attributed to system preservation and restoration of existing facilities.

Overview of the Financial Statements

The MDTA is an independent agency of the State of Maryland that was created to manage the State's toll facilities as well as to finance certain new revenue-producing transportation projects. The MDTA is a non-budgeted agency that relies solely on revenues generated from its transportation facilities. Disposition of these revenues is governed by a Trust Agreement between the MDTA and its Trustee. The MDTA is accounted for as a proprietary-type enterprise fund using the accrual basis of accounting, similar to a private business entity.

Financial Statements

The financial statements included in this report are the: Statement of Net Position; Statement of Revenues, Expenses, and Changes in Net Position; and Statement of Cash Flows. These statements have been prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB).

Statement of Net Position

The Statement of Net Position depicts the MDTA's financial position as of a point in time and includes all assets, liabilities, deferred inflows, and deferred outflows of the MDTA. The net position represents the residual interest in the MDTA's assets and deferred outflows after liabilities and deferred inflows are deducted and is displayed in three components: 1) net investment in capital assets; 2) restricted; and 3) unrestricted.

Statement of Revenues, Expenses, and Changes in Net Position

The Statement of Revenues, Expenses and Changes in Net Position reports the revenues and expenses of the MDTA that are used to measure the success of the MDTA's operations for a given period of time and how the MDTA has funded its operations.

Statement of Cash Flows

The Statement of Cash Flows reconciles the changes in cash and cash equivalents with the noncapital financing, capital financing, and investing activities.

Notes to the Financial Statements

The Notes to the Financial Statements provide additional information that is essential to the full understanding of the data provided in the financial statements. The Notes to the Financial Statements can be found on pages 45 to 75 of this report.

Financial Analysis

Financial Position

Table 1 is a summarized version of the Statement of Net Position for the years ended June 30, 2023 and 2022. The table reflects the MDTA's overall change in financial resources and claims on those resources. The majority of the MDTA's assets consist of cash, investments, intergovernmental financing agreement receivables, and capital assets. Liabilities primarily represent accounts payable, accrued liabilities, pensions, and bonds payable.

TABLE 1: NET POSITION

(In Thousands)

	For the Fiscal Years Ended June 30			
	2023	2022	Variance	% Change
Current Assets	\$ 755,409	\$ 827,669	\$ (72,260)	-8.7%
Noncurrent Assets	858,266	725,037	133,229	18.4%
Capital Assets, Net	7,379,405	7,133,083	246,322	3.5%
Total Assets	\$ 8,993,080	\$ 8,685,789	\$ 307,291	3.5%
Deferred Outflow of Resources	\$ 129,384	\$ 86,720	\$ 42,664	49.2%
Current Liabilities	\$ 440,978	\$ 435,898	\$ 5,080	1.2%
Long-Term Bonds Payable	2,696,414	2,586,601	109,813	4.2%
Other Long-Term Liabilities	288,871	214,393	74,478	34.7%
Total Liabilities	\$ 3,426,263	\$ 3,236,892	\$ 189,371	5.9%
Deferred Inflow of Resources	\$ 146,003	\$ 170,733	\$ (24,730)	-14.5%
Net Position				
Net Investment in Capital Assets	\$ 4,892,521	\$ 4,609,277	\$ 283,244	6.1%
Restricted	100,061	88,929	11,132	12.5%
Unrestricted	557,616	666,678	(109,062)	-16.4%
Total Net Position	\$ 5,550,198	\$ 5,364,884	\$ 185,314	3.5%

Current Assets

Current assets declined by \$72.3 million or 8.7%, in 2023. The decrease was mostly due to a \$143.0 million, or 55.1%, decrease in restricted cash and cash equivalents, a \$86.5 million, or 73.9%, decrease in intergovernmental receivables, and a \$27.0 million, or 100.0%, reduction in restricted investments. The reduction in restricted investments and restricted cash and cash equivalents was due to the capital spending of bond proceeds. Intergovernmental receivables declined in 2023 following the Maryland Department of Transportation's prepayment of the remaining balance on a loan and a one-time payment from the department to partially offset revenue losses associated with the COVID-19 Pandemic. These decreases were offset by a \$209.4 million, or 346.0%, increase in investments. The increase in investments was mostly due to net operating revenues that were set aside for future capital spending and funding from the TIFIA loan draw that was used to reimburse prior capital spending.

Noncurrent Assets

Noncurrent assets increased by \$133.2 million, or 18.4%, in 2023 compared to 2022. The increase was primarily due to a \$134.4 million, or 42.0%, increase in investments and a \$45.8 million, or 44.8%, increase in restricted cash and cash equivalents. The increase in investments was mostly due to funds that were invested in longer-term securities for future capital projects. The increase in restricted cash and cash equivalents was mostly due to an increase in the Passenger Facility Charge Revenue Bonds (PFC) Facility Improvement Fund account balance due to higher net operating revenues that exceeded capital spending. These increases were offset by a \$62.8 million, or 89.3%, reduction in restricted investments, primarily due to the draw down of PFC bond proceeds to fund capital projects.

Capital Assets, net

Table 2 is a summarized version of the MDTA's capital assets, net of depreciation, for the years ended June 30, 2023 and 2022. Investment in capital assets include land, construction in progress, highways, bridges, tunnels, buildings, machinery, equipment, and certain vehicles. Details of capital assets, additions, and depreciation are included in Note 5 to the financial statements.

TABLE 2: CAPITAL ASSETS, NET OF DEPRECIATION

(In Thousands)

For the Fiscal Years Ended June 30		
	2023	2022
Non-depreciated:		
Land	\$ 406,882	\$ 407,485
Construction in Progress	1,898,986	1,701,861
	<u>2,305,868</u>	<u>2,109,346</u>
Depreciated:		
Infrastructure	4,819,972	4,799,811
Buildings	213,246	183,107
Machinery, Equipment, and Vehicles	38,971	39,341
Lease Office Space	1,348	1,478
Total Capital Assets, Net	\$ 7,379,405	\$ 7,133,083

As a result of significant infrastructure investment, capital assets, net of accumulated depreciation, increased by \$246.3 million, or 3.5%, from 2022. The largest portion of the increase, \$188.5 million, is attributed to the I-95 Express Toll Lanes Northbound Extension Project. The remaining portion is mostly attributed to system preservation and restoration of existing facilities.

Deferred Outflows of Resources

In addition to assets, the Statement of Net Position reports a separate section for deferred outflows of resources. The MDTA has one item that qualifies for reporting in this category – deferred pension activity. Deferred outflow of resources increased by \$42.7 million, or 49.2%, in 2023 compared to 2022. The increase is primarily due to the net difference in investment earnings and the net difference between projected and actual earnings on pension plan investments. This increase is offset by reductions associated with a change in certain pension liability assumptions and the MDTA's change in proportionate share of net pension liability. (See Note 8 for additional information on deferred pension activity.)

Current Liabilities

Current liabilities increased by \$5.1 million, or 1.2%, in 2023 compared to 2022. Significant changes include a \$26.4 million increase in intergovernmental payable, \$16.4 million increase in bonds payable, and a \$15.2 million increase in unearned revenue. The increase in intergovernmental payable is due to growth in the PFC Facility Improvement Fund that offsets the lease payment receivable and is reserved for capital spending. The increase in bonds payable is primarily due to principal debt service payments for bonds issued in 2021 and 2022. The increase in unearned revenue is mostly due to an increase in pre-paid *E-ZPass*® tolls. These increases are offset by a \$44.8 million, or 23.8%, reduction in accounts payable and accrued liabilities. The decrease in accounts payable and accrued liabilities is mostly due to a reduction in the accrual for *E-ZPass*® vendor services. (See Note 6 for additional information concerning details of bonds payable.)

Noncurrent Liabilities

Noncurrent liabilities increased by \$184.3 million, or 6.6%, in 2023 compared to 2022. The increase in noncurrent liabilities is primarily due to a \$109.8 million, or 4.2%, increase in bonds payable for the noncurrent portion of principal debt service payments for bonds issued in 2021 and 2022. The MDTA's net pension liability increased by \$65.9 million, or 37.5%. Contractor retainage associated with capital construction activity also increased by \$10.1 million, or 135.0%.

TABLE 3: OUTSTANDING BOND DEBT

(In Thousands)

For the Fiscal Years Ended June 30		
	2023	2022
Transportation Facility Revenue Bonds	\$ 2,263,932	\$ 2,101,573
Non-recourse Debt:		
BWI Marshall Airport PFC Revenue	225,155	240,570
BWI Marshall Airport Rental Car Facility	64,755	69,230
Calvert Street Parking Revenue	12,352	13,491
Total Non-recourse Debt	302,262	323,291
Unamortized Premium	207,080	222,761
Total Bond Debt, Net	\$ 2,773,275	\$ 2,647,625

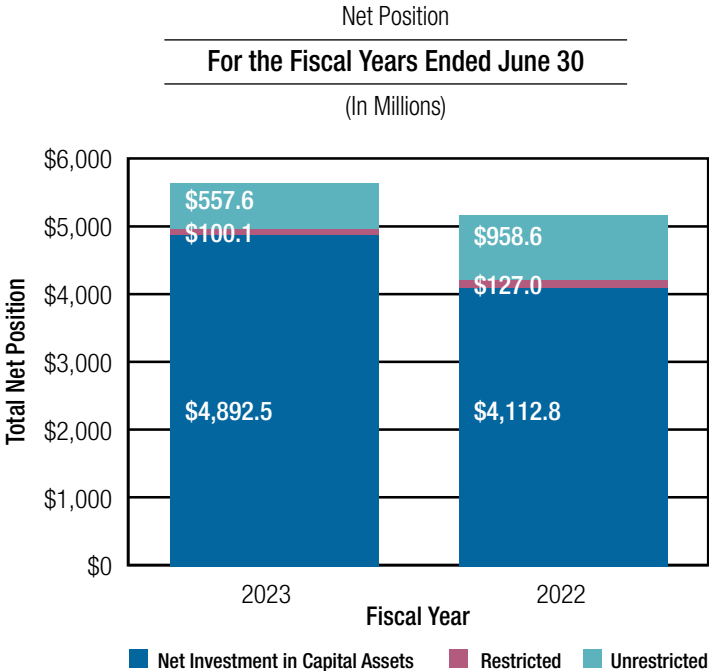
The MDTA's revenue bonds have underlying ratings of AA and Aa2 from Fitch Ratings and Moody's Investors Service. Pursuant to statute, the MDTA may issue revenue bonds secured by toll revenues in any amount provided the aggregate outstanding balance does not exceed \$3.0 billion as of fiscal year end. The MDTA is subject to the provisions and restrictions of the Trust Agreement with the Trustee, The Bank of New York Mellon, dated as of September 1, 2007, as amended and supplemented. The MDTA's rate covenant coverage for 2023 as defined by the Trust Agreement was 3.14 times versus a 1.00 requirement.

Deferred Inflows of Resources

In addition to liabilities, the Statement of Net Position reports a separate section for deferred inflows of resources. The MDTA has four items that qualify for reporting in this category – the deferred service concession arrangement, pensions, gain on refunding, and leases. Deferred inflows of resources decreased by \$24.7 million, or 14.5%, in 2023 compared to 2022. The decrease is primarily attributable to a reduction in deferred pension inflows mostly resulting from the amortization of the MDTA’s actual and expected experience and net pension investment. A portion of the decrease was also due to the \$1.8 million amortization of the service concession arrangement for the two travel plazas that the MDTA owns along I-95, a \$1.0 million reduction in lease inflows associated with resource sharing and property lease agreements, and a reduced deferred gain on refunding of \$0.4 million. (See Note 5 for additional information concerning service concession arrangements, Note 7 for additional information concerning leases, and Note 8 for additional information concerning pensions.)

Total Net Position

Net position includes net investment in capital assets, restricted net position (restricted for debt service and capital expenses), and unrestricted net position. In 2023, the MDTA’s net position increased by \$185.3 million, or 3.5%, compared to 2022. The \$283.2 million increase in the MDTA’s net investment in capital assets was associated with the investment of net operating revenues in capital assets that exceeded depreciation. The net \$11.1 million increase in restricted assets was due to rising annual debt service, specifically, the set aside of these funds each fiscal year in advance of the July 1 payments. These increases were partially offset by a \$109.1 million decline in unrestricted assets. The MDTA’s unrestricted net position declined as cash reserves were used for investment in capital assets.



Results of Operations

Table 4 is a summarized version of the Statement of Revenues, Expenses, and Changes in Net Position for the fiscal years ended June 30, 2023 and 2022.

TABLE 4: REVENUES, EXPENSES, AND CHANGES IN NET POSITION

(In Thousands)

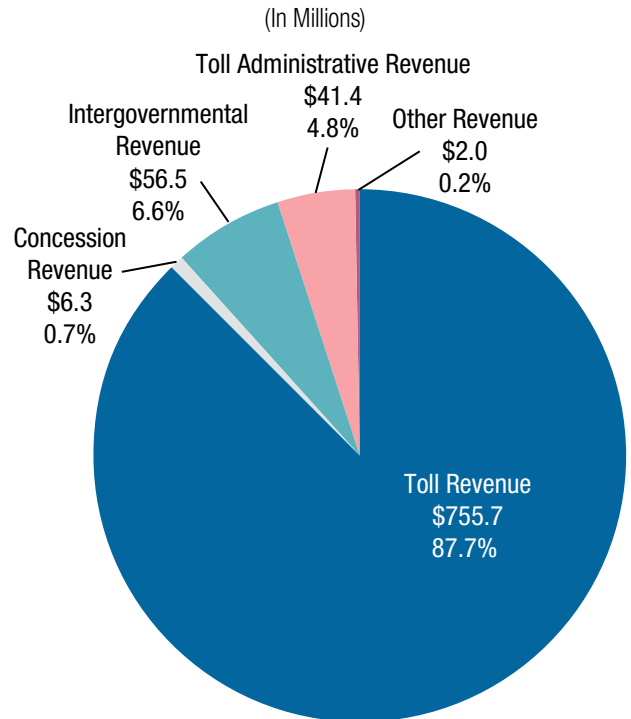
For the Fiscal Years Ended June 30				
	2023	2022	Variance	% Change
Operating revenues				
Toll revenue	\$ 755,701	\$ 702,659	\$ 53,042	7.5%
Intergovernmental revenue	56,477	91,984	(35,507)	-38.6%
Toll administrative revenue	41,396	37,354	4,042	10.8%
Concession revenue	6,303	5,760	543	9.4%
Other revenue	1,956	4,208	(2,252)	-53.5%
Total operating revenue	<u>861,833</u>	<u>841,965</u>	<u>19,868</u>	<u>2.4%</u>
Operating expenses				
Collection, police patrol, and maintenance	334,708	317,464	17,244	5.4%
Major repairs, replacements, and insurance	10,836	9,086	1,750	19.3%
General and administrative	32,704	29,943	2,761	9.2%
Depreciation/amortization	197,049	174,827	22,222	12.7%
Pension expense	32,685	14,929	17,756	118.9%
Total operating expenses	<u>607,982</u>	<u>546,249</u>	<u>61,733</u>	<u>11.3%</u>
Operating Income	<u>253,851</u>	<u>295,716</u>	<u>(41,865)</u>	<u>-14.2%</u>
Non-operating revenues				
Investment revenue (loss)	13,034	(19,157)	32,191	168.0%
Restricted interest income (loss) on investments	4,549	(964)	5,513	-571.9%
Total non-operating revenue	<u>17,583</u>	<u>(20,121)</u>	<u>37,704</u>	<u>187.4%</u>
Non-operating expenses				
Loss on disposal	(1,666)	(23,567)	21,901	-92.9%
Interest expense	(84,454)	(85,487)	1,033	-1.2%
Total non-operating expenses	<u>(86,120)</u>	<u>(109,054)</u>	<u>22,934</u>	<u>-21.0%</u>
Net Non-operating income (expenses)	<u>(68,537)</u>	<u>(129,175)</u>	<u>60,638</u>	<u>-46.9%</u>
Changes in net position	185,314	166,541	18,773	11.3%
Net position - Beginning of Year	<u>5,364,884</u>	<u>5,198,343</u>	<u>166,541</u>	<u>3.2%</u>
Net Position - End of Year	<u>\$ 5,550,198</u>	<u>\$ 5,364,884</u>	<u>\$ 185,314</u>	<u>3.5%</u>

Note: Numbers may not sum due to rounding

Operating Revenues

The MDTA's operating revenues include revenues from tolls, administrative fees, concessions, intergovernmental, and other. Operating revenues increased by \$19.9 million, or 2.4%, from 2022 to 2023. The increase in operating revenues is mostly due to an increase in toll revenue, toll administrative revenue, and concession revenue. Toll revenue increased by \$53.0 million, or 7.5%, mostly due to a \$31.0 million, or 6.7%, increase in passenger vehicle (2- and 8-axle) revenue and a \$22.5 million, or 11.8%, increase in commercial vehicle (5-axle) revenue. Toll administrative revenue increased by \$4.0 million, due, in large part, to civil penalty collections. Concession revenue increased by \$0.5 million, or 9.4%. These increases were offset by a \$35.5 million, or 38.6%, reduction in intergovernmental revenue, mostly due to the prior year receipt of a one-time payment from the Maryland Department of Transportation to partially offset revenue losses associated with the COVID-19 Pandemic. Other revenue also declined by \$2.3 million, or 53.5%.

SOURCES OF REVENUE For the Year Ended June 30, 2023

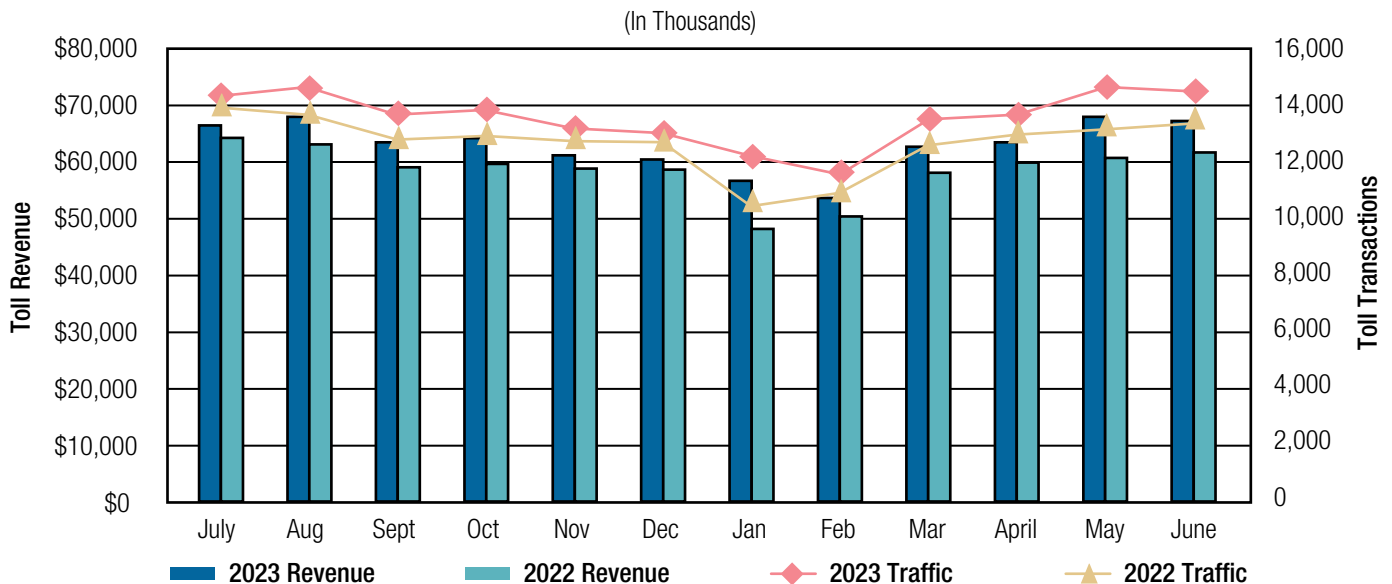


Toll Transactions and Revenue Comparison

Toll transactions and toll revenue are generally correlated, but variations due to vehicle class and payment type may occur. The MDTA's facilities experienced a systemwide increase in traffic volume of 7.0% in 2023. This includes a 7.8%, 7.5%, and 6.8% increase in toll transactions on the I-95 Express Toll Lanes (ETL), Intercounty Connector (ICC), and the MDTA's legacy facilities (all facilities excluding the ICC and I-95 ETL), respectively. The systemwide increase in traffic is largely attributable to an increase in commercial vehicle traffic (5-axle) and the return of passenger vehicle traffic to pre-pandemic levels of 2019.

Traffic growth produced increased toll revenue in 2023. Toll revenue increased by a total of \$53.0 million, or 7.5%, across all facilities. This includes an increase of \$6.0 million, or 9.5%, on the ICC; an increase of \$1.0 million, or 7.7%, on the I-95 Express Toll Lanes; and an increase of \$46.0 million, or 7.3%, on the MDTA's legacy facilities. Consistent with transaction volumes, the increase in revenue is mostly due to the growth in passenger vehicle and commercial vehicle (5-axle) traffic.

TOLL TRANSACTIONS AND REVENUE COMPARISON



Operating Expenses

The MDTA’s operating expenses include toll collection, law enforcement, maintenance, major repairs and replacements, administrative, depreciation, and pension. In 2023, operating expenses increased by \$61.7 million, or 11.3%, from 2022. The increase was largely the result of an increase in the MDTA’s depreciation expense and pension expense. Depreciation/amortization expense increased by \$22.2 million, or 12.7%, as a result of new infrastructure assets entering the depreciation cycle. The \$17.8 million, or 118.9%, increase in pension expense is attributable to the MDTA’s allocated portion of the State’s pension costs. Salaries for administrative, police, and operations and maintenance employees increased by \$11.9 million, or 7.0%, primarily due to cost-of-living adjustments and pay increments. Operations and maintenance costs increased by \$9.1 million, or 5.5%, mostly due to an increase in *E-ZPass*® vendor services costs.

Non-Operating Revenues and Expenses

Non-operating revenues and expenses increased by \$60.6 million, or 46.9%, from 2023 to 2022. Non-operating revenues increased by \$37.7 million, or 187.4%, primarily due to higher prevailing bond market returns for investments. Non-operating expenses decreased by \$22.9 million, or 21.0%, primarily as a function of a reduction in losses associated with prior year capital asset disposals.

Economic Outlook

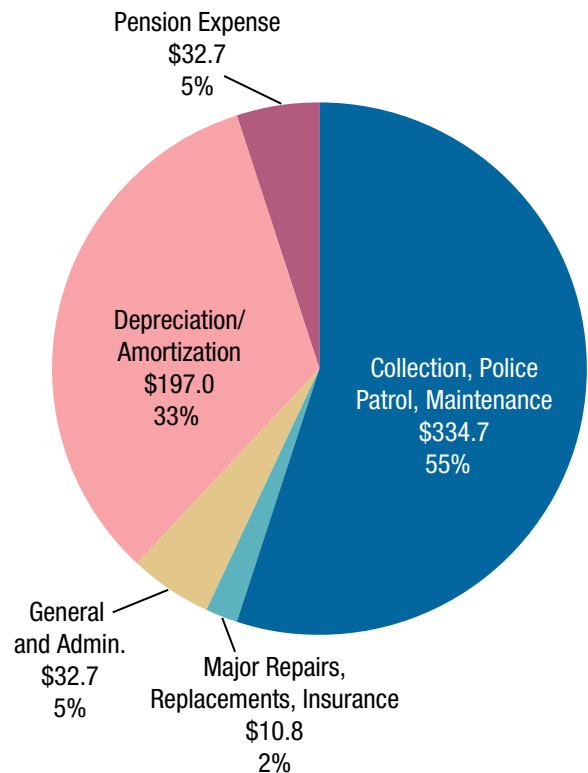
The MDTA owns and operates a large and well-diversified system that provides essential transportation infrastructure links in a high-volume market with limited competing facilities. The MDTA’s facilities include commuter travel routes and a portion of Interstate 95. The toll facilities have demonstrated low demand elasticity and are in affluent service areas that include the Baltimore and Washington, D.C. metropolitan statistical areas. Future traffic levels are generally impacted by trends in population, employment, income, gross regional product, inflation, and gasoline prices.

In March 2020, the World Health Organization declared the spread of COVID-19 virus a global pandemic. The pandemic impacted the MDTA’s service area economy, resulting in significant reductions to the toll system’s transactions and revenues in 2020 that continued in early 2021. Systemwide traffic showed significant recovery in the spring of 2021 that continued through the summer months. Commercial vehicle traffic returned to pre-pandemic levels in calendar 2020 and passenger vehicle traffic recovered in the summer of 2021. In both fiscal 2022 and 2023, total system toll transactions exceeded the pre-pandemic levels of fiscal 2019.

OPERATING EXPENSES

For the Year Ended June 30, 2023

(In Millions)



REQUESTS FOR INFORMATION

For additional information concerning the MDTA, please see the MDTA’s website, www.mdtamaryland.gov. Financial information can be found in the “About the MDTA” section of the website. The MDTA’s executive offices are located at 2310 Broening Highway, Baltimore, Maryland, 21224, and the main telephone number is 410-537-1000.



Basic Financial Statements



Maryland Transportation Authority
STATEMENT OF NET POSITION

June 30, 2023
(In Thousands)

ASSETS

Current Assets

Cash and cash equivalents	\$ 164,871
Restricted cash and cash equivalents	116,396
Investments	269,919
Accounts receivable, net	140,392
Intergovernmental	30,504
Inventory	5,512
Accrued interest	5,349
Lease receivables	546
Intergovernmental financing agreement receivable, net	21,920
Total Current Assets	755,409

Noncurrent Assets

Restricted cash and cash equivalents	147,786
Investments	454,165
Restricted investments	7,547
Total Restricted Assets	609,498
Capital assets, not being depreciated	2,305,868
Capital assets being depreciated, net of accumulated depreciation/amortization	5,073,537
Total Capital Assets	7,379,405
Lease receivable, net of current portion	12,541
Intergovernmental financing agreement receivable, net of current portion	222,176
Other assets	14,051
Total Noncurrent Assets	8,237,671

Total Assets 8,993,080

Deferred Outflows of Resources

Deferred outflows related to pensions	129,384
Deferred Outflows of Resources	129,384
Total Assets and Deferred Outflow of Resources	\$ 9,122,464

The accompanying notes are an integral part of the financial statements

Maryland Transportation Authority
STATEMENT OF NET POSITION (CONTINUED)

June 30, 2023

(In Thousands)

LIABILITIES AND NET POSITION

Current Liabilities

Accounts payable & accrued liabilities	\$ 143,533
Lease liability	103
Intergovernmental payable	89,500
Unearned revenue	64,878
Accrued interest	51,100
Contractor deposits and retainage	11,228
Accrued annual leave	625
Accrued workers' compensation costs	2,591
Bonds payable	77,420
	440,978
Total Current Liabilities	440,978

Noncurrent Liabilities

Lease liability, net of current portion	1,332
Contractor retainage, net of current portion	17,602
Accrued annual leave, net of current portion	13,825
Accrued workers' compensation costs, net of current portion	14,681
Bonds payable, net of current portion	2,696,414
Net pension liability	241,431
	2,985,285
Total Noncurrent Liabilities	2,985,285

Total Liabilities

3,426,263

Deferred Inflow of Resources

Deferred inflow-leases	12,482
Deferred gain on refunding	1,513
Deferred service concessions	40,844
Deferred inflow-pensions	91,164
Deferred Inflow of Resources	146,003

Net Position

Net investment in capital assets	4,891,008
Restricted for:	
Debt service	100,061
Unrestricted	559,129
	5,550,198
Total Net Position	\$ 5,550,198

The accompanying notes are an integral part of the financial statements

Maryland Transportation Authority
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

Year Ended June 30, 2023

(In Thousands)

Operating Revenues

Toll	\$ 755,701
Intergovernmental	56,477
Toll administrative	41,396
Concession	6,303
Other	1,956
	<hr/>
Total operating revenue	861,833
	<hr/>

Operating Expenses

Collection, police patrol, and maintenance	334,708
Major repairs, replacements, and insurance	10,836
General and administrative	32,704
Depreciation/amortization	197,049
Pension expense	32,685
	<hr/>
Total operating expenses	607,982
	<hr/>
Income from operations	253,851
	<hr/>

Non-operating Revenues (Expenses)

Investment revenue	13,034
Restricted interest income on investments	4,549
Loss on disposal of infrastructure	(1,666)
Interest expense	(84,454)
	<hr/>
Net non-operating expenses	(68,537)
	<hr/>
Changes in net position	185,314

Net Position - Beginning of Year

5,364,884

Net Position - End of Year

\$ 5,550,198

The accompanying notes are an integral part of the financial statements

Maryland Transportation Authority
STATEMENT OF CASH FLOWS
Year Ended June 30, 2023
(In Thousands)

Cash Flows from Operating Activities

Receipts from customers	\$ 829,853
Receipts from concessions and other revenue	18,752
Receipts from other governmental agencies, net	169,355
Payments to employees	(184,451)
Payments to suppliers	(263,732)
	569,777
Net cash provided by operating activities	569,777

Cash Flows from Noncapital Financing Activities

Non capital debt interest payments	\$ (14,346)
Non capital debt principal payments	(21,029)
Payments for direct financing leases	(49,923)
Payments received on direct financing leases	32,866
	(52,432)
Net cash used by noncapital financing activities	(52,432)

Cash Flows from Capital Financing Activities

Bond proceeds	202,354
Capital debt interest payments	(85,279)
Capital debt principal payments	(39,995)
Acquisition and construction of capital assets	(445,037)
	(367,957)
Net cash used in capital financing activities	(367,957)

Cash Flow from Investing Activities

Proceeds from sales of investment	139,714
Net interest activity	(235)
Purchase of investment	(398,019)
	(258,540)
Net cash from investing activities	(258,540)
Net increase in cash and cash equivalents	(109,152)

Cash and Cash Equivalents- Beginning of Year

538,205

Cash and Cash Equivalents- End of Year

\$ 429,053

The accompanying notes are an integral part of the financial statements

Maryland Transportation Authority
STATEMENT OF CASH FLOWS (CONTINUED)

Year Ended June 30, 2023

(In Thousands)

Reconciliation of Operating Income to Net Cash Provided by Operating Activities

Income from operations	\$ 253,851
Adjustment to reconcile income from operations to Cash Provided by Operating Activities:	
Depreciation	197,049
Effect of changes in operating assets and liabilities	
Accounts receivable and intergovernmental receivables	104,076
Inventory	(429)
Deferred outflow pension expense & actuarial assumptions	(39,151)
Accounts payable and accrued liabilities	(44,711)
Intergovernmental payables	26,364
Unearned revenue	15,194
Accrued annual leave	(57)
Net pension liability	67,229
Accrued workers compensation costs	(1,513)
Contractor deposits payable	3,009
Deferred inflow service concession receipts	10,493
Deferred inflow pension investment	(21,627)
	<hr/>
Net Cash Provided by Operating Activities	<u><u>\$ 569,777</u></u>

The accompanying notes are an integral part of the financial statements

NOTES

to the Financial Statements

NOTE 1

Summary of Significant Accounting Policies

Legislative Enactment

The Maryland Transportation Authority (MDTA) was established by Chapter 13 of the Laws of Maryland of 1971. The MDTA is part of the primary government of the State of Maryland (the State) and is reported as a proprietary fund and business-type activity within the State's financial statements.

The law establishes that the MDTA was created to manage the State's toll facilities, as well as to finance certain revenue-producing transportation projects. The MDTA is responsible for supervising, financing, constructing, operating, maintaining, and repairing the State's toll facilities in accordance with an Amended and Restated Trust Agreement dated as of September 1, 2007 (the Trust Agreement) and the Supplemental Trust Agreements created with each additional financing during the 2009 through 2023 period.

The MDTA is responsible for various projects (the Transportation Facilities Projects, as defined under the Trust Agreement), the revenue from which has been pledged to the payment of the toll revenue bonds issued under the Trust Agreement. The Transportation Facilities Projects consist of the following:

- **Potomac River Bridge** – Harry W. Nice / Thomas “Mac” Middleton Bridge
- **Chesapeake Bay Bridge** – William Preston Lane, Jr. Memorial Bridge
- **Patapsco Tunnel** – Baltimore Harbor Tunnel
- **Baltimore Outer Harbor Crossing** – Francis Scott Key Bridge
- **Northeastern Expressway** – John F. Kennedy Memorial Highway, including the I-95 Express Toll Lanes (I-95 ETL)
- **Fort McHenry Tunnel**
- **Intercounty Connector (ICC)**

In addition to the above facilities, the MDTA is permitted to construct and/or operate other projects, the revenues from and for which are also pledged to the payment of the bonds issued under the Trust Agreement unless and until, at the MDTA's option, such revenue is otherwise pledged. Currently, the Thomas J. Hatem Memorial Bridge (Susquehanna River Bridge) is the only General Account Project as defined under the Trust Agreement.

The MDTA is also permitted to finance other projects (the transportation facilities projects, as defined by Maryland Statute), the revenues from and for which are pledged to the payment of bonds issued under various other trust agreements. Non-recourse revenue bonds issued by the MDTA are secured by revenues pledged from or relating to projects that are not secured by toll revenues. Currently outstanding, non-recourse revenue bonds include separate trusts for projects at the Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) and a State parking facility in Annapolis, Maryland.

The currently outstanding non-recourse financings that are not secured under the toll revenue Trust Agreement include the BWI Consolidated Rental Car Facility Revenue Bonds, Series 2002; BWI Passenger Facility Charge Revenue Bonds, Series 2012A, 2012B, 2012C, 2014, and 2019; and the Calvert Street Parking Garage Project, Lease Revenue Bond, Series 2015.

The State of Maryland prepares an annual comprehensive financial report (ACFR). The MDTA is an enterprise fund of the State of Maryland and is included in the basic financial statements of the ACFR of the State of Maryland. The State's ACFR can be found at <https://www.marylandtaxes.gov./reports/acfr.php>.

Basis of Accounting Presentation

The MDTA is accounted for as a proprietary fund engaged in business-type activities. In accordance with Governmental Accounting Standards Board (GASB) Statement No. 34, "Basic Financial Statements, and Management's Discussion and Analysis, for State and Local Governments," as amended, and with accounting principles generally accepted in the United States of America, the financial statements are prepared on the accrual basis of accounting, which requires recognition of revenue when earned and expenses when incurred.

The Statement of Net Position includes nonrecourse financings as lease payment receivables, representing the nonrecourse principal and interest due through the final maturities, net of restricted account balances associated with these nonrecourse financings issued under separate trust agreements.

Use of Estimates in Preparing Financial Statements

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts in the financial statements and accompanying notes. Actual results may differ from those estimates.

Operating and Non-Operating Revenues and Expenses

Operating revenues for the MDTA are derived from toll revenues and related toll administrative revenue, travel plaza concessions, and intergovernmental revenues. Revenue is recognized on an accrual basis as earned. Prepaid electronic tolls are recorded as unearned revenue until utilized or expired. Operating expenses include collection fees, maintenance and repairs of facilities, administrative, pension and depreciation expenses. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Cash and Cash Equivalents

Current cash and cash equivalents include cash on hand, cash deposited with financial institutions, and investments with maturities of ninety-days or less at the time of purchase. Noncurrent cash and cash equivalents are restricted as to use or are associated with accounts held in an agency capacity for nonrecourse financings issued through separate trust agreements.

Receivables

Toll receivables

Toll receivables represent the amounts due primarily from *E-ZPass* and video toll customers as well as out-of-state reciprocity from other *E-ZPass* states. The MDTA uses the allowance method to provide for doubtful accounts based on management's evaluation of the collectability of receivables and past collection history. Toll receivables are written off when it is determined that amounts are uncollectible.

Intergovernmental and Intergovernmental financing agreement receivables

Intergovernmental receivables represent amounts due for police services and rental income. Intergovernmental financing agreement receivables represent amounts due from obligors on non-recourse debt issued by the MDTA. The MDTA determines intergovernmental and intergovernmental financing agreement receivables to be delinquent when they become greater than 90 days past due. As of June 30, 2023, management believes all intergovernmental and intergovernmental financing agreement receivables are collectible, and, as such, no allowance for doubtful accounts has been recorded.

Investments

Investments are carried at fair value with all income, including unrealized changes in the fair value of investments, reported as interest and other investment income in the accompanying financial statements.

The MDTA's Trust Agreement defines the types of securities authorized as appropriate investments for the MDTA and conditions for making investment transactions. Investment transactions may be conducted only through authorized financial dealers and institutions.

Inventory

Inventory consists primarily of spare parts, salt and supplies carried at cost using a weighted average cost method. The cost of inventory is expensed upon use (consumption method). The MDTA analyzes inventory for impairment on a periodic basis. For the year ended June 30, 2023, the MDTA determined no inventory was impaired, and as such, no allowance was recorded.

Capital Assets

Capital assets, not being depreciated, consist of land and construction in progress, which are recorded at historical cost. Land is determined to have an inexhaustible life. Construction in progress is transferred to a depreciating asset category upon completion of the project, at which time depreciation will commence. Capital assets, net of depreciation, consist of buildings, building improvements, infrastructure, machinery, equipment, and vehicles, which are recorded at historical cost less accumulated depreciation. Donated capital assets and capital assets received in a service concession arrangement are reported at acquisition value rather than fair value. The MDTA defines capital assets as assets with an initial individual cost of \$100 or more, and an estimated useful life in excess of seven years.

Land improvements, buildings, building improvements, infrastructure, machinery, vehicles and equipment are depreciated using the straight-line method of depreciation over the following estimated useful lives:

Capital Asset Type	Useful Life
Land Improvements	20 Years
Buildings & Building Improvements	25-75 Years
Infrastructure	40-75 Years
Machinery, Equipment & Vehicles	7-20 Years

Restricted Assets

In accordance with the Trust Agreements, the MDTA has established and maintains certain restricted accounts. Funds have been deposited in these accounts and are restricted for the payment of debt service related to the revenue bonds, major capital replacements, improvements, betterments, enlargements or capital additions and non-recourse related debt.

Compensated Absences

All full-time MDTA employees, except contractual employees, accrue annual leave at variable rates based on the number of years employed by the State of Maryland. The maximum annual leave an employee can earn per calendar year is 25 days. At the end of each calendar year, an employee's accrued annual leave may not exceed 75 days. All full-time MDTA employees, except contractual employees, also accrue sick pay benefits. However, the MDTA does not record a liability for accrued sick pay benefits, as neither the State of Maryland nor the MDTA has a policy to pay unused sick leave when employees terminate from State service.

Arbitrage Payable

Arbitrage rebate requirements under Internal Revenue Code Section 148 apply to tax-exempt bond issuances issued after August 31, 1986. The law requires the computation and payment of arbitrage profits on unspent proceeds of a bond issue if the current investment of these funds yields a higher rate of return than the original bond issue. For the year ended June 30, 2023, there is no arbitrage liability due to the Internal Revenue Service.

Deferred Outflow of Resources

In addition to assets, the Statement of Net Position reports a separate section for deferred outflow of resources. This separate financial statement element represents a consumption of net assets that applies to a future period and will not be recognized as an outflow of resources (expense) until then. The MDTA has one item that qualifies for reporting in this category: deferred pension outflows (GASB No. 68), which is reported in the Statement of Net Position.

Deferred Inflow of Resources

In addition to liabilities, the Statement of Net Position reports a separate section for deferred inflow of resources. This separate financial statement element represents an acquisition of net assets that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time. The MDTA has four items that qualify for reporting in this category: leases, the deferred service concession arrangement, deferred gain on refunding, and deferred pension inflows (GASB No. 68) which are reported in the Statement of Net Position. (See Note 5 for additional information concerning service concession arrangements and Note 8 for additional information concerning GASB No. 68.)

Debt Issuance Costs, Bond Discounts/Premiums

Debt issuance costs are expensed in the year the cost was incurred. Bond discounts/premiums and deferred amounts on refunding debt are amortized over the contractual term of the bonds using the effective interest method.

Pensions

For purposes of measuring the net pension liability, deferred outflow of resources and deferred inflow of resources related to pensions and pension expense, information about the fiduciary net position of the pension plans and additions to/deductions from their fiduciary net position have been determined on the same basis as they are reported by the pension plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net Position

Net position is divided into three categories: (1) Net investment in capital assets includes capital assets less accumulated depreciation/amortization and outstanding principal of the related debt; (2) Restricted net position reflects restrictions on assets imposed by parties outside the MDTA; and (3) Unrestricted net position is total net position of the MDTA less net investment in capital assets, and restricted net position.

New Accounting Pronouncements

In March 2020, GASB issued Statement No. 94, "Public-Private and Public-Public Partnerships and Availability Payment Arrangements." The objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). The requirements of this Statement are effective for reporting periods beginning after June 15, 2022. Statement No. 94 did not have a material effect on the MDTA's financial statements.

In May 2020, GASB issued Statement No. 96, “Subscription-Based Information Technology Arrangements.” The objective of this Statement is to provide guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). The requirements of this Statement are effective for reporting periods beginning after June 15, 2022. Statement No. 96 did not have a material effect on the MDTA’s financial statements.

In October 2021, GASB issued Statement No. 98, “The Annual Comprehensive Financial Report.” The objective of this Statement is to establish the term “annual comprehensive financial report” and its acronym “ACFR.” That new term and acronym replace instances of comprehensive annual financial report and its acronym in generally accepted accounting principles for state and local governments. This Statement was developed in response to concerns raised by stakeholders that the common pronunciation of the acronym for comprehensive annual financial report sounds like a profoundly objectionable racial slur. This Statement’s introduction of the new term is founded on a commitment to promoting inclusiveness. The requirements of this Statement are effective for reporting periods beginning after December 15, 2021. Statement No. 98 did not have a material effect on the MDTA’s financial statements.

In April 2022, GASB issued Statement No. 99, “Omnibus 2022.” The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements; and (2) accounting and financial reporting for financial guarantees. The requirements related to extension of the use of LIBOR, accounting for Supplemental Nutrition Assistance Program distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement 34, as amended, and terminology updates related to Statement 53 and Statement 63 are effective upon issuance. The requirements related to leases, Public-Private and Public-Public Partnerships, and Subscription-Based Information Technology Arrangements are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for fiscal years beginning after June 15, 2023, and all reporting periods thereafter. Statement No. 99 did not have a material effect on the MDTA’s financial statements.

Upcoming Accounting Pronouncements

In June 2022, GASB issued Statement No. 100, “Accounting Changes and Error Corrections.” The objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The requirements of this Statement are effective for reporting periods beginning after June 15, 2023.

In June 2022, GASB issued Statement No. 101, “Compensated Absences.” The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosure. The requirements of this Statement are effective for reporting periods beginning after December 15, 2023.

The MDTA has not completed the process of evaluating the impact that will result from adopting GASB Statements No. 100 and 101 and is therefore unable to disclose the impact of adopting these Statements on the MDTA’s financial position at this time. However, the MDTA does not believe adopting the GASB Statements will have a material impact on the financial statements.

NOTE 2

Deposits and Investments

Cash and Cash Equivalents

As of June 30, 2023, carrying amounts and bank balances of cash on deposit with financial institutions were \$28,440 and \$24,211, respectively. Cash on hand totaled \$140.

Custodial credit risk – deposits. Custodial credit risk is the risk that, in the event of a bank failure, the MDTA's deposits may not be returned. Deposits are exposed to custodial credit risk if they are not covered by depository insurance and the deposits are (a) uncollateralized, (b) collateralized with securities held by the pledging financial institution, or (c) collateralized with securities held by the pledging financial institution's trust department or agent but not in the government's name. The MDTA's Trust Agreement requires financial institutions to provide collateral with a fair value that exceeds the amount by which a deposit exceeds deposit insurance.

Federal depository insurance covers the MDTA's deposits with a financial institution up to specified limits and the remaining balance is collateralized with securities that are held by the State of Maryland's agent in the State's name.

As of June 30, 2023, the carrying amount of cash invested in short-term government bonds, money market mutual funds, and the Maryland Local Government Investment Pool was \$400,473.

Custodial credit risk – investments. Custodial credit risk is the risk that, in the event of the failure of the counterparty, the MDTA will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Investment securities are exposed to custodial credit risk if the securities are uninsured, not registered in the name of the government, or held by either (a) the counterparty or (b) the counterparty's trust department or agent but not in the government's name. The MDTA's Trust Agreement requires all investments to be registered in the MDTA's name.

Credit risk. Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The MDTA's Trust Agreement allows the MDTA to invest in money market mutual funds rated AAAM or Aaa-mf. As of June 30, 2023, the money market mutual funds held by the MDTA were rated AAAM.

Investments

For the year ended June 30, 2023, the MDTA's investments and quality ratings consisted of the following:

Investment Type	Investment Maturities (in Years)					Credit Ratings	
	Fair Value ¹	Less Than 1	1-5	6-10	More Than 10	Ratings	NRSRO
U.S. Treasury	\$ 122,610	\$ 53,383	\$ 66,296	\$ 1,954	\$ 977	AA+	S&P
U.S. Agency	493,163	335,544	139,362	—	18,257	AA+	S&P
Supranational	38,409	—	38,409	—	—	AAA	S&P
Municipal	47,996	6,561	24,182	12,142	5,110	AA-AAA	Multiple ²
Commercial Paper	29,453	29,452	—	—	—	Tier 1	S&P
	\$ 731,631	\$ 424,940	\$ 268,249	\$ 14,096	\$ 24,344		

(1) Level 1 pricing, quoted prices in active markets.

(2) Municipal bond holdings have ratings in the double-A or triple-A categories from at least one NRSRO.

NRSRO: Nationally Recognized Statistical Rating Organization

Interest rate risk. Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. This risk is higher in debt securities with longer maturities. The MDTA's Investment Policy limits investment maturities by fund in order to minimize interest rate risk and match maturities with expected funding needs. As a means of limiting its exposure to fair value fluctuations, the MDTA has limited investments in the Operating and Bond Service accounts to one year. The Capital account investment maturities are matched to projected capital spending and the General account is typically limited to five years. The Maintenance and Operations Reserve and Debt Service Reserves are limited to fifteen years.

Credit risk. Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The MDTA's policy allows for investment in obligations of the U.S. Treasury; obligations of U.S. Agencies; obligations of Supranational issuers; money market mutual funds; collateralized certificates of deposit; the Maryland Local Government Investment Pool; repurchase agreements secured by U.S. Treasury Obligations or Federal Agency Obligations; bankers' acceptances issued by a domestic bank or a federally chartered domestic office of a foreign bank with short-term paper rated Tier-1 by any two Nationally Recognized Statistical Rating Organizations (NRSRO); commercial paper with Tier-1 short-term ratings and issuer long-term ratings of at least single-A from any two NRSROs; and municipal securities rated in at least the second highest rating category by at least one NRSRO.

Concentration of Credit Risk. Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The MDTA's Investment Policy does not place a limit on the amount of U.S. Government Agency investments but does limit single- issuer exposure to 50%. Supranational exposure is subject to 30% sector and 10% single-issuer limitations. Commercial paper and municipal bond credit exposures are limited to 20% of investments per sector, with single-issuer exposures limited to 5%. More than 5% of the MDTA's investments were allocated to securities issued by the Federal Home Loan Bank and Federal Farm Credit Bank representing 31% and 5.1% of total investments, respectively.

All of the MDTA's investments are measured at fair value using the valuation hierarchy. The valuation hierarchy's three levels include: Level 1 – quoted prices in active markets for identical assets; Level 2 – inputs are observable for the asset, either directly or indirectly, but exclude quoted prices; and Level 3 – inputs are unobservable and may be based on valuation techniques such as market, cost, or income. All of the MDTA's financial investments are measured using quoted market prices that are categorized as Level 1 in the fair value hierarchy. These financial investments include U.S. Treasury securities, U.S. Agency securities, Supranational securities, Municipal securities, and Commercial Paper.

Other Assets

Included in other assets on the accompanying Statement of Net Position is an interest in a rail logistics provider, Canton Development Company (CDC). The CDC offers freight services to industrial, manufacturing, and port-related shippers. The carrying value of the CDC is assessed on an annual basis by reference to the reported value of the MDTA's interest.

NOTE 3

Restricted Cash and Cash Equivalents and Restricted Investments

Restricted assets are to be used to construct projects to be leased under intergovernmental financing agreements or to retire debt incurred to finance the assets.

The MDTA's restricted cash and cash equivalents and restricted investments as of June 30, 2023, are as follows:

Restricted Cash and Cash Equivalents and Restricted Investments

	Current	Non-Current	Total
Restricted Cash and Cash Equivalents			
MDTA capital projects	\$ 95	\$ —	\$ 95
Debt service and debt service reserves	105,868	—	105,868
Non-recourse projects:			
BWI projects	9,104	147,786	156,890
Calvert Street parking garage project	1,329	—	1,329
Total Restricted Cash and Cash Equivalents	<u>116,396</u>	<u>147,786</u>	<u>264,182</u>
Restricted Investments			
MDTA capital projects	—	—	—
Non-recourse projects:			
BWI projects	—	7,547	7,547
Total Restricted Investments	<u>—</u>	<u>7,547</u>	<u>7,547</u>
Total Restricted Cash and Cash Equivalents and Restricted Investments	<u>\$ 116,396</u>	<u>\$ 155,333</u>	<u>\$ 271,729</u>

NOTE 4

Receivables and Intergovernmental

The MDTA's receivables and intergovernmental balances as of June 30, 2023 are as follows:

	<u>2023</u>
Receivables	
Toll	\$ 330,129
Other	<u>5,765</u>
Total Receivables	335,894
Less: Allowance	<u>(195,502)</u>
Net Receivables	<u><u>\$ 140,392</u></u>
Intergovernmental	
Maryland Department of Transportation	\$ 13,890
Other	<u>16,614</u>
Total Intergovernmental	<u><u>\$ 30,504</u></u>
Leases	
Resource Sharing Agreements	\$ 11,458
Property	<u>1,629</u>
Total Leases	<u><u>\$ 13,087</u></u>

NOTE 5

Capital Assets

A summary of the changes in the MDTA's capital assets for the year ended June 30, 2023 is as follows:

	Balance June 30, 2022	Additions and Transfers	Deductions and Transfers	Balance June 30, 2023
Capital assets not being depreciated:				
Land	\$ 407,485	\$ 3	\$ (606)	\$ 406,882
Construction in progress	1,701,861	444,633	(247,508)	1,898,986
Total non-depreciated	<u>2,109,346</u>	<u>444,636</u>	<u>(248,114)</u>	<u>2,305,868</u>
Capital assets being depreciated:				
Infrastructure	7,067,816	209,879	(19,375)	7,258,320
Buildings	225,084	37,629	(1,517)	261,196
Equipment	90,225	6,996	(3,427)	93,794
Leased Office Space	1,606	—	—	1,606
	<u>7,384,731</u>	<u>254,504</u>	<u>(24,319)</u>	<u>7,614,916</u>
Less accumulated depreciation for:				
Infrastructure	2,268,005	182,865	(12,522)	2,438,348
Buildings	41,977	6,714	(741)	47,950
Equipment	50,884	7,340	(3,401)	54,823
Leased Office Space	128	130	—	258
	<u>2,360,994</u>	<u>197,049</u>	<u>(16,664)</u>	<u>2,541,379</u>
Total depreciated	<u>5,023,737</u>	<u>57,455</u>	<u>(7,655)</u>	<u>5,073,537</u>
Capital Assets, Net	<u>\$ 7,133,083</u>	<u>\$ 502,091</u>	<u>\$ (255,769)</u>	<u>\$7,379,405</u>

Pollution Remediation Obligations

A pollution remediation obligation is an obligation to address the current or potential detrimental effects of existing pollution by participating in pollution remediation activities, including pre-cleanup activities, cleanup activities, government oversight and enforcement.

Obligating events that initiate the recognition of a pollution remediation liability include any of the following:

- An imminent threat to public health due to pollution;
- The government is in violation of a pollution prevention-related permit or license;
- The government is named by a regulator as a responsible or potentially responsible party to participate in remediation;

- The government is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities; or
- The government voluntarily commences or legally obligates itself to commence remediation efforts.

The pollution remediation obligation is an estimate and subject to change resulting from price increases or reductions, technology advances, or from changes in applicable laws or regulations. The liability is recognized as it becomes estimable. In some cases, this may be at inception. In other cases, components of a liability are recognized as they become reasonably estimable. The measurement of the liability is based on the current value of outlays to be incurred using the expected cash flow technique. This technique measures the sum of probability-weighted amounts in a range of possible potential outcomes.

For the year ended June 30, 2023, the MDTA accrued \$3,000 for pollution remediation obligations.

Service Concession Arrangements

The MDTA and Areas USA entered into a Service Concession Arrangement in 2012 to redevelop and operate the two Travel Plazas that the MDTA owns along the John F. Kennedy Memorial Highway (I-95). The structure of the agreement between the MDTA and Areas USA is a long-term lease and concession. The MDTA retains ownership of the property and assets. All property and improvements, with the exception of the fueling systems, are to be returned to the MDTA at the end of the 35-year term. The MDTA will derive several financial benefits from this agreement including reduced future operating and capital expenses, debt capacity will be reserved for core business activities, and revenue is guaranteed over the life of the agreement. Areas USA will operate and maintain the travel plazas through the year 2047.

NOTE 6

Long-Term Liabilities

Changes in long-term liabilities for the year ended June 30, 2023 are summarized as follows:

	Balance June 30, 2022	Additions	Reductions	Balance June 30, 2023	Amount Due Within One Year
Revenue Bonds	\$ 2,101,573	\$ 202,354	\$ (39,995)	\$ 2,263,932	\$ 55,500
BWI PFC Bonds	240,570	—	(15,415)	225,155	15,990
BWI Rental Car Facility Bonds	69,230	—	(4,475)	64,755	4,765
Calvert Street Parking Garage Bonds	13,491	—	(1,139)	12,352	1,165
Total bonds payable	<u>2,424,864</u>	<u>202,354</u>	<u>(61,024)</u>	<u>2,566,194</u>	<u>77,420</u>
Unamortized premium	222,761	—	(15,121)	207,640	—
Total bonds payable, net	2,647,625	202,354	(76,145)	2,773,834	77,420
Contractors deposits	25,821	30,606	(27,598)	28,830	11,228
Accrued annual leave	14,507	7,439	(7,496)	14,450	625
Lease liability	1,527	—	(92)	1,435	103
Accrued workers' compensation	18,785	—	(1,513)	17,272	2,591
Net pension liability	175,534	65,897	—	241,431	—
Total	<u>\$ 2,883,799</u>	<u>\$ 306,297</u>	<u>\$ (112,844)</u>	<u>\$ 3,077,252</u>	<u>\$ 91,967</u>

Bonds Payable

Total bonds payable includes Revenue Bonds issued for capital purposes under the Master Trust Agreement and secured by toll revenues, as well as Non-Recourse financing issued under separate trust agreements with segregated pledge revenue sources, including PFC Bonds, Rental Car Facility Bonds, and Calvert Street Parking Garage Bonds.

Bond proceeds of tax-exempt municipal bond financings are subject to federal arbitrage regulations. Taxable Revenue Bond financings not subject to arbitrage regulations include the Series 2009B and 2010B Build America Bonds, as well as the Series 2022 TIFIA loan. The taxable Non-Recourse financing for the Consolidated Rental Car Facility is not subject to arbitrage regulations.

Subsequent Event Notice – PFC Series 2012C Revenue Bonds Cash Defeasance

Subsequent to the June 30, 2023 fiscal year-end, the \$43,400 Variable Rate Series 2012C PFC Revenue Bonds were cash defeased and are no longer outstanding. The cash funded payoff occurred on September 20, 2023. The \$43,000 use of cash subsequently reduced the Non-Current, Restricted Cash and Cash Equivalents for BWI projects reported in Note 3.

Transportation Facilities Projects Revenue Bonds

Transportation Facilities Projects Revenue Bonds are issued to finance a portion of tolling facilities capital projects. The Series 2009B, 2010B, 2017, 2019, 2020, 2021, 2022 and 2022 TIFIA Revenue Bonds issued in accordance with the provisions of the Trust Agreement, and the interest thereon, do not constitute a debt or a pledge of the full faith and credit of the State of Maryland or the Maryland Department of Transportation (MDOT), but are payable solely from revenues of the MDTA's Transportation Facilities Projects. The MDTA must remain in compliance with covenants contained in the Trust Agreement, including a rate covenant requiring toll revenues net of operating expenses to exceed annual debt service by at least 120%.

Revenue Bonds outstanding as of June 30, 2023, consisted of the following:

Series 2009B Revenue Bonds

Sinking fund principal payments from July 1, 2024 to July 1, 2029, for the term bond due July 1, 2029, with a coupon of 5.788%; and sinking fund principal payments from July 1, 2030 to July 1, 2043, for the term bond due July 1, 2043, with a coupon of 5.888%.

\$ 450,515

Series 2010B Revenue Bonds

Sinking fund principal payments from July 1, 2021 to July 1, 2025, for the term bond due July 1, 2025, with a coupon of 5.164%; sinking fund principal payments from July 1, 2026 to July 1, 2030, for the term bond due July 1, 2030, with a coupon of 5.604%; and sinking fund principal payments from July 1, 2031 to July 1, 2041, for the term bond due July 1, 2041, with a coupon of 5.754%

279,605

Series 2017 Revenue Refunding Bonds

Principal payments ranging from \$3,850 to \$11,030 from July 1, 2018 to July 1, 2040, with coupons ranging from 3.00% to 5.00%, payable semiannually.

146,240

Series 2019 Revenue Refunding Bonds

Principal payments ranging from \$11,475 to \$13,375 from July 1, 2020 to July 1, 2023, with 5.00% coupons, payable semiannually.

13,375

Series 2020 Revenue Bonds

Principal payments ranging from \$6,735 to \$21,565 from July 1, 2022 to July 1, 2050, with coupons ranging from 4.00% to 5.00%, payable semiannually.

393,265

Series 2021 Revenue Bonds

Principal payments ranging from \$6,625 to \$39,510 from July 1, 2022 to July 1, 2051, with coupons ranging from 2.00% to 5.00%, payable semiannually.

739,380

Series 2022 Revenue Refunding Bonds

Principal payments ranging from \$5,155 to \$5,967 from July 1, 2023 to July 1, 2029, with coupons of 2.06%, payable semiannually.

39,198

Series 2022 Revenue Bonds TIFIA

Principal payments ranging from \$2,153 to \$10,683 from July 1, 2024 to July 1, 2054, with coupons ranging from 2.74% to 2.95%, payable semiannually.

202,354

Total Outstanding

\$ 2,263,932

The following summarizes the principal and interest requirements, excluding unamortized premium, for the Series 2009B, 2010B, 2017, 2019, 2020, 2021, 2022 and 2022 TIFIA Revenue Bonds for the year ended June 30, 2023.

Toll Revenue Bonds

Year Ended June 30,	Principal	Interest	Total
2024	\$ 55,500	\$ 97,675	\$ 153,175
2025	60,285	97,774	158,059
2026	62,702	94,762	157,465
2027	65,316	91,609	156,925
2028	68,032	88,291	156,324
2029-2033	386,539	386,661	773,200
2034-2038	488,222	283,722	771,944
2039-2043	524,706	163,003	687,710
2044-2048	347,892	70,949	418,841
2049-2053	183,622	17,856	201,479
2054-2058	21,116	605	21,721
Total	\$2,263,932	\$1,392,908	\$3,656,841

Passenger Facility Charge Revenue Bonds (BWI Airport Facilities Projects) Series 2012A, 2012B, 2012C, 2014, and 2019

The MDTA issued three series of Qualified Airport Bonds secured by Passenger Facility Charge (PFC) revenues in 2012 and an additional two series of bonds in 2014 and 2019, which are all secured by the PFC Master 2003 Trust Agreement, as amended by supplemental trust agreements with each new bond issue. The BWI Marshall Airport facilities are leased to the Maryland Aviation Administration (MAA) through an intergovernmental financing agreement (see Note 11 for additional information). The BWI Qualified Airport Bonds – AMT are payable solely from PFC revenues received by the MAA and deposited with the Trustee (M&T Bank). The PFC rate for 2023 was \$4.50 per enplaned passenger (not in thousands) and PFC collections for the year ended June 30, 2023 were \$ 45,520. The parity debt service reserve fund for the year ended June 30, 2023 was \$ 25,268, with interest receivables of \$83.

The PFC Revenue Bonds do not constitute a debt or pledge of the full faith and credit of the State of Maryland, MDOT, or the MAA, but are payable solely from the PFC revenue, which the MDTA receives from MAA in the form of intergovernmental payments. These bonds carry certain financial covenants with which the MDTA must comply.

The total amount of the PFC Revenue Bonds outstanding at June 30, 2023 was as follows:

Series 2012A	\$ 28,220
Series 2012B	29,950
Series 2012C	43,400
Series 2014	26,290
Series 2019	97,295
Total	\$ 225,155

Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2012A

During the year ended June 30, 2012, the MDTA issued \$50,905 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) 2012A Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. The bonds are secured equally and ratably by PFC collections on a parity basis with the other outstanding PFC Revenue Bonds.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, for the year ended June 30, 2023:

Passenger Facility Charge Revenue Bonds, Series 2012A

Year Ended June 30,	Principal	Interest	Total
2024	\$ 2,560	\$ 1,279	\$ 3,839
2025	2,690	1,151	3,841
2026	2,820	1,017	3,837
2027	2,965	876	3,841
2028	3,110	728	3,838
2029-2032	14,075	1,474	15,549
Total	\$ 28,220	\$ 6,525	\$ 34,745

Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2012B

During the year ended June 30, 2013, the MDTA issued \$92,070 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) Series 2012B Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. The bonds are secured equally and ratably by PFC collections on a parity basis with the other outstanding PFC Revenue Bonds.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, for the year ended June 30, 2023:

Passenger Facility Charge Revenue Bonds, Series 2012B

Year Ended June 30,	Principal	Interest	Total
2024	\$ 7,220	\$ 749	\$ 7,969
2025	7,390	578	7,968
2026	7,575	393	7,968
2027	7,765	204	7,969
Total	\$ 29,950	\$ 1,924	\$ 31,874

Variable Rate Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2012C

During the year ended June 30, 2013, the MDTA issued \$43,400 of Variable Rate BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) 2012C Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. These bonds are secured equally and ratably by PFC collections on a parity basis with all other outstanding PFC Revenue Bonds. The interest rates on the bonds are variable and the weekly reset rate was 4.27% as of June 30, 2023. The facilities are leased to MAA through a intergovernmental financing agreement (see Note 11 for additional information).

See event notice in the “Bonds Payable” section of this Note 6 section for details of the full payoff of the PFC Series 2012C Revenue Bonds that occurred subsequent to the June 30, 2023 fiscal year end.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, for the year ended June 30, 2023:

Passenger Facility Charge Revenue Bonds, Series 2012C

Year Ended June 30,	Principal	Interest*	Total
2024	\$ —	\$ 1,853	\$ 1,853
2025	—	1,853	1,853
2026	—	1,853	1,853
2027	—	1,853	1,853
2028	7,855	1,825	9,680
2029-2032	35,545	3,761	39,306
Total	\$ 43,400	\$ 12,998	\$ 56,398

*Based on the interest rate of 4.27% that was in effect June 30, 2023.

Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2014

During the year ended June 30, 2015, the MDTA issued \$40,000 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) Series 2014 Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. The bonds are secured equally and ratably by PFC collections on a parity basis with the other outstanding PFC Bonds.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, for the year ended June 30, 2023:

Passenger Facility Charge Revenue Bonds, Series 2014

Year Ended June 30,	Principal	Interest	Total
2024	\$ 2,020	\$ 935	\$ 2,955
2025	2,080	875	2,955
2026	2,145	810	2,955
2027	2,215	740	2,955
2028	2,285	668	2,953
2029-2033	12,705	2,064	14,769
2034	2,840	114	2,954
Total	\$ 26,290	\$ 6,206	\$ 32,496

Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2019

During the year ended June 30, 2019, the MDTA issued \$108,705 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) Series 2019 Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport at an all-in true interest cost of 2.80%. The bonds are secured equally and ratably by PFC collections on a parity basis with the other outstanding PFC Bonds.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, for the year ended June 30, 2023:

Passenger Facility Charge Revenue Bonds, Series 2019

Year Ended June 30,	Principal	Interest	Total
2024	\$ 4,190	\$ 4,281	\$ 8,471
2025	4,400	4,071	8,471
2026	4,615	3,851	8,466
2027	4,850	3,620	8,470
2028	5,090	3,251	8,341
2029-2033	29,545	12,807	42,352
2034-2038	36,460	5,891	42,351
2039	8,145	326	8,471
Total	\$ 97,295	\$ 38,096	\$ 135,391

BWI Airport Consolidated Rental Car Facility Bonds, Series 2002

During the year ended June 30, 2002, the MDTA issued \$117,345 of BWI Airport Consolidated Rental Car Facility Taxable Limited Obligation Revenue Bonds, Series 2002 (the Series 2002 Rental Car Facility Bonds) to finance the costs of a rental car facility located in the vicinity of BWI Marshall Airport. The facility is leased to the MAA through an intergovernmental financing agreement (see Note 11 for additional information).

The Series 2002 Rental Car Facility Bonds are payable solely from Customer Facility Charges (CFC) and contingent rent, if applicable, from the MAA. The CFC rate in 2023 was \$3.75 per transaction (not in thousands). CFC collections were \$9,625 for the fiscal year ended June 30, 2023. The Series 2002 Bonds, issued in accordance with the provisions of the 2002 CFC Trust Agreement, and the interest thereon, do not constitute a debt or pledge of the full faith and credit of the State of Maryland, MDOT, or the MAA, but are payable solely from the CFC and contingent rent, if applicable, which the MDTA receives in the form of intergovernmental payments. The bonds carry certain financial covenants with which the MDTA must comply.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, for the year ended June 30, 2023:

BWI Consolidated Rental Car Facility Bonds, Series 2002

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2024	\$ 4,765	\$ 4,148	\$ 8,913
2025	5,080	3,820	8,900
2026	5,420	3,471	8,891
2027	5,780	3,099	8,879
2028	6,165	2,702	8,867
2029-2033	37,545	6,563	44,108
Total	\$ 64,755	\$ 23,803	\$ 88,558

Lease Revenue Refunding Bonds Calvert Street Parking Garage Project, Series 2015

During the year ended June 30, 2016, the MDTA issued an \$18,011 Lease Revenue Refunding Bond, Series 2015 (the Series 2015 Refunding Bond), to refinance the Series 2005 bonds that originally financed the cost of a parking garage for State of Maryland employees in Annapolis, Maryland. The facility is leased to the Maryland Department of General Services (DGS) through an intergovernmental financing agreement (see Note 11 for additional information). Principal and interest on the Series 2015 Refunding Bond is paid under a Facility Lease with DGS, and such other revenues attributable to the leasing of the garage and other funds held under a Calvert Garage Trust Agreement dated as of June 1, 2005, as supplemented by the 2015 Supplemental Trust Agreement. DGS's obligation to make rental payments is subject to appropriation by the General Assembly. The Series 2015 Refunding Bond does not constitute a debt or pledge of the full faith and credit of the State of Maryland, DGS, or the MDTA.

The following summarizes the principal and interest requirements, excluding unamortized premium, for the year ended June 30, 2023:

Lease Revenue Bonds Calvert Street Parking Garage Project, Series 2015

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2024	\$ 1,165	\$ 308	\$ 1,473
2025	1,195	277	1,472
2026	1,223	246	1,469
2027	1,256	213	1,469
2028	1,287	180	1,467
2029-2033	6,226	380	6,606
Total	\$ 12,352	\$ 1,605	\$ 13,957

NOTE 7**Leases and Capital Commitments****Lessee Arrangements**

The MDTA has entered into a lease agreement, as the lessee, for office space.

Engineering Office Space – White Marsh

In January 2018, the MDTA entered into a ten-year lease for office space for MDTA engineering employees. The lease contains one five-year renewal option to be exercised at the MDTA's discretion. The MDTA has included the renewal period in the lease term as it is reasonably likely that the renewal option will be exercised. The terms of the renewal period are to be negotiated. As such, the present value of the lease payments for the renewal period are estimated. The lease arrangement does not contain any material residual value guarantees. The MDTA used its incremental borrowing rate to discount the lease payments.

The right-to-use assets acquired through outstanding leases are shown below.

<u>Asset Class</u>	<u>Asset Held Under Lease</u>	<u>Accumulated Amortization</u>	<u>Lease Asset, net</u>
Building	\$ 1,606	\$ 258	\$ 1,348

Future Principal and Interest Lease Payments

The net present value of the future minimum lease payment obligations as of June 30, 2023, were as follows:

<u>Year Ended June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2024	\$ 103	\$ 41	\$ 145
2025	115	38	153
2026	118	35	153
2027	122	31	153
2028	125	27	153
2029-2033	766	73	839
2034	85	1	86
Total	\$ 1,435	\$ 246	\$ 1,681

Lessor Arrangements**Resource Sharing Agreements**

The MDTA has entered into resource sharing agreements with private companies for the non-exclusive, long-term right to install, operate, and maintain communications systems on its property in exchange for monetary compensation. The initial terms vary; however, many leases have initial terms of five years and contain one or more renewal periods, at the MDTA's discretion, generally for five-year periods. The MDTA has included these renewal periods in the lease term if it believes that are reasonably certain to be exercised. Certain leases

provide for increases in future annual rental payments based sub-lease revenue earned by the lessee. The lease arrangements do not contain any material residual value guarantees. The MDTA utilized its incremental borrowing rate to discount the lease payment terms.

Property Lease Agreements

The MDTA has entered into multiple real property leases with private companies primarily for storage and vehicle parking. The initial terms vary, with initial terms ranging from 5 to 35 years. Similarly, the duration of the lease renewal periods vary from 1 year to 20 years. The MDTA has included these renewal periods in the lease term if it believes that are reasonably certain to be exercised. Certain leases provide for increases in future annual rental payments based on defined increases in the Consumer Price Index. The lease arrangements do not contain any material residual value guarantees. The MDTA utilized its incremental borrowing rate to discount the lease payment terms.

The total amount of inflows of resources related to leases recognized in the current fiscal year for lease and interest revenue are \$958 and \$408, respectively.

Future Principal and Interest Lease Receipts

The net present value of the future minimum lease payments to be received as of June 30, 2023, were as follows:

Year Ended June 30,	Principal	Interest	Total
2024	\$ 546	\$ 390	\$ 936
2025	492	375	867
2026	534	360	894
2027	545	345	891
2028	546	326	872
2029-2033	2,409	1,404	3,812
2034-2038	2,615	1,044	3,658
2039-2043	1,651	717	2,368
2044-2048	2,303	432	2,734
2049-2053	1,332	87	1,419
2054-2057	115	7	122
Total	\$ 13,087	\$ 5,486	\$ 18,574

Capital Contracts

As of June 30, 2023, the MDTA was committed for \$1,056,331 of uncompleted construction and improvement contracts relating to various projects. Exclusive of that amount, the MDTA currently contemplates the expense, through 2029, of \$2,666,898 for capital additions, improvements, and major rehabilitation.

NOTE 8

Retirement Benefits

The MDTA and its employees contribute to the Maryland State Retirement and Pension System (the System). The System was established by the State to provide pension benefits for State employees and employees of various participating political subdivisions or other entities within the State. The MDTA accounts for the plan as a cost-sharing multiple-employer public employee retirement system, as a separate valuation is not performed for the MDTA and the MDTA's only obligation to the System is its required annual contribution. The System is administered by a Board of Trustees in accordance with Section 21-108 of the State Personnel and Pensions Article of the Annotated Code of Maryland. The System prepares a separate Annual Comprehensive Financial Report, which can be obtained from the Maryland State Retirement Agency website at <https://sra.maryland.gov>.

The System includes several plans based on date of hire and job function. Employees of the MDTA are members of the Employees' and Teachers' Retirement System, Employees' and Teachers' Pension System, or Law Enforcement Officers' Pension System. The Employees' and Teachers' Retirement System (the Retirement Plan) includes those employees hired prior to January 1, 1980, who have not elected to transfer to the Employees' and Teachers' Pension System (the Pension Plan) and are not a member of the Law Enforcement Officers' Pension System (the Officers' Plan). Conversely, members of the Pension Plan include those employees hired after January 1, 1980, and prior employees who elected to transfer from the Retirement Plan and are not a member of the Officers' Plan. Members of the Officers' Plan include all MDTA law enforcement officers.

Members of the Retirement Plan become vested after five years. Members are generally eligible for full retirement benefits upon the earlier of attaining age 60 or accumulating 30 years of eligible service regardless of age. The annual retirement allowance equals 1/55 (1.8%) of the member's highest three-year average final salary (AFS) multiplied by the number of years of accumulated creditable service. A member may retire with reduced benefits after completing 25 years of eligible service. Benefits are reduced by 0.5% per month for each month the payments begin prior to age 60 or 30 years of eligible service, whichever is less. The maximum reduction for a member is 30%.

The Pension Plan includes several components based on a member's date of hire. This is the result of legislative changes to the Pension Plan enacted in 1998, 2006 and 2011. Provisions for these components are largely the same; however, important distinctions exist in the areas of member contributions, retirement eligibility and benefit calculations. Generally, the greatest distinctions for members of the plan exist for those hired before July 1, 2011, and those hired on or after that date.

The following applies to members of the Pension Plan hired before July 1, 2011. Vesting occurs once members have accrued at least five years of eligible service. Members of the Pension Plan are generally eligible for full retirement benefits upon attaining age 62, with specified years of eligibility service, or accumulating 30 years of eligibility service regardless of age. Generally, the annual pension allowance for a member equals 1.2% of the member's three-year AFS, multiplied by the number of years of creditable service accumulated prior to July 1, 1998, plus 1.8% of the member's AFS, multiplied by the number of years of creditable service accumulated subsequent to June 30, 1998. A member may retire with reduced benefits upon attaining age 55 with at least 15 years of eligible service. Benefits are reduced by 0.5% per month for each month remaining until the retiree reaches the normal retirement service age. The normal retirement service age is 62 with a maximum reduction of 42%.

The following applies to members of the Pension Plan hired on or after July 1, 2011. Vesting occurs once members have accrued at least ten years of eligible service. To receive full retirement benefits, a member's age and years of eligibility service must equal at least 90, or if the member is at least age 65, a minimum of 10 years of eligibility service are required on the date of retirement. The annual pension allowance for a member equals 1.5% of the member's five-year AFS multiplied by the number of years of creditable service. A member may retire with

reduced benefits at age 60 with at least 15 years of eligible service. Benefits are reduced by 0.5% per month for each month remaining until the retiree reaches the normal retirement service age. The normal retirement service age is 65, with a maximum reduction of 30%.

For members of the Officers' Plan, hired on or before June 30, 2011, vesting occurs once members have accrued at least five years of eligible service. For members hired on or after July 1, 2011, vesting occurs once a member has accumulated ten years of eligible service. Members are eligible for full retirement benefits upon the earlier of attaining age 50 or accumulating 25 years of eligible service regardless of age. Generally, the annual pension allowance for a member equals 2.0% of the member's AFS, up to a maximum of benefit of 65% of AFS (approximately 32.5 years of creditable service). The Officers' Plan does not provide for early retirement.

Funding Policy

Each of the above plans is funded by contributions from its members and contributions from the State and participating governmental agencies. The MDTA's required contributions are estimated by annual actuarial valuations using the entry age normal cost method with projection and other actuarial assumptions adopted by the Board of Trustees. Members of the Retirement Plan, Pension Plan, and Officers' Plan are required to contribute 5% to 7% of earnable compensation.

The MDTA's contributions, which equal 100% of the annual required contributions, for the three years ended June 30, 2023, 2022, and 2021 are as follows:

	2023	2022	2021
MDTA contribution	\$31,080	\$27,555	\$27,720
Percentage of payroll	28.7%	27.2%	27.0%

Pension Disclosures

MDTA recognizes the long-term obligations for pension benefits as a liability on the Statement of Net Position and to more comprehensively and comparatively measure the annual cost of pension benefits. The components of the State of Maryland's net pension liability as reported by the Maryland State Retirement and Pension System at the measurement date:

State of Maryland's Net Pension Liability Components June 30

	2023	2022	2021
State of Maryland's Net Pension Liability	\$ 18,651,793	\$ 13,934,828	\$ 21,092,525
MDTA's Net Pension Liability	241,431	175,534	265,685
MDTA's Proportion of Net Pension Liability	1.29%	1.26%	1.26%

At June 30, 2023, the MDTA reported a liability of \$241,431 for its proportionate share of the State of Maryland's net pension liability. The net pension liability was measured as of June 30, 2022 (the Maryland State Retirement and Pension System's measurement date), and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The \$31,080 reported as deferred outflows of resources is MDTA's pension contributions subsequent to the System's measurement date. This amount will be expensed for the fiscal year ended June 2024.

The MDTA's proportion of the State of Maryland's net pension liability was based on a projection of the MDTA's long-term share of contributions to the pension plan relative to the projected contributions of all participating members, actuarially determined. The MDTA's net pension liability increased from the prior year by \$65,897.

The MDTA's proportion of net pension liability is 1.29%. The MDTA reported deferred outflow of resources and deferred inflow of resources related to pensions from the following sources:

	Deferred Outflow of Resources	Deferred Inflow of Resources
Change of assumptions	\$ 24,059	\$ 2,364
Net difference between projected and actual earnings on pension plan investments	11,026	—
Actual pension versus expected experience	—	15,584
Change in Proportional Share	531	742
Net difference in Investment Earnings	62,688	72,474
MDTA's 2023 contributions subsequent to the measurement date	31,080	—
TOTAL	\$ 129,384	\$ 91,164

Year Ended June 30,	
2024	\$ (277)
2025	(1,546)
2026	(4,553)
2027	13,516
2028	—
Total	\$ 7,140

Other amounts reported as deferred outflow of resources and deferred inflow of resources related to pensions will be recognized in pension expense as follows:

Year End June 30,	Amortization								
	Deferred Outflows				Deferred Inflows				
	Net Difference in Investment Earnings	Change in Actuarial Assumptions	Change in Proportional Share	Projected and Actual Investment Earnings	Actual and Expected Experience	Change in Proportional Share	Net Difference in Investment Earnings	Change in Actuarial Assumptions	
2024	\$ 15,672	\$ 8,298	\$ 133	\$ 6,134	\$ 4,983	\$ 283	\$ 23,843	\$ 1,405	
2025	15,672	8,298	133	4,892	4,983	283	24,316	958	
2026	15,672	7,464	133	—	3,330	177	24,315	—	
2027	15,672	—	132	—	2,288	—	—	—	
2028	—	—	—	—	—	—	—	—	
Total	\$ 62,688	\$ 24,060	\$ 531	\$ 11,026	\$ 15,584	\$ 742	\$ 72,474	\$ 2,364	

Actuarial Assumptions

Actuarial assumptions, long-term expected rate of return on pension plan investments, discount rate, and pension plan fiduciary net position are available in the Annual Comprehensive Financial Report for the Maryland State Retirement and Pension System, which can be obtained from the Maryland State Retirement Agency website at <https://sra.maryland.gov/>.

Sensitivity of the MDTA's Net Pension Liability

The net pension liability sensitivity to changes in the single discount rate is as follows: a 1% decrease to 5.80% would be \$11,999,140 and a 1% increase to 7.80% would be \$5,451,353.

NOTE 9

Other Postemployment Benefits

State Employee and Retiree Health and Welfare Benefits Program of Maryland

Plan Description

Eligible members of the State Retirement, Pension, and Law Enforcement Officers' Systems and their dependents are provided postemployment health care benefits through the State Employee and Retiree Health and Welfare Benefits Program (the Plan). The Plan is a single employer, defined-benefit healthcare plan established under Title 2, Subtitle 5 of the State Personnel and Pensions Article of the Annotated Code of Maryland. The Plan is self-insured to provide medical, hospitalization, prescription drug and dental insurance benefits to eligible State employees, retirees, and their dependents. A separate valuation is not performed for the MDTA. The MDTA's only obligation to the Plan is its required annual contribution as determined by the State of Maryland.

Effective July 1, 2004, the State established the Postretirement Health Benefits Trust Fund (OPEB Trust) to receive appropriated funds and contributions to assist the Plan in financing the State's postretirement health insurance subsidy. The OPEB Trust is established in accordance with Section 34-101 of the State Personnel and Pensions Article of the Annotated Code of Maryland and is administered by the Board of Trustees for the Maryland State Retirement and Pension System. The Maryland State Retirement and Pension System prepares separately audited financial statements for the OPEB Trust Fund. The report may be obtained from the Office of the Comptroller, Attention: Plan Administrator, P.O. Box 746, Annapolis, Maryland 21404.

MDTA employees are members of the Plan. Eligibility for the Plan is determined by various factors, including date of hire. Generally, a retiree may enroll and participate in the health benefit options if the retiree retired directly from State service with at least five years of creditable service, ended State service with at least ten years of creditable service and within five years before the age at which a vested retirement allowance normally would begin, or ended State service with at least 16 years of creditable service. For members hired on or after July 1, 2011, they are required to have completed at least 25 years of creditable service, retired directly from State service with at least ten years of creditable service, or ended State service with at least ten years of creditable service and within five years before the age at which a vested retirement allowance normally would begin.

Funding Policy

The contribution requirements of Plan members and the State are established by the Secretary of the Department of Budget and Management. Each year the Secretary recommends to the Governor the State's share of the costs of the Plan. Funds may be separately appropriated in the State's budget for transfer to the OPEB Trust.

The costs for postretirement benefits for State retirees are primarily funded by the State. The State does not distinguish employees by employer/State agency. For the year ended June 30, 2023, the State did not allocate postemployment health care costs to participating agencies and as a result did not require a contribution from the MDTA. As such, the State has elected to maintain the entire Net OPEB Liability as a liability of the General Fund of the State and has not allocated any balances to State entities, including the MDTA.

NOTE 10

Risk Management and Litigation

Accrued Workers' Compensation Costs

The MDTA recorded its portion of the State of Maryland's workers' compensation costs. The workers' compensation costs accrual represents the liability for incurred claims and claims expense for the MDTA's employees, less the cumulative excess of premiums paid to the Chesapeake Employers' Insurance Company and net investment income applicable to the MDTA's coverage. Changes in the balance for the MDTA's workers' compensation liability for the year ended June 30, 2023, are as follows:

	Workers' Compensation	
	For the Years Ended June 30	
	2023	2022
Unpaid Claims	\$ 18,785	\$ 18,353
Incurred Claims and Changes in Estimates	1,649	3,564
Claim Payments	(3,162)	(3,132)
Total Unpaid Claims	\$ 17,272	\$ 18,785

Self-Insurance and Third-Party Insurance

The MDTA is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The MDTA participates in the State of Maryland's self-insurance program (the Program), which covers general liability, property and casualty, workers' compensation, environmental liabilities and provides certain employee health benefits. The Program allocates its cost of providing claims servicing and claims payments by charging a premium to the MDTA based on a percentage of estimated current payroll or based on average loss experience.

The MDTA maintains certain third-party policies for structural property and liability damages. Settlements did not exceed insurance coverage for damages. The MDTA's premium payments for the years ended June 30, 2023, 2022 and 2021 were approximately \$5,926, \$4,748, and \$5,566, respectively.

Litigation

The MDTA is a defendant in a number of claims and lawsuits resulting from capital and maintenance contracts and other operational matters. The MDTA plans to vigorously defend these claims. In the opinion of the MDTA's management, the settlement of these claims will not have a material adverse effect on the accompanying financial statements.

NOTE 11**Relationships with Other Governmental Agencies**

The MDTA has entered into contractual agreements and performs services for other governmental agencies. The MDTA receives rent, interest income, and fees for services, which are included in intergovernmental revenue in the accompanying financial statements. In addition, other governmental agencies provide services to the MDTA, which are included in the appropriate expense category.

The MDTA's intergovernmental revenue for the year ended June 30, 2023, is as follows:

Intergovernmental Revenue Summary	
Maryland Aviation Administration	\$ 26,810
Internal Revenue Service	14,004
Maryland Port Administration	7,845
Motor Vehicle Administration	839
State Highway Administration and Other	6,978
Total	\$ 56,477

Maryland Aviation Administration

The MDTA Police provide law enforcement services to the Maryland Aviation Administration (MAA) at BWI Marshall Airport. Protection is provided in the main terminal and all surrounding roadways, parking garages and lots, as well as the rental car and cargo facilities. The MDTA Police also furnish communications services and K-9 teams trained in explosives detection. For the year ended June 30, 2023, \$26,810 was received from the MAA.

The MAA entered into a \$20,000 loan agreement with the MDTA, plus deferred interest, for improvements to Concourse A at BWI Marshall Airport. The MDTA retains a leasehold interest in the property for the life of the loan. The loan was fully drawn in fiscal 2021 and debt service payments began on January 15, 2021. Level debt service at a 1.53% financing rate will be paid through July 15, 2033. The loan to the MAA is subject to prepayment at any time.

Internal Revenue Service

For the year ended June 30, 2023, the MDTA received a subsidy of \$14,004 from the Internal Revenue Service for interest payments due on the Series 2009B and 2010B Build America Bonds (BABs). The 35% BABs interest payment subsidy was subject to a 5.7% reduction caused by sequestration that was effective during the federal fiscal year.

Maryland Port Administration

The MDTA Police provide law enforcement services at the Maryland Port Administration's (MPA) facilities. Among the areas protected at the Port of Baltimore are the Seagirt and Dundalk Marine Terminals (landside and waterside) and the Cruise Maryland Passenger Terminal, as well as the MPA's World Trade Center headquarters building in downtown Baltimore. For the year ended June 30, 2023, intergovernmental revenue of \$7,845 was received from the MPA.

Intergovernmental Financing Agreement Receivables

The MDTA has entered into lease agreements with other governmental agencies, whereby the MDTA loaned or issued non-recourse debt to finance certain other governmental agencies' projects.

The MDTA's intergovernmental financing agreement receivable outstanding as of June 30, 2023 consisted of the following:

	Intergovernmental Financing Receivable
Maryland Aviation Administration	\$ 232,916
Maryland Department of General Services	11,180
Total	244,096
Current portion	21,920
Non-current portion	222,176
Total	\$ 244,096

Maryland Aviation Administration

The MDTA has intergovernmental financing agreements with the MAA. The MDTA borrowed funds to finance the development and construction of certain airport facilities projects at the BWI Marshall Airport. The MDTA leases these airport facilities project assets to MAA under leases expiring on the date when the MDTA has recovered its costs related to the airport facilities projects. Per the related facility lease and financing agreements, amounts due to the MDTA under these leases are identical to the debt payment terms of the BWI Airport Consolidated Rental Car Facility Bonds and the BWI Airport Passenger Facility Charge Revenue Bonds (see Note 6 for additional information). The MAA funds lease payments to the MDTA through revenues received from the facilities financed.

The present value of the intergovernmental financing agreements for the year ended June 30, 2023 is as follows:

Year Ended June 30,	Consolidated Rental Car Facility	BWI Airport PFC Project-2012A	BWI Airport PFC Project-2012B	BWI Airport Variable Rate PFC Project-2012C	BWI Airport PFC Project-2014	BWI Airport PFC Project-2019	Total
2024	\$ 4,765	\$ 2,560	\$ 7,220	\$ —	\$ 2,020	\$ 4,190	\$ 20,755
2025	5,080	2,690	7,390	—	2,080	4,400	21,640
2026	5,420	2,820	7,575	—	2,145	4,615	22,575
2027	5,780	2,965	7,765	—	2,215	4,850	23,575
2028	6,165	3,110	—	7,855	2,285	5,090	24,505
2029-2033	37,545	14,075	—	35,545	12,705	29,545	129,415
2034-2038	—	—	—	—	2,840	36,460	39,300
2039	—	—	—	—	—	8,145	8,145
Total Bonds Payable	64,755	28,220	29,950	43,400	26,290	97,295	289,910
Plus: Premium on Bonds Payable	—	1,039	324	—	555	11,333	13,251
Plus: Deferred Amount on Refunding	—	—	—	—	—	—	—
Plus: Interest Payable	2,153	107	62	142	78	357	2,899
Plus: Accounts Payable/Accrued Liab.	5	—	—	22	—	2,385	2,412
	2,158	1,146	386	164	633	14,075	18,562
Less: Cash & Investments	20,382	25,646	805	147	291	28,027	75,298
Less: Accounts Receivable	64	—	—	—	—	—	64
Less: Interest Receivable/Accrued Int.	68	88	1	—	—	37	194
	20,514	25,734	806	147	291	28,064	75,556
Net Investments in Intergovernmental Receivable	\$ 46,399	\$ 3,632	\$ 29,530	\$ 43,417	\$ 26,632	\$ 83,306	\$ 232,916

Intergovernmental Financing Agreement Improvement Fund Payables

Maryland Aviation Administration

The MDTA holds funds to be used for future improvement projects in connection with the CFC and PFC airport improvement program. The respective funds are included in the intergovernmental payable in the accompanying statements as pledged revenues that secure the BWI Airport Consolidated Rental Car Facility Bonds and the BWI Airport Passenger Facility Charge Revenue Bonds.

The present value of the improvement fund payables as of June 30, 2023 is as follows:

	BWI Marshall Airport	
	Consolidated Rental Car Facility	Passenger Facility Charge Program
Cash & Investments	\$ 8,214	\$ 79,909
Investments Accrued Interest	—	—
Interest Receivable	35	324
	<u>8,249</u>	<u>80,233</u>
Less: Accrued Liability	—	—
Less: Accounts Payable	1	—
	<u>1</u>	<u>—</u>
Plus: Revenue Allocation	—	1,019
	<u>—</u>	<u>1,019</u>
Net Improvement Fund Payable	<u>\$ 8,248</u>	<u>\$ 81,252</u>

Maryland Department of General Services

The MDTA has an intergovernmental financing agreement with the Maryland Department of General Services (DGS). The MDTA borrowed funds to finance and refinance the development and construction of a parking garage for State of Maryland employees in Annapolis, Maryland. The MDTA leases the project to DGS under a lease expiring on the date at which the MDTA has recovered its costs related to the parking facility project. Per the related facility lease and financing agreement, amounts due to the MDTA under the lease are identical to the debt payment terms of the Lease Revenue Refunding Bond, Calvert Street Parking Garage Project. DGS funds the lease through rental payments to the MDTA's Trustee equal to the schedule of debt service requirements for the bond (see Note 6 for additional information).

The present value of the intergovernmental financing agreement as of June 30, 2023 is as follows:

Year Ended June 30,	Calvert Street Parking Facilities
2024	\$ 1,165
2025	1,195
2026	1,223
2027	1,256
2028	1,287
2029-2033	6,226
Total Bonds Payable	12,352
Plus: Interest Payable	161
	161
Less: Cash & Investments	1,329
Less: Interest Receivable	4
	1,333
Net Investments in Intergovernmental Financing Receivable	\$ 11,180





Required Supplemental Information

Schedule of Required Supplementary Information
MDTA'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY

Last Ten Fiscal Years*

	2022	2021	2020	2019	2018	2017	2016	2015	2014*
Employees' Retirement and Pension System									
MDTA's proportion of the net pension liability	1.29%	1.26%	1.26%	1.25%	1.2%	1.0%	1.0%	1.1%	1.0%
MDTA's proportion share of the net pension liability	\$ 241,430,576	\$ 175,533,974	\$ 265,685,117	\$ 241,753,266	\$ 250,549,000	\$ 213,150,296	\$ 245,153,922	\$ 222,653,101	\$ 172,253,706
MDTA's covered payroll**	96,117,365	96,130,505	93,145,778	84,576,190	89,159,983	85,379,902	88,745,807	89,512,576	81,957,232
MDTA's proportion share of the net pension liability as a percentage of its covered payroll	251.2%	182.6%	285.2%	285.8%	281.0%	249.6%	276.2%	248.7%	210.2%
Plan fiduciary net position as a percentage of the total pension liability	76.3%	81.8%	70.7%	72.3%	71.2%	69.4%	65.8%	68.8%	71.9%

This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, the MDTA will present information for those years for which the information is available.

*The year ended June 30, 2014 was the first year of implementation.

**In 2015 and 2016, covered payroll included regular pay, overtime and shift differential. In 2017, the definition for covered payroll was revised to only include regular pay.

**MDTA CONTRIBUTIONS TO THE
MARYLAND STATE RETIREMENT AND PENSION SYSTEM**

Last Ten Fiscal Years

(In Thousands)

Employees' Retirement and Pension System

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Contractually required contribution	\$ 31,080	\$ 27,555	\$ 27,720	\$ 25,299	\$ 24,175	\$ 23,815	\$ 24,019	\$ 21,900	\$ 22,582	\$ 22,619
Contributions in relation to the contractually required contribution	(31,080)	(27,555)	(27,720)	(25,299)	(24,175)	(23,815)	(24,019)	(21,900)	(22,582)	(22,619)
Contribution deficiency (excess)	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —
MDTA's covered payroll	\$ 105,864	\$ 96,117	\$ 96,131	\$ 93,146	\$ 84,576	\$ 89,160	\$ 85,380	\$ 88,746	\$ 89,512	\$ 81,957
Contributions as a percentage of covered payroll	29.31%	28.67%	28.84%	27.16%	28.58%	26.71%	28.13%	24.68%	25.23%	27.60%





Other Supplemental Information

Maryland Transportation Authority
COMBINED SCHEDULE OF REVENUE AND EXPENSES-ALL FACILITIES

For the Fiscal Year Ended June 30, 2023

	TOTAL	JFK/I-95	I-95 EXPRESS TOLL LANES*	HATEM BRIDGE	NICE/MIDDLETON BRIDGE	BAY BRIDGE	HARBOR TUNNEL	KEY BRIDGE	FORT MCHENRY TUNNEL	INTERCOUNTY CONNECTOR	POLICE AT MDOT	MULTI-AREA OPERATIONS AND POLICE
TOLL REVENUE:												
Pay-By-Plate	\$ 3,891,217	\$ 434,842	\$ 28,958	\$ 55,947	\$ 179,031	\$ 400,035	\$ 796,521	\$ 332,973	\$ 1,066,613	\$ 596,297	\$ —	\$ —
E-ZPass Tolls	602,977,555	164,490,495	12,746,868	11,563,239	15,924,150	42,569,963	79,515,691	44,791,561	174,865,540	56,510,048	—	—
Video Tolling	148,831,841	30,288,116	1,136,714	3,623,609	7,352,541	12,321,147	26,946,680	10,979,697	43,697,113	12,486,224	—	—
Total Toll Revenue	\$755,700,613	\$ 195,213,453	\$ 13,912,540	\$ 15,242,795	\$ 23,455,722	\$ 55,291,145	\$ 107,258,892	\$ 56,104,231	\$ 219,629,266	\$ 69,592,569	\$ —	\$ —
Toll Administrative Fees	\$ 41,396,177	\$ 7601,620	\$ 499,236	\$ 2,540,104	\$ 1,376,391	\$ 3,634,016	\$ 6,553,661	\$ 2,807,352	\$ 11,137,148	\$ 5,246,674	\$ —	\$ (25)
Intergovernmental Revenue	56,476,501	4,007,318	—	—	—	—	—	—	—	14,004,315	34,395,576	4,069,292
Concessions	6,303,299	6,303,299	—	—	—	—	—	—	—	—	—	—
Miscellaneous Revenue	1,956,143	552,612	—	—	—	118,220	344,947	3,376	417,337	3,860	—	515,791
Total Other Revenue	\$ 106,132,120	\$ 18,464,849	\$ 499,236	\$ 2,540,104	\$ 1,376,391	\$ 3,752,236	\$ 6,898,608	\$ 2,810,728	\$ 11,554,485	\$ 19,254,849	\$ 34,395,576	\$ 4,585,058
GROSS REVENUE	\$ 861,832,733	\$ 213,678,302	\$ 14,411,776	\$ 17,782,899	\$ 24,832,113	\$ 59,043,381	\$ 114,157,500	\$ 58,914,959	\$ 231,183,751	\$ 88,847,418	\$ 34,395,576	\$ 4,585,058
EXPENSES												
(Excluding General and Administrative Expenses)												
Operations & Maintenance Salaries	\$ 58,813,930	\$ 10,007,278	\$ —	\$ 269,060	\$ 2,123,868	\$ 4,637,079	\$ 6,523,258	\$ 2,452,840	\$ 7,124,015	\$ 4,326,758	\$ —	\$ 21,349,772
Police Patrol Salaries	99,619,762	8,047,393	—	3,073,364	2,732,744	4,509,791	3,249,661	2,319,754	10,380,192	4,272,843	32,649,374	28,384,648
Operations & Maintenance and Expenses	173,563,213	3,918,679	—	1,249,193	1,101,076	7,857,163	3,378,711	3,073,067	4,552,166	2,320,040	—	146,113,117
Patrol Expenses	13,546,568	6,607,484	—	46,872	50,625	68,654	—	22,802	767,285	59,828	1,744,777	4,178,242
Total Expenses	\$ 345,543,473	\$ 28,580,834	\$ —	\$ 4,638,489	\$ 6,008,313	\$ 17,072,687	\$ 13,151,630	\$ 7,868,463	\$ 22,823,658	\$ 10,979,469	\$ 34,394,151	\$ 200,025,779
Depreciation and Amortization	\$ 197,049,036											
Pension	32,684,512											
GENERAL AND ADMINISTRATIVE EXPENSES												
Administrative Salaries	\$ 22,223,423											
Other Expenses	10,480,972											
TOTAL EXPENSES	\$ 607,981,416											
EXCESS OF GROSS REVENUE OVER EXPENSES TOLL REVENUE :	\$ 253,851,317											

* Expenses for the I-95 Express Toll Lanes are combined with JFK/I-95
Note: Numbers may not sum to total due to rounding

Maryland Transportation Authority
Bank of New York Mellon, Trustee
M&T Bank, Trustee

MASTER INVESTMENT SCHEDULE

INVESTMENT OF FUNDS

June 30, 2023

Transportation Facilities Projects	\$	994,917,270
Intercounty Connector Depository		361
BWI Marshall Airport Consolidated Rental Car Facility		28,595,863
BWI Marshall Airport Passenger Facility Charge Projects		135,840,695
Calvert Street Parking Garage		1,329,313
Total Current and Noncurrent Cash, Cash Equivalents and Investments	\$	1,160,683,502

TRANSPORTATION FACILITIES PROJECTS

INVESTMENT OF FUNDS

Created Under Article V of the Trust Agreement

June 30, 2023

Operating	\$ 28,580,144
	<u>\$ 28,580,144</u>
General	300,229,590
Maintenance & Operations Reserve	49,985,096
Capital	510,159,344
Unrestricted Excluding Operating	<u>\$ 860,374,030</u>
Construction Series 2020	—
Construction Series 2021	—
Construction Series 2022	95,173
Bond Service & Debt Service Reserves	105,867,923
Restricted Bond & Capital	<u>\$ 105,963,096</u>
Total	<u><u>\$ 994,917,270</u></u>

Maryland Transportation Authority
Bank of New York Mellon, Trustee

INTERCOUNTY CONNECTOR

INVESTMENT OF FUNDS

Funds Created Under Article V of the Trust Agreement and Depository Agreement
June 30, 2023

ICC Depository	\$	361
Total	\$	361

Maryland Transportation Authority
Bank of New York Mellon, Trustee

BWI MARSHALL AIRPORT CONSOLIDATED RENTAL CAR FACILITY

INVESTMENT OF FUNDS

Funds Created Under Article IV of the 2002 Rental Car Facility Trust Agreement
June 30, 2023

Facility Improvement	\$	8,214,248
Pledged Revenue		955,393
Debt Service Reserve		9,289,459
Coverage		1,392,988
Bond Service		8,743,774
Total	\$	28,595,862

Maryland Transportation Authority
M&T Bank, Trustee

BWI MARSHALL AIRPORT PASSENGER FACILITY CHARGE PROJECTS

INVESTMENT OF FUNDS

Funds Created Under Article IV of the 2003 PFC Trust Agreement

June 30, 2023

Facility Improvement	\$	79,909,545
Construction		27,210,086
Pledged Revenue		3,093,494
Debt Service Reserve		25,267,956
Bond Service		359,614
Total	\$	135,840,695

Maryland Transportation Authority
Bank of New York Mellon, Trustee

CALVERT STREET PARKING GARAGE

INVESTMENT OF FUNDS

Funds Created Under Article IV of the 2005 Calvert Trust Agreement

June 30, 2023

Expense	\$	3
Bond Service		1,329,310
Total	\$	1,329,313



Statistical Section



STATISTICAL Section Index

This part of the Maryland Transportation Authority’s Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, notes, disclosures and required supplementary information says about the MDTA’s overall financial health.

Contents

Financial Trends

These schedules contain trend information to help the reader understand how the MDTA’s financial performance and well-being have changed over time.91

Revenue Capacity

These schedules contain information to help the reader assess the MDTA’s revenues. The most significant revenue source for the MDTA are tolls.93

Debt Capacity

These schedules present information to help the reader assess the affordability of the MDTA’s current level of outstanding debt and the ability to issue additional debt in the future.98

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which the MDTA’s financial activities take place.103

Operations

This section offers operating data to help the reader understand how the information in the MDTA’s financial reports relates to the services it provides.....106

Financial Trends

SCHEDULE OF NET POSITION

For The Fiscal Years Ended June 30

(In Thousands)

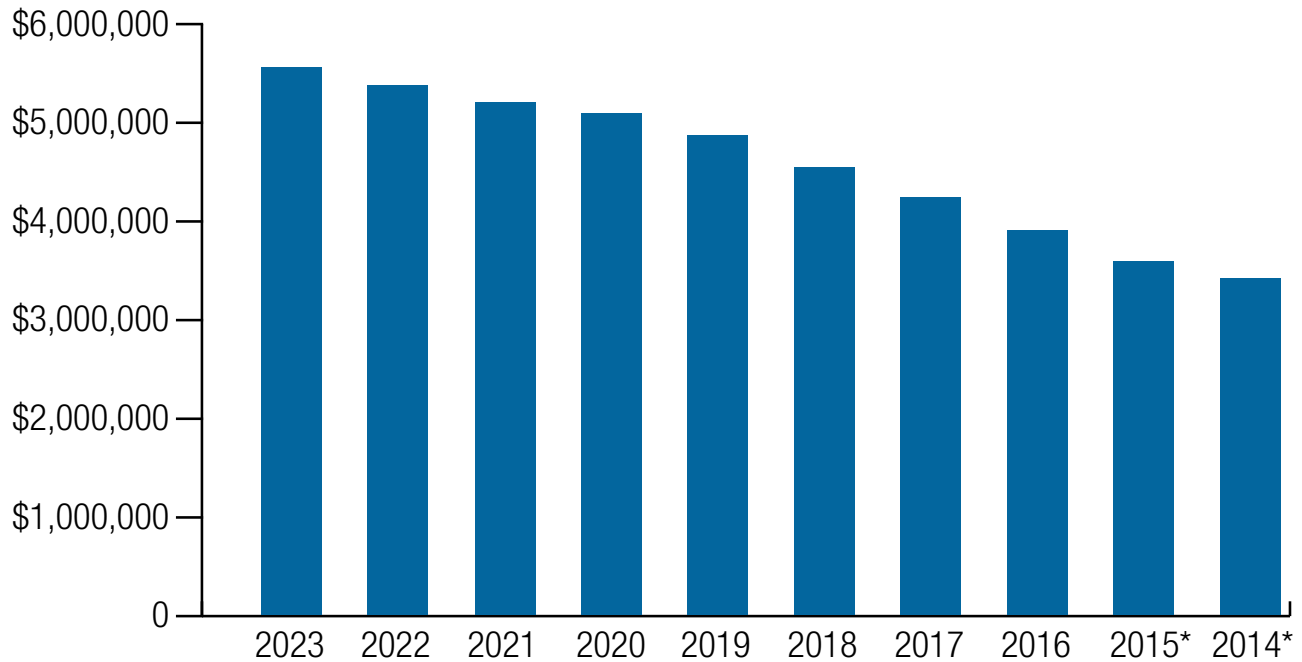
	2023	2022	2021	2020	2019	2018	2017	2016	2015*	2014*
Net Investment in Capital Assets	\$ 4,891,008	\$ 4,609,277	\$ 4,112,772	\$ 4,349,068	\$ 4,673,927	\$ 4,351,581	\$ 3,457,877	\$ 3,272,233	\$ 3,063,514	\$ 2,780,650
Restricted	100,061	88,929	126,976	108,948	25,592	118,729	120,135	111,091	102,770	176,533
Unrestricted	559,129	666,678	958,595	621,583	159,750	67,795	650,343	512,355	417,371	451,236
Total Net Position	\$ 5,550,198	\$ 5,364,884	\$ 5,198,343	\$ 5,079,599	\$ 4,859,269	\$ 4,538,105	\$ 4,228,355	\$ 3,895,679	\$ 3,583,655	\$ 3,408,419

* Beginning net position balances were restated.

TOTAL NET POSITION

For the Fiscal Years Ended June 30

(In Thousands)



SCHEDULE OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

For The Fiscal Years Ended June 30

(In Thousands)

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Operating Revenues:										
Toll	\$ 755,701	\$ 702,659	\$ 646,934	\$ 584,618	\$ 674,568	\$ 676,726	\$ 670,760	\$ 644,658	\$ 649,791	\$ 615,579
Intergovernmental	56,477	93,795	46,430	97,260	132,134	129,675	129,931	130,301	128,579	148,603
Toll administrative	41,396	37,354	25,762	43,278	47,797	48,121	61,263	40,712	42,751	34,534
Concession	6,303	5,760	5,009	5,317	6,649	6,337	6,006	6,213	5,070	3,314
Other	1,956	2,397	3,161	2,600	1,386	1,536	1,645	14,195	1,568	2,612
Total operating revenue	861,833	841,965	727,296	733,073	862,534	862,395	869,605	836,079	827,759	804,642
Operating Expenses:										
Collection, police patrol, and maintenance	334,708	317,464	282,666	242,374	247,813	230,408	226,728	216,226	210,058	216,244
Major repairs, replacements, and insurance	10,836	9,086	10,109	8,447	7,900	8,244	7,224	3,269	8,153	7,760
General and administrative	32,704	29,943	30,680	34,147	33,705	31,550	32,099	37,372	35,407	35,191
Depreciation	197,049	174,827	163,249	158,887	161,635	144,784	127,869	124,094	112,177	110,085
Pension Expense	32,685	14,929	34,861	31,292	37,253	24,094	24,931	41,564	20,193	—
Total operating expenses	607,982	546,249	521,565	475,147	488,306	439,080	418,851	422,525	385,988	369,280
Income from operations	253,851	295,716	205,731	257,926	374,228	423,315	450,754	413,554	441,771	435,362
Non-operating Revenues (Expenses)										
Investment revenue (expense)	13,034	(19,157)	906	23,033	19,444	(1,376)	(126)	13,082	3,452	3,340
Restricted interest income on investments	4,549	(964)	278	607	2,809	7,284	970	1,423	2,309	1,436
Gain/Loss on disposal of land/infrastructure	(1,666)	(23,567)	(6,689)	(5,180)	(5,626)	(20,069)	(6,026)	(6,155)	(2,303)	(8,658)
Interest expenses	(84,454)	(85,487)	(81,482)	(65,637)	(69,691)	(99,404)	(112,896)	(109,880)	(101,568)	(91,668)
Total non-operating revenue and expenses	(68,537)	(129,175)	(86,987)	(47,177)	(53,064)	(113,565)	(118,078)	(101,530)	(98,110)	(95,550)
Change in net position	185,314	166,541	118,744	210,749	321,164	309,750	332,676	312,024	343,661	339,812
Net Position - Beginning of Year*	5,364,884	5,198,343	5,079,599	4,868,850	4,538,105	4,228,355	3,895,679	3,583,655	3,239,994	3,068,607
Net Position - End of Year	\$ 5,550,198	\$ 5,364,884	\$ 5,198,343	\$ 5,079,599	\$ 4,859,269	\$ 4,538,105	\$ 4,228,355	\$ 3,895,679	\$ 3,583,655	\$ 3,408,419

*Beginning net position was restated for fiscal year 2014 due to the implementation of GASB No. 65, for fiscal year 2015 due to the implementation of GASB Statement No. 68, and for fiscal year 2020 due to a change in revenue recognition policy.

Revenue Capacity

TOLL TRANSACTIONS BY VEHICLE CLASS

For The Fiscal Years Ended June 30

(In Thousands)

	2023	2022	2021 ⁽²⁾	2020	2019 ⁽¹⁾	2018	2017	2016	2015	2014
Two Axle	130,533	121,243	97,373	122,300	149,136	148,965	147,355	141,857	131,302	121,490
Three Axle	2,187	2,216	1,883	2,159	2,357	2,307	2,165	2,012	1,863	1,719
Four Axle	1,617	1,641	1,495	1,468	1,571	1,524	1,431	1,352	1,221	1,139
Five Axle	7,149	6,676	5,954	6,083	6,423	6,286	6,034	5,796	5,455	5,201
Six Axle	199	199	224	203	194	178	169	133	131	114
Video Tolling	21,148	20,229	25,349	5,651	7,145	6,068	6,470	6,118	3,761	3,328
Total Toll Transactions	162,833	152,204	132,278	137,864	166,825	165,328	163,624	157,268	143,733	132,991
Percentage of E-ZPass Transactions	86%	86%	81%	86%	81%	80%	78%	77%	76%	75%

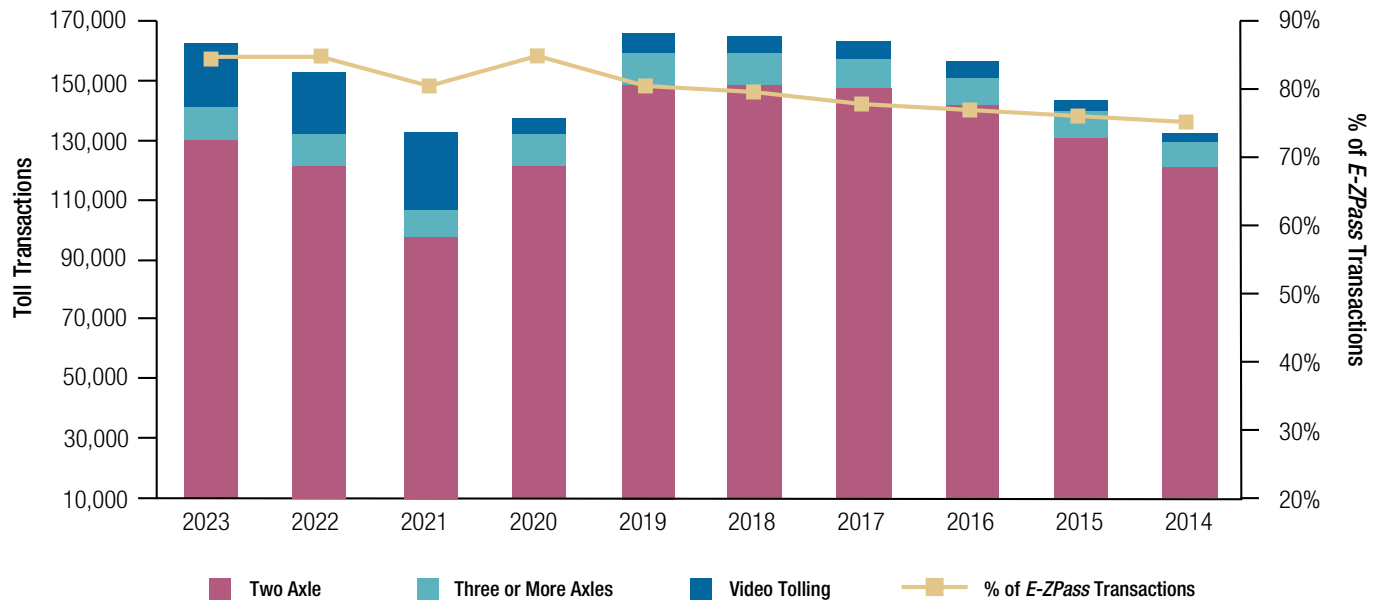
(1) FY 2019 transactions were restated due to a change in accounting policy.

(2) FY 2021 transactions were corrected in FY 2022.

TOLL TRANSACTIONS BY VEHICLE CLASS

For the Fiscal Years Ended June 30

(In Thousands)



TOLL REVENUE BY VEHICLE CLASS

For The Fiscal Years Ended June 30

(In Thousands)

	2023	2022	2021	2020	2019 ⁽¹⁾	2018	2017	2016	2015	2014
Two Axle	\$ 368,815	\$ 343,210	\$ 253,506	\$ 343,821	\$ 429,483	\$ 433,431	\$ 434,045	\$ 417,598	\$ 429,836	\$ 405,845
Three Axle	17,598	17,799	14,313	17,026	18,565	18,404	17,444	16,513	17,121	16,196
Four Axle	20,695	20,814	18,536	18,498	19,948	19,592	18,671	17,867	17,897	16,887
Five Axle	202,381	187,556	165,658	174,256	182,004	179,250	173,777	168,449	167,925	162,046
Six Axle	6,893	6,858	6,539	6,998	6,707	6,303	5,925	4,791	4,989	4,465
Commercial Usage Discounts	(9,513)	(11,891)	(7,602)	(9,931)	(9,785)	(9,203)	(7,944)	(7,450)	(6,957)	(6,528)
Video Tolling	148,832	138,313	195,984	33,951	38,220	28,949	28,841	26,890	18,980	16,668
Total Toll Revenue	\$ 755,701	\$ 702,659	\$ 646,934	\$ 584,618	\$ 685,142	\$ 676,727	\$ 670,759	\$ 644,658	\$ 649,791	\$ 615,579

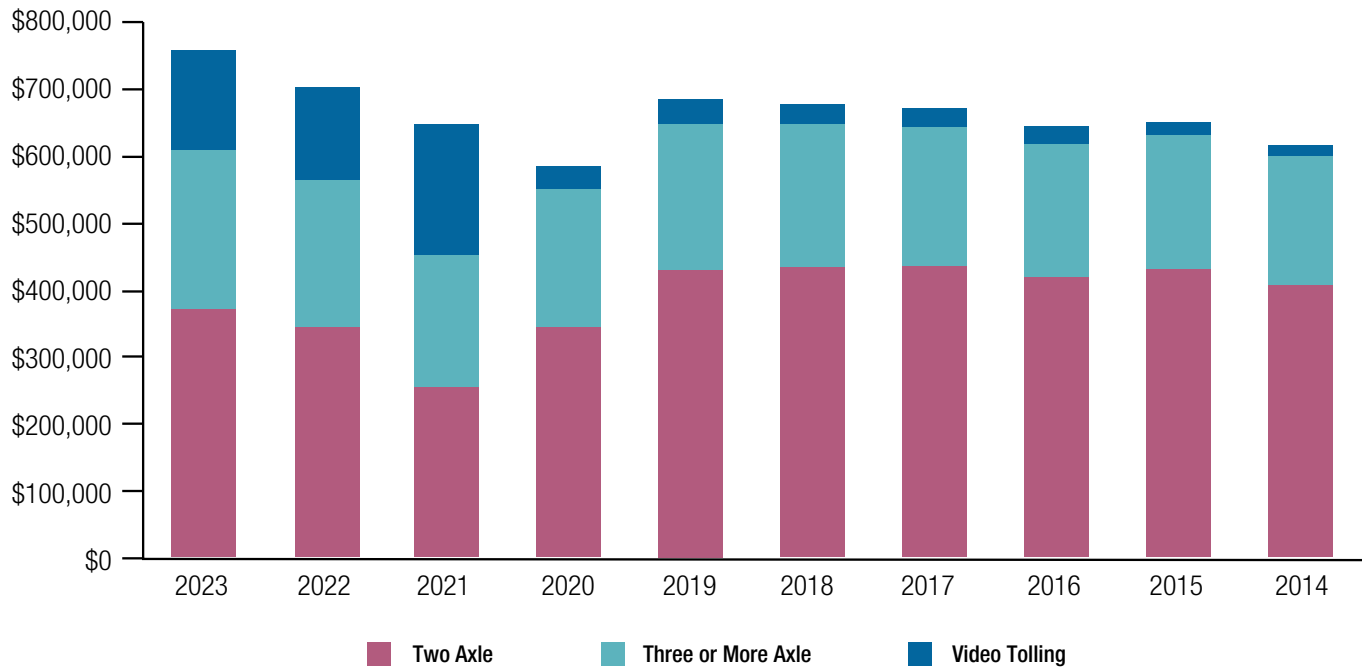
(1) FY 2019 toll revenue was restated due to a change in accounting policy.

NOTE: Numbers may not sum to total due to rounding.

TOLL REVENUE BY VEHICLE CLASS

For the Fiscal Years Ended June 30

(In Thousands)



TOLL TRANSACTIONS BY FACILITY

For The Fiscal Years Ended June 30

(In Thousands)

	2023	2022	2021 ⁽²⁾	2020	2019 ⁽¹⁾	2018	2017	2016	2015	2014
John F. Kennedy Memorial Highway (JFK)	15,431	14,214	12,802	12,610	15,305	15,451	15,548	15,163	14,690	14,377
I-95 Express Toll Lanes (ETL) ⁽³⁾	8,782	8,144	6,973	7,778	9,964	9,393	9,031	8,266	3,946	—
Thomas J. Hatem Memorial Bridge (Hatem)	4,443	4,489	4,250	4,436	5,102	5,086	5,102	5,090	5,246	4,948
Harry W. Nice/Middleton Bridge (Nice/Middleton)	3,325	2,982	2,525	2,808	3,340	3,325	3,419	3,381	3,305	3,243
William Preston Lane Bridge (WPL)	13,254	12,920	11,402	11,644	13,636	13,518	13,587	13,272	12,856	12,759
Baltimore Harbor Tunnel (BHT)	28,760	24,982	17,072	14,279	20,949	28,010	27,612	28,287	27,098	24,893
Francis Scott Key Bridge (FSK)	12,430	11,805	11,372	12,114	12,922	11,425	11,311	11,195	10,627	10,419
Fort McHenry Tunnel (FMT)	42,966	41,559	39,625	42,638	48,665	44,719	45,380	42,639	41,847	41,875
Intercounty Connector (ICC)	33,442	31,109	26,257	29,557	36,942	34,401	32,634	29,975	24,118	20,477
Total Toll Transactions	162,833	152,204	132,278	137,864	166,825	165,328	163,624	157,268	143,733	132,991

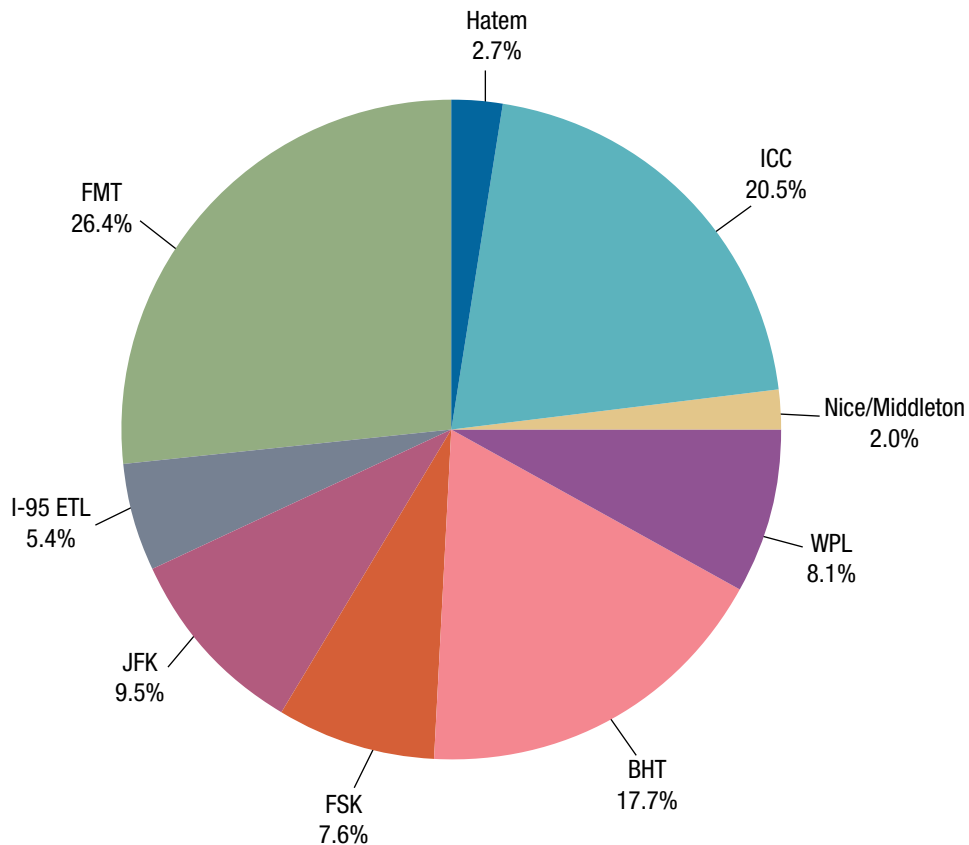
(1) FY 2019 toll transactions were restated due to a change in accounting policy.

(2) FY 2021 transactions were corrected in FY 2022.

(3) The I-95 Express Toll Lanes opened to traffic in December 2014.

TOLL TRANSACTIONS BY FACILITY

For the Fiscal Year Ended June 30



NOTE: Numbers may not sum to total due to rounding.

TOLL REVENUE BY FACILITY

For The Fiscal Years Ended June 30

(In Thousands)

	2023	2022	2021	2020	2019 ⁽³⁾	2018	2017	2016	2015	2014
John F. Kennedy Memorial Highway (JFK)	\$ 195,212	\$ 176,854	\$ 170,775	\$ 153,480	\$ 175,490	\$ 174,368	\$ 173,381	\$ 168,864	\$ 164,460	\$ 160,751
I-95 Express Toll Lanes (ETL) ⁽¹⁾	13,913	12,921	10,486	10,762	14,162	13,148	12,478	11,385	6,146	—
Thomas J. Hatem Memorial Bridge (Hatem)	15,243	17,730	18,913	11,735	12,201	11,406	11,916	11,645	11,056	10,050
Harry W. Nice/Middleton Bridge (Nice/Middleton)	23,456	20,840	18,213	17,601	20,967	20,500	21,248	20,999	21,223	20,241
William Preston Lane Bridge (WPL)	55,291	53,921	49,921	46,010	53,459	52,730	53,343	52,213	80,319	78,979
Baltimore Harbor Tunnel (BHT)	107,259	91,269	65,214	47,374	69,940	90,121	88,386	88,807	84,635	76,825
Francis Scott Key Bridge (FSK)	56,104	53,026	52,633	47,787	50,388	45,158	44,311	42,686	42,431	39,761
Fort McHenry Tunnel (FMT)	219,629	212,537	210,240	193,607	217,865	201,784	201,379	188,746	183,503	180,943
Intercounty Connector (ICC) ⁽²⁾	69,593	63,560	50,539	56,262	70,669	67,511	64,317	59,313	56,018	48,029
Total Toll Revenue	\$ 755,701	\$ 702,659	\$ 646,934	\$ 584,618	\$ 685,142	\$ 676,726	\$ 670,759	\$ 644,658	\$ 649,791	\$ 615,579

(1) The I-95 Express Toll Lanes opened to traffic in December 2014.

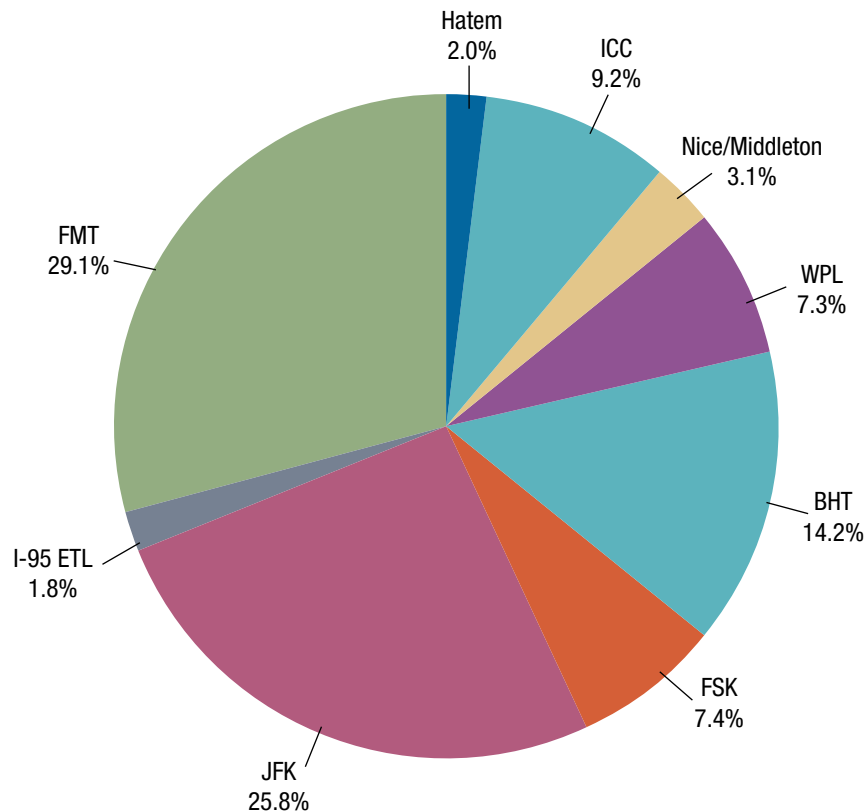
(2) The first section of the Intercounty Connector opened on February 23, 2011 and the second section opened on November 22, 2011. The final section opened in Fall 2014.

(3) FY 2019 toll revenue was restated due to a change in accounting policy.

NOTE: Numbers may not sum to total due to rounding.

TOLL REVENUE BY FACILITY

For the Fiscal Year Ended June 30



NOTE: Numbers may not sum to total due to rounding.

HISTORY OF TOLL RATES BY FACILITY ⁽¹⁾

Vehicle Class	JFK Memorial Highway and Hattem Bridge	Baltimore Harbor Crossings ⁽²⁾	Chesapeake Bay Bridge	Nice Bridge
Toll Collection	One direction only	Both directions	One direction only	One direction only
July 1, 2006 to April 30, 2009				
Two Axle Vehicles				
Cash and <i>E-ZPass</i>	\$5.00	\$2.00	\$2.50	\$3.00
Commuters	0.80/Unlimited ⁽³⁾	0.40	1.00	0.60
Three Axle Vehicles	10.00	4.00	5.00	6.00
Four Axle Vehicles	15.00	6.00	7.50	9.00
Five Axle Vehicles	20.00	8.00	10.00	12.00
Six Axle Vehicles	25.00	10.00	12.50	15.00
Toll Rates May 1, 2009 to October 31, 2011				
Two Axle Vehicles				
Cash and <i>E-ZPass</i>	No Change			
Commuters	No Change			
Three Axle Vehicles	15.00	6.00	9.00	9.00
Four Axle Vehicles	23.00	9.00	12.00	12.00
Five Axle Vehicles	30.00	12.00	15.00	15.00
Six Axle Vehicles	38.00	15.00	18.00	18.00
Toll Rates November 1, 2011 to December 31, 2011				
Two Axle Vehicles				
Cash and <i>E-ZPass</i> ⁽⁴⁾	6.00	3.00	4.00	4.00
Commuters	1.50/Unlimited ⁽³⁾	0.75	1.00	1.00
Three Axle Vehicles	No Change			
Four Axle Vehicles	No Change			
Five Axle Vehicles	No Change			
Six Axle Vehicles	No Change			
Toll Rates January 1, 2012 to June 30, 2013				
Two Axle Vehicles				
Cash and <i>E-ZPass</i>	No Change			
Commuters	No Change			
Three Axle Vehicles	12.00	6.00	8.00	8.00
Four Axle Vehicles	18.00	9.00	12.00	12.00
Five Axle Vehicles	36.00	18.00	24.00	24.00
Six Axle Vehicles	45.00	23.00	30.00	30.00
Toll Rates July 1, 2013 to June 30, 2015				
Two Axle Vehicles				
Cash and <i>E-ZPass</i>	8.00	4.00	6.00	6.00
Commuters	2.80/Unlimited ⁽³⁾	1.40	2.10	2.10
Three Axle Vehicles	16.00	8.00	12.00	12.00
Four Axle Vehicles	24.00	12.00	18.00	18.00
Five Axle Vehicles	48.00	24.00	36.00	36.00
Six Axle Vehicles	60.00	30.00	45.00	45.00
Toll Rates July 1, 2015 to June 30, 2023				
Two Axle Vehicles				
Cash/Base Toll Rate and <i>E-ZPass</i> ⁽⁵⁾⁽⁷⁾	8.00	4.00	4.00	6.00
Commuters	2.80/Unlimited ⁽³⁾	1.40	1.40	2.10
Three Axle Vehicles ⁽⁶⁾	16.00	8.00	8.00	12.00
Four Axle Vehicles ⁽⁶⁾	24.00	12.00	12.00	18.00
Five Axle Vehicles	48.00	24.00	24.00	36.00
Six Axle Vehicles	60.00	30.00	30.00	45.00

(1) Excludes the Intercounty Connector and the I-95 Express Toll Lanes. Toll rates for these facilities vary by axles and by time of day based on peak, off-peak, and overnight pricing periods. Toll rates for the Intercounty Connector were approved on June 11, 2010. Toll rates for the I-95 Express Toll Lanes were approved on December 19, 2013. Toll rates at both facilities were reduced on July 1, 2015.

(2) Includes the Francis Scott Key Bridge, Fort McHenry Tunnel, and Baltimore Harbor Tunnel.

(3) The Hattem Bridge Plan provides unlimited passage at the Hattem Bridge for one year. The cost increased from \$5.00 to \$10.00 on May 1, 2009, and from \$10.00 to \$20.00 on July 1, 2013.

(4) Effective November 1, 2011, two axle vehicles with a Maryland *E-ZPass* account received a 10% discount on the cash toll rate and the video toll rate was set at 150% of the cash toll rate.

(5) Effective July 1, 2015, a discount of 37.5% was provided to two axle vehicles with a Maryland *E-ZPass* account at the Bay Bridge only and the discount for two axle vehicles with a Maryland *E-ZPass* account was increased from 10% to 25% at other facilities.

(6) Effective July 1, 2015, a 30% discount was provided to three and four axle vehicles with a Maryland *E-ZPass* account at the Hattem Bridge only.

(7) Effective August 6, 2021, cash collections were permanently eliminated at all MDTA facilities. What was formerly known as the "cash rate" is now referred to as the "base toll rate." Pay-By-Plate rates went into effect on April 29, 2021.

Debt Capacity

DEBT SERVICE COVERAGE & RATE COVENANT COMPLIANCE - REVENUE BONDS

For the Fiscal Years Ended June 30

(In Thousands)

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Revenues										
Toll	\$ 755,701	\$ 702,659	\$ 646,934	\$ 584,618	\$ 674,567	\$ 676,726	\$ 670,760	\$ 644,658	\$ 649,791	\$ 615,579
Concession	6,303	5,760	5,009	5,317	6,649	6,337	6,006	6,213	5,070	3,314
Other ⁽¹⁾	51,328	47,409	30,733	48,121	52,316	52,004	64,338	45,927	46,399	38,593
Revenue Adjustment ⁽²⁾	44,497	46,735	(191,584)	(23,886)	(14,290)	(13,758)	(14,490)	(14,003)	(13,356)	(12,219)
Pledged Investment Income ⁽³⁾	—	—	—	—	3,234	(102)	656	1,121	371	273
Gross Revenues	\$ 857,829	\$ 802,562	\$ 491,092	\$ 621,667	\$ 722,476	\$ 721,209	\$ 727,270	\$ 683,916	\$ 688,275	\$ 645,540
Expenses										
Operating	\$ 345,543	\$ 326,550	\$ 292,775	\$ 250,821	\$ 255,713	\$ 238,651	\$ 233,952	\$ 219,496	\$ 215,408	\$ 203,953
General & Administrative	32,704	29,943	58,400	59,446	57,880	55,644	57,030	59,272	59,662	55,241
Expense Adjustment ⁽⁴⁾	(39,033)	(35,085)	(34,061)	(41,837)	(33,816)	(30,799)	(31,773)	(32,189)	(29,597)	(28,187)
Total Expenses	\$ 339,215	\$ 321,408	\$ 317,114	\$ 275,928	\$ 279,777	\$ 263,496	\$ 259,209	\$ 246,579	\$ 245,473	\$ 231,007
Net Revenues, Rate Covenant Coverage	\$ 518,614	\$ 481,154	\$ 173,798	\$ 345,739	\$ 442,699	\$ 457,712	\$ 468,061	\$ 437,337	\$ 442,802	\$ 414,533
Hattem Bridge Net Revenues	13,144	16,262	16,686	10,261	—	—	—	—	—	—
Investment Income	17,583	(19,157)	1,184	23,640	—	—	—	—	—	—
Net Revenues, Debt Service Coverage ⁽⁵⁾	\$ 549,341	\$ 478,259	\$ 191,849	\$ 379,640						
Debt Service ⁽⁶⁾	\$ 137,753	\$ 104,919	\$ 61,716	\$ 91,282	\$ 92,531	\$ 129,467	\$ 138,415	\$ 126,929	\$ 107,800	\$ 121,158
Debt Service Coverage ⁽⁷⁾	3.99	4.56	3.11	4.16	4.78	3.54	3.38	3.45	4.11	3.42
Rate Covenant ⁽⁸⁾	3.14	3.82	2.35	3.16	3.99	2.95	2.82	2.87	3.42	2.85

(1) Other revenue includes collections in excess of calculated tolls, toll administrative fees, automatic vehicle identification decals, participation in maintenance, commissions, rental property, grants in lieu of federal funds and miscellaneous revenue.

(2) Non pledged revenue includes intergovernmental revenue, toll administrative fees, Thomas J. Hattem Bridge revenue, net toll receivables, and miscellaneous revenue.

(3) Due to account balance consolidation in fiscal 2021, investment income will not be included prospectively in the Rate Covenant calculation.

(4) Expense Adjustment includes expenses of the Thomas J. Hattem Bridge (General Account Project) and police reimbursable expenses for the Maryland Aviation Administration & the Maryland Port Administration.

(5) Net Revenues used for Debt Service Coverage includes Hattem Bridge Net Revenues and Investment Income that are not included in the Rate Covenant calculation.

(6) Debt Service (Bond Year) - January of current fiscal year and July 1st of the next fiscal year.

(7) Debt Service Coverage - Eligible net revenues divided by 100% of Bond Year debt service requirement. Board adopted Debt Policy requires minimum 2-times coverage.

(8) Rate Covenant - Eligible net revenues divided by 120% of Bond Year debt service and budgeted deposits to the Maintenance and Operations Reserve Account. Adherence to a rate covenant of greater than or equal to 1-times annually is required by the Trust Agreement.

DEBT LIMITATIONS

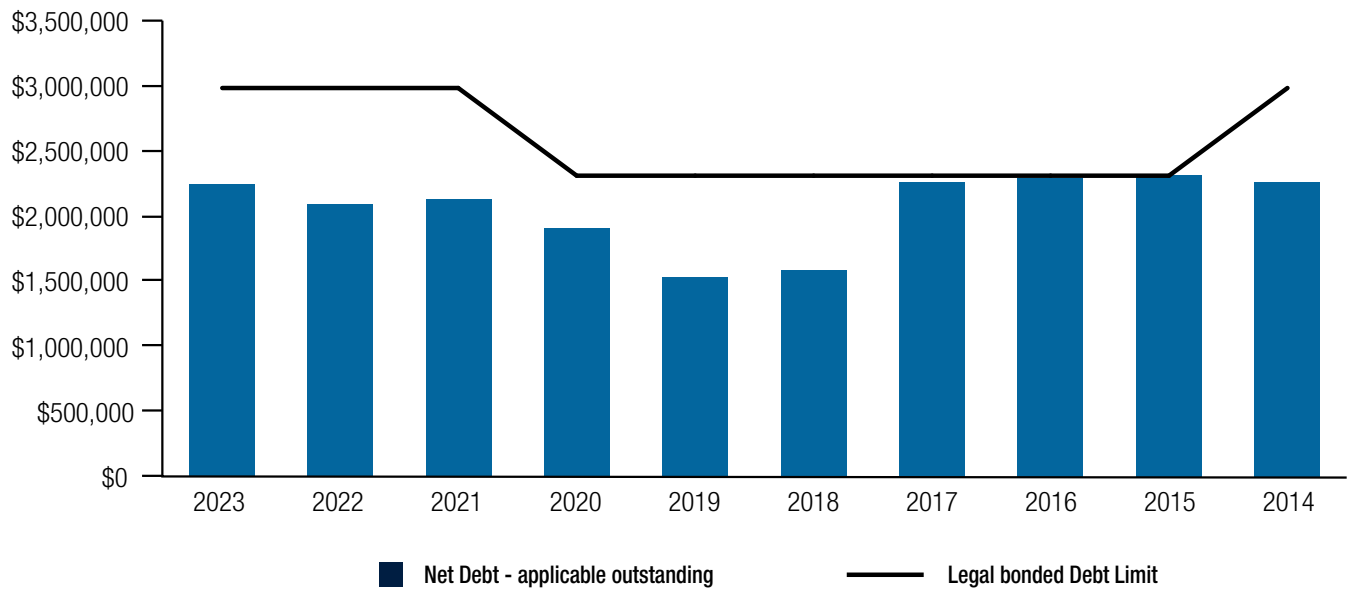
For The Fiscal Years Ended June 30
(In Thousands)

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Legal Bonded Debt Limit ⁽¹⁾	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 2,325,000	\$ 2,325,000	\$ 2,325,000	\$ 2,325,000	\$ 2,325,000	\$ 2,325,000	\$ 3,000,000
Net Debt - applicable debt outstanding	2,263,932	2,101,573	2,135,975	1,910,419	1,536,298	1,588,642	2,264,224	2,299,584	2,318,289	2,268,795
Total Legal Debt Margin	\$ 736,068	\$ 898,427	\$ 864,025	\$ 414,581	\$ 788,702	\$ 736,358	\$ 60,776	\$ 25,416	\$ 6,711	\$ 731,205
Outstanding Bond Debt as Percentage of Legal Bonded Debt Limit	75.5%	70.1%	71.2%	82.2%	66.1%	68.3%	97.4%	98.9%	99.7%	75.6%

(1) The statutory debt limit was temporarily lowered to \$2.325 billion for the fiscal 2015 through 2020 period and reverted to the prior \$3.0 billion limit in fiscal 2021.

DEBT OUTSTANDING AND LEGAL BONDED DEBT LIMIT

For the Fiscal Years Ended June 30
(In Thousands)



NON-RECOURSE DEBT OUTSTANDING

For The Fiscal Years Ended June 30

(In Thousands)

REVENUE BONDS (Non-Toll Backed)	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
BWI Rental Car Facility Bonds Series 2002	\$ 64,755	\$ 69,230	\$ 73,430	\$ 77,375	\$ 81,080	\$ 84,560	\$ 87,830	\$ 90,900	\$ 93,785	\$ 96,495
BWI Airport Parking Refunding Bonds Series 2012 A&B	—	—	—	101,135	113,620	125,515	136,900	148,055	159,860	171,180
BWI PFC Bonds Series 2012A	28,220	30,660	33,005	35,260	37,425	39,510	41,535	43,500	45,405	47,275
BWI PFC Bonds Series 2012B	29,950	37,010	43,925	50,705	57,220	63,485	69,510	75,360	81,040	86,610
BWI PFC Bonds Series 2012C (Variable Rate)	43,400	43,400	43,400	43,400	43,400	43,400	43,400	43,400	43,400	43,400
BWI PFC Bonds Series 2014	26,290	28,215	30,045	31,790	33,450	35,030	36,535	37,985	39,380	—
BWI PFC Bonds Series 2019	97,295	101,285	105,085	108,705	108,705	—	—	—	—	—
Metrorail Projects (WMATA) Bonds Series 2004	—	—	—	—	—	—	—	—	—	30,480
Metrorail Projects (WMATA) Refunding Bonds Series 2014	—	—	—	18,990	20,685	22,320	23,905	25,440	27,200	—
Calvert Street Parking Garage Bonds Series 2005	—	—	—	—	—	—	—	—	18,585	19,300
Calvert Street Parking Garage Refunding Bond Series 2015	12,352	13,491	14,604	15,689	16,750	17,786	18,011	18,011	—	—
GARVEE Bonds Series 2008	—	—	—	—	—	95,290	139,440	181,415	221,345	259,345
GARVEE Bonds Series 2017	—	—	—	—	—	34,390	—	—	—	—
GARVEE Bonds Series 2019	—	—	—	—	48,865	—	—	—	—	—
Total Non-Recourse Debt Outstanding	\$ 302,262	\$ 323,291	\$ 343,494	\$ 483,049	\$ 561,200	\$ 561,286	\$ 597,066	\$ 664,066	\$ 730,000	\$ 754,085

RATIO OF OUTSTANDING TOLL REVENUE DEBT PER TOLL TRANSACTION

For the Fiscal Years Ended June 30

(In Thousands)

Fiscal Year	Total Toll Revenue Debt Outstanding ^{(1) (5)}	Total Annual Debt Service ⁽²⁾	Total Transactions	Outstanding Toll Revenue Debt Per Toll Transaction ⁽⁵⁾	Debt Service Per Toll Transaction
2023	\$ 2,294,197	\$ 153,175	162,833	\$ 14.09	\$ 0.94
2022 ⁽⁴⁾	2,128,921	104,919	152,204	13.99	0.69
2021 ⁽⁴⁾	2,157,396	61,716	132,278	16.31	0.47
2020	1,936,975	91,282	137,864	14.05	0.66
2019 ⁽³⁾	1,557,106	92,531	166,825	9.33	0.55
2018	1,603,799	129,467	165,328	9.70	0.78
2017	2,276,668	138,415	163,624	13.91	0.85
2016	2,313,783	126,989	157,268	14.71	0.81
2015	2,334,232	107,785	143,733	16.24	0.75
2014	2,282,833	121,158	132,991	17.17	0.91

(1) Toll Revenue Debt Outstanding, Contractor Deposits, and Lease Liability; excludes Non-Recourse Debt Outstanding.

(2) Debt Service - Payable January 1st of the current fiscal year and July 1st of the next fiscal year.

(3) FY 2019 transactions were restated due to a change in accounting policy.

(4) FY 2021 and FY 2022 transactions were corrected in the subsequent fiscal year.

(5) Prior year amounts were restated in FY 2023 to include the MDTA's contractor deposits and lease liability.

TOLL-BACKED DEBT OUTSTANDING

For The Fiscal Years Ended June 30

(In Thousands)

TRANSPORTATION FACILITIES PROJECTS REVENUE BONDS	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Series 1992	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 3,000	\$ 5,818
Series 2004	—	—	—	—	—	—	—	—	—	68,970
Series 2007	—	—	—	—	—	—	289,280	295,605	296,780	297,905
Series 2008	—	—	—	—	—	—	525,170	535,565	545,560	555,175
Series 2008A	—	—	—	494,444	506,433	518,122	529,519	529,519	529,519	397,497
Series 2009A	—	—	—	—	—	77,645	88,515	98,870	98,870	98,870
Series 2009B	450,515	450,515	450,515	450,515	450,515	450,515	450,515	450,515	450,515	450,515
Series 2010A	—	—	—	5,520	10,775	15,780	20,590	25,260	29,795	29,795
Series 2010B	279,605	288,275	296,640	296,640	296,640	296,640	296,640	296,640	296,640	296,640
Series 2012 Refunding	—	—	48,105	52,335	56,400	60,270	63,995	67,610	67,610	67,610
Series 2017 Refunding	146,240	151,470	156,470	161,250	165,820	169,670	—	—	—	—
Series 2019 Refunding	13,375	26,110	38,240	49,715	49,715	—	—	—	—	—
Series 2020	393,265	400,000	400,000	400,000	—	—	—	—	—	—
Series 2021	739,380	746,005	746,005	—	—	—	—	—	—	—
Series 2022	39,198	39,198	—	—	—	—	—	—	—	—
2022 TIFIA	202,354	—	—	—	—	—	—	—	—	—
Total Toll-Backed Debt Outstanding	\$ 2,263,932	\$ 2,101,573	\$ 2,135,975	\$ 1,910,419	\$ 1,536,298	\$ 1,588,642	\$ 2,264,224	\$ 2,299,584	\$ 2,318,289	\$ 2,268,795

Demographic and Economic Information

SCHEDULE OF DEMOGRAPHIC STATISTICS FOR MARYLAND

Calendar Year 2022 and Nine Years Prior ⁽⁴⁾

	Population ⁽¹⁾	Total Personal Income (In millions) ⁽²⁾	Per Capita Personal Income ⁽²⁾	Unemployment Rate ⁽³⁾
2022	6,164,660	\$ 432,933	\$ 70,228	3.2%
2021	6,174,610	426,367	69,052	5.0%
2020	6,173,205	400,176	64,825	6.8%
2019	6,163,628	380,342	61,707	3.0%
2018	6,138,786	367,831	59,919	3.7%
2017	6,112,835	356,079	58,251	4.1%
2016	6,079,669	344,195	56,614	4.2%
2015	6,049,289	332,956	55,041	4.7%
2014	6,008,975	318,983	53,084	5.5%
2013	5,962,350	309,330	51,880	6.2%

(1) Source: U.S. Census Bureau. "Annual Estimates of the Residential Population." Population data is updated annually by the U.S. Census Bureau. This data is as of September 29, 2023--revised statistics for 1979-2022.

(2) Source: U.S. Department of Commerce, Bureau of Economic Analysis. Personal income data is updated periodically by the U.S. Department of Commerce, Bureau of Economic Analysis. This data is as of September 29, 2023--revised statistics for 1979-2022.

(3) Source: U.S. Department of Labor, Bureau of Labor Statistics. Unemployment rate data is updated periodically by the U.S. Department of Labor, Bureau of Labor Statistics. The monthly unemployment rate as of December 31 of each year is shown.

(4) Data for Calendar Year 2023 is not yet available.

MARYLAND'S TEN LARGEST PRIVATE EMPLOYERS

Calendar Years ⁽²⁾

Employer (Listed Alphabetically)

2022⁽¹⁾	2016⁽¹⁾
Byk Gardner Inc.	Applied Physics Laboratory
Clean Harbors Inc.	BYK Gardner, Inc.
Holy Cross Hospital	Johns Hopkins University
The Johns Hopkins Bayview Medical	Liberty Tax Service
Johns Hopkins University Applied	Northrop Grumman Electronic Systems
Physics Laboratory	Stephen James Associates
Johns Hopkins University School of Medicine	Sylvan Learning Center
Maryland Neuroimaging Center	University of Maryland Medical Center
Northrop Grumman Electronic Systems	Vitamin Shoppe
University of Maryland/University of Maryland Medical Center	Werner Enterprises, Inc.

(1) Source: Maryland Department of Labor, Licensing and Regulation, Office of Market Labor Analysis and Information- Major Employer List-March 2022.

(2) Data for Calendar Year 2023 is not yet available.

(3) Beginning in 2015, the source for Maryland's largest employers is a private contractor rather than the Maryland Department of Labor, Licensing and Regulation's in-house system.

SCHEDULES OF EMPLOYMENT BY SECTOR

Calendar Year 2022⁽³⁾ and Nine Years Prior

	Calendar Year 2022 ⁽¹⁾			Calendar Year 2013 ⁽²⁾		
	Average Annual Employment	Total Wages (In Thousands)	Average Weekly Wage Per Worker	Average Annual Employment	Total Wages (In Thousands)	Average Weekly Wage Per Worker
Government						
Federal	154,650	\$ 18,495,522	\$ 2,300	144,612	\$ 13,031,092	\$ 1,733
State and local	329,908	22,584,793	1,327	342,461	17,611,675	995
Total Government	484,559	41,080,315	1,630	487,073	30,642,767	1,210
Natural Resources and Mining	7,114	361,666	978	6,338	239,973	728
Construction	161,023	12,357,604	1,476	146,207	8,201,840	1,079
Manufacturing	112,655	10,305,978	1,759	106,501	7,369,033	1,331
Trade Transportation and Utilities	472,221	26,165,718	1,066	445,462	18,510,632	799
Information Services	35,818	4,324,714	2,322	39,491	3,203,134	1,560
Financial Activities	127,930	14,626,831	2,199	138,212	11,102,161	1,545
Professional and Business Services	475,004	45,213,738	1,831	417,061	29,586,812	1,364
Education and Health Services	430,140	28,107,654	1,257	403,282	19,660,849	938
Leisure and Hospitality	249,678	7,466,992	575	254,166	5,137,793	389
Unclassified and Other Services	84,881	4,543,643	3,327	88,610	3,257,942	707
Total of all Sectors	2,641,023	\$ 194,554,851	\$ 1,369	2,532,403	\$ 136,912,935	\$ 1,040

(1) U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2022 Annual Averages.

(2) Maryland Department of Labor, Licensing and Regulation, Office of Workforce Information and Performance Publications "Maryland 2013 - Industry Series - Maryland's Quarterly Census of Employment and Wages."

(3) Data for Calendar Year 2023 is not yet available.

NOTE: Numbers may not sum to total due to rounding.

Operations

CAPITAL ASSETS

For The Fiscal Years Ended June 30

(In Thousands)

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Capital Assets Not Being Depreciated										
Land	\$ 406,882	\$ 407,485	\$ 402,847	\$ 400,783	\$ 398,559	\$ 397,654	\$ 396,549	\$ 397,382	\$ 392,110	\$ 391,734
Construction in Progress	1,898,986	1,701,861	1,613,183	1,320,690	1,030,054	1,094,983	1,219,691	1,286,379	1,351,992	1,441,483
Total non-Depreciated	2,305,868	2,109,346	2,016,030	1,721,473	1,428,613	1,492,637	1,616,240	1,683,761	1,744,102	1,833,217
Capital Assets Being Depreciated										
Infrastructure	7,258,320	7,067,816	6,747,783	6,665,315	6,528,345	6,139,202	5,811,314	5,595,081	5,336,470	4,961,487
Building	261,196	225,084	218,868	190,621	181,169	178,254	158,001	150,204	145,744	109,159
Equipment	93,794	90,225	82,464	81,600	76,056	70,202	57,495	53,217	48,092	46,235
Leased Office Space ⁽¹⁾	1,606	1,606	—	—	—	—	—	—	—	—
Total Depreciated	7,614,916	7,384,731	7,049,115	6,937,536	6,785,570	6,387,658	6,026,810	5,798,502	5,530,306	5,116,881
Less Accumulated Depreciation for:										
Infrastructure	2,438,348	2,268,005	2,146,832	2,006,506	1,867,102	1,724,563	1,639,078	1,553,172	1,462,234	1,375,797
Building	47,950	41,977	37,857	35,264	31,878	28,617	26,457	24,640	23,356	22,475
Equipment	54,823	50,884	44,618	39,960	36,418	36,896	28,774	28,031	27,195	23,413
Leased Office Space ⁽¹⁾	258	128	—	—	—	—	—	—	—	—
Total Accumulated Depreciation	2,541,379	2,360,994	2,229,307	2,081,730	1,935,398	1,790,076	1,694,309	1,605,843	1,512,785	1,421,685
Total Capital Assets, Net	\$ 7,379,405	\$ 7,133,083	\$ 6,835,838	\$ 6,577,279	\$ 6,278,785	\$ 6,090,219	\$ 5,948,741	\$ 5,876,420	\$ 5,761,623	\$ 5,528,413

(1) Prior year data is unavailable. FY 2022 reflects the first year of implementation of GASB No. 87, Leases.

OPERATING EXPENSES

For The Fiscal Years Ended June 30

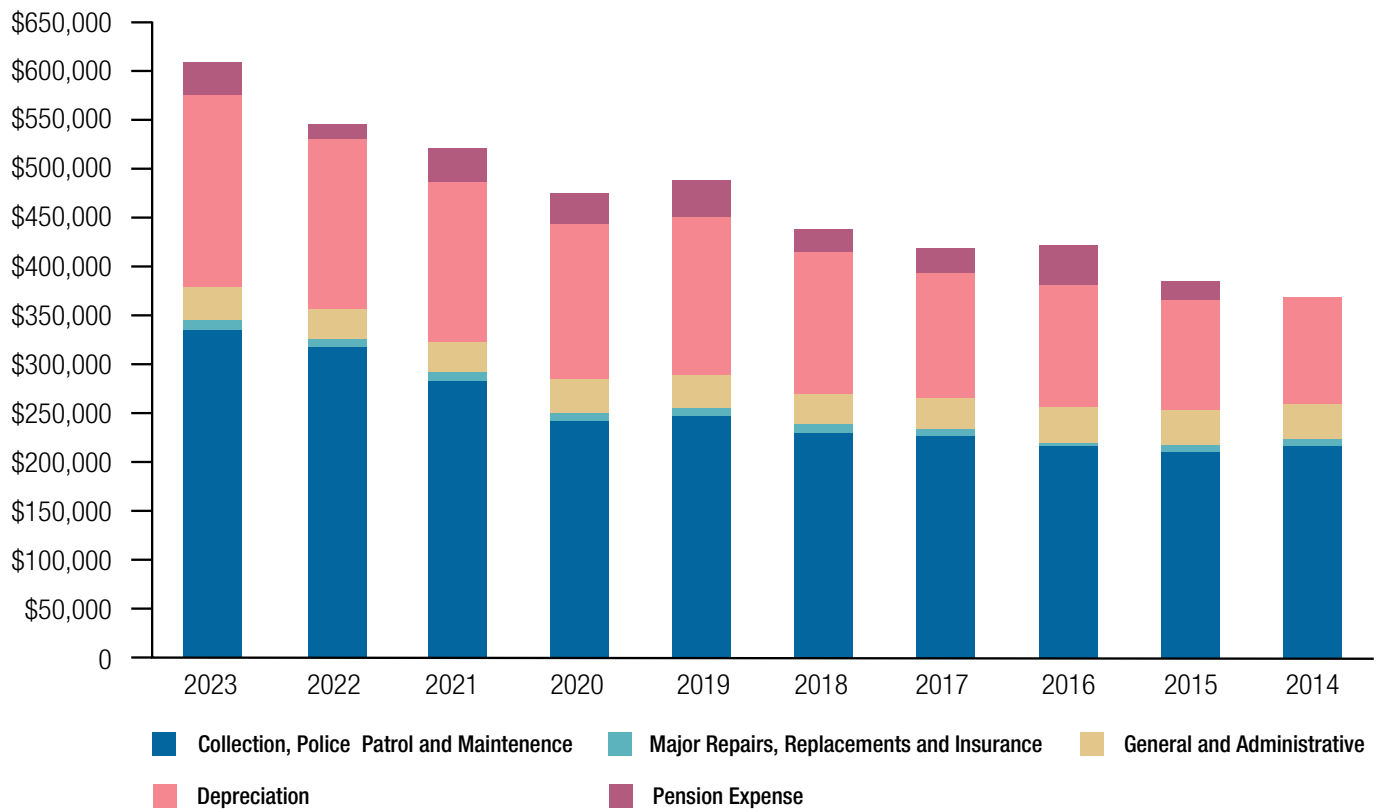
(In Thousands)

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Collection, Police Patrol and Maintenance	\$ 334,708	\$ 317,464	\$ 282,666	\$ 242,374	\$ 247,813	\$ 230,408	\$ 226,728	\$ 216,226	\$ 210,058	\$ 216,244
Major Repairs, Replacements, and Insurance	10,836	9,086	10,109	8,447	7,900	8,224	7,224	3,269	8,153	7,760
General and Administrative	32,704	29,943	30,680	34,147	33,705	31,550	32,099	37,372	35,407	35,191
Depreciation	197,049	174,827	163,249	158,887	161,635	144,784	127,869	124,094	112,177	110,085
Pension Expense	32,685	14,929	34,861	31,292	37,253	24,094	24,931	41,564	20,193	—
Total Operating Expenses	\$ 607,982	\$ 546,249	\$ 521,565	\$ 475,147	\$ 488,306	\$ 439,060	\$ 418,851	\$ 422,525	\$ 385,988	\$ 369,280

OPERATING EXPENSES

For The Fiscal Years Ended June 30

(In Thousands)



CHANGE IN POSITIONS

For The Fiscal Years Ended June 30

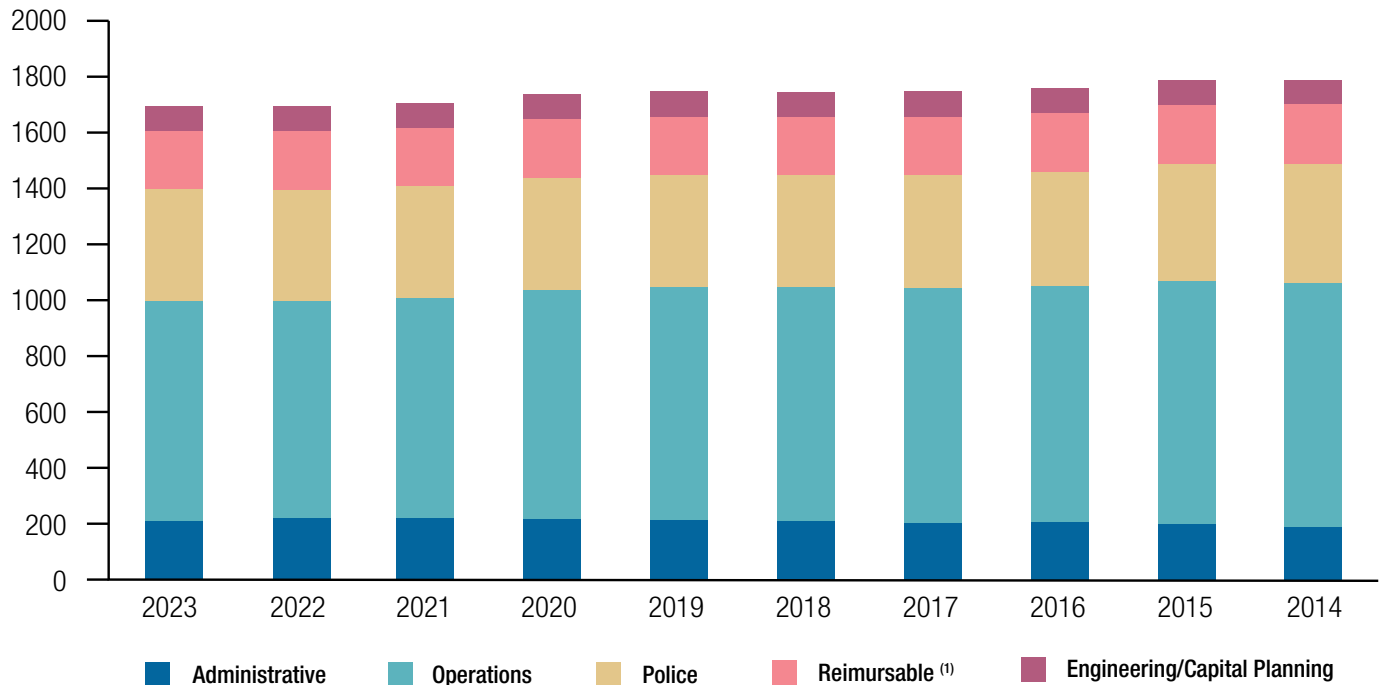
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	Staffing Change from 2023-2014
Administrative	205	220	220	218	214	209	203	205	200	188	17
Operations	793	777	787	820	833	839	839	845	870	873	-80
Police	402	399	402	401	402	400	407	412	416	427	-25
Reimbursable ⁽¹⁾	208	211	208	209	209	209	209	209	213	215	-7
Engineering/Capital Planning	89	90	90	90	90	91	90	90	90	86	3
Total	1,697	1,697	1,707	1,738	1,748	1,748	1,748	1,761	1,789	1,789	-92
Maryland State Police ⁽²⁾	57	57	57	57	58	57	57	57	57	57	0

(1) Reimbursable includes police services at BWI Marshall Airport and the Port of Baltimore.

(2) Maryland State Police provides law enforcement services on the John F. Kennedy Memorial Highway.

NUMBER OF POSITIONS BY YEAR

For the Fiscal Years Ended June 30





Traffic and Revenue Section



Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS
For the Fiscal Year Ended June 30, 2023
(UNAUDITED)
ALL FACILITIES

TOLL TRANSACTIONS										
	JFK/I-95	I-95 Express Toll Lanes	Hattem Bridge	Nice/Middleton Bridge	Bay Bridge	Harbor Tunnel	Key Bridge	Fort McHenry Tunnel	Intercountry Connector	Total
CLASS 2 & 8 VEHICLES										
Pay-By-Plate	48,937	17,730	6,706	27,157	93,322	195,911	80,057	252,525	262,959	985,305
E-ZPass®										
Full-Fare	7,514,423	7,515,770	264,385	758,381	2,631,915	7,043,485	673,574	9,197,900	27,884,532	63,484,365
MD E-ZPass®	3,234,173	—	303,473	1,045,973	5,771,410	10,503,792	4,660,322	14,536,327	—	40,055,470
Commuter	552,973	—	50,500	532,493	2,034,564	5,541,624	3,965,284	8,423,442	—	21,100,880
Hattem Plan A	—	—	873,297	—	—	—	—	—	—	873,297
Hattem Plan B	—	—	2,420,454	—	—	—	—	—	—	2,420,454
Official Duty	64,100	142,467	28,969	20,678	122,922	320,713	195,307	425,380	293,001	1,613,537
Video Transactions	1,809,517	437,130	257,385	711,756	1,742,175	4,216,276	1,549,190	5,539,281	4,047,839	20,310,549
Total (Class 2 & 8 Vehicles):	13,224,123	8,113,098	4,205,169	3,096,437	12,396,308	27,821,802	11,123,734	38,374,855	32,488,331	150,843,857
CLASS 3 VEHICLES										
Pay-By-Plate	127	48	28	230	639	529	366	830	417	3,213
E-ZPass®	232,919	162,518	62,058	278,46	134,974	326,341	269,076	639,751	328,223	2,183,705
Video Transactions	14,721	3,887	2,109	7,866	14,604	30,401	19,122	47,125	30,437	170,269
Total:	247,666	168,452	64,194	35,942	150,216	357,271	288,564	687,705	359,076	2,357,187
CLASS 4 VEHICLES										
Pay-By-Plate	224	25	13	409	807	286	300	547	532	3,142
E-ZPass®	221,592	73,385	39,525	38,780	151,798	160,036	191,887	522,241	214,885	1,614,129
Video Transactions	23,441	3,099	1,540	10,812	16,629	20,427	10,129	44,759	21,444	152,279
Total:	245,257	76,509	41,078	50,001	169,233	180,749	202,316	567,548	236,861	1,769,551
CLASS 5 VEHICLES										
Pay-By-Plate	717	41	32	164	497	141	244	1,767	153	3,755
E-ZPass®	1,554,591	401,091	123,326	127,574	482,396	369,462	746,418	3,016,092	324,374	7,145,324
Video Transactions	115,154	13,921	6,688	9,388	38,001	24,942	33,566	249,120	15,861	506,641
Total:	1,670,462	415,053	130,046	137,126	520,894	394,545	780,228	3,266,979	340,388	7,655,721
CLASS 6 VEHICLES										
Pay-By-Plate	26	2	—	2	1	61	12	30	—	134
E-ZPass®	42,297	10,415	2,216	5,403	16,415	4,847	33,695	66,429	17,519	199,237
Video Transactions	1,627	180	102	574	567	414	1,431	2,710	190	7,794
Total:	43,950	10,598	2,318	5,979	16,983	5,322	35,138	69,169	17,709	207,165
Total (Class 3, 4, 5 & 6 Vehicles)	2,207,434	668,612	237,636	229,046	657,326	937,887	1,306,246	4,591,400	954,034	11,989,623
GRAND TOTAL:	15,431,557	8,781,710	4,442,805	3,325,484	13,253,635	28,759,689	12,429,980	42,966,255	33,442,366	162,833,480
TOLL TRANSACTION COMPOSITE:										
Pay-By-Plate	50,029	17,846	6,779	27,961	95,265	196,928	80,979	255,699	264,062	995,549
Total E-ZPass®	13,417,067	8,305,646	4,168,203	2,557,127	11,346,394	24,270,302	10,735,562	36,827,562	29,062,534	140,690,398
Total Video Transactions	1,964,460	458,217	267,823	740,396	1,811,975	4,292,459	1,613,438	5,882,995	4,115,770	21,147,533
GRAND TOTAL:	15,431,557	8,781,710	4,442,805	3,325,484	13,253,635	28,759,689	12,429,980	42,966,255	33,442,366	162,833,480

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30, 2023

ALL FACILITIES
TOLL REVENUE

	JFK/I-95	I-95 Express Toll Lanes	Hatem Bridge	Nice/Middleton Bridge	Bay Bridge	Harbor Tunnel	Key Bridge	Fort McHenry Tunnel	Intercounty Connector	Total
CLASS 2 & 8 VEHICLES										
Pay-By-Plate	\$ 391,494	\$ 28,295	\$ 53,651	\$ 162,939	\$ 373,289	\$ 783,643	\$ 320,229	\$ 1,010,101	\$ 587,812	\$ 3,711,453
E-ZPass®	60,115,386	9,423,738	2,115,083	4,550,288	10,527,660	28,173,941	2,694,294	36,791,598	49,879,887	204,271,875
Full-Fare	19,405,035	—	1,820,837	4,706,877	14,428,526	31,511,377	13,980,965	43,608,982	—	129,462,599
MD E-ZPass®	1,548,324	—	141,399	1,118,235	3,458,758	7,758,274	5,551,398	11,792,819	—	31,369,207
Commuter	21,714,208	970,521	3,088,618	6,405,805	10,453,051	25,297,656	9,295,139	33,235,685	11,901,562	122,362,245
Video Tolling	\$ 103,174,447	\$ 10,422,554	\$ 7,219,588	\$ 16,944,144	\$ 39,241,284	\$ 93,524,891	\$ 31,842,025	\$ 126,439,185	\$ 62,369,261	\$ 491,177,379
Total (Class 2 & 8 Vehicles):										
CLASS 3 VEHICLES										
Pay-By-Plate	\$ 2,024	\$ 162	\$ 448	\$ 2,760	\$ 5,108	\$ 4,232	\$ 2,928	\$ 6,640	\$ 2,034	\$ 26,336
E-ZPass®	3,726,700	375,129	843,983	334,149	1,079,790	2,610,731	2,152,610	5,118,004	1,330,372	17,571,468
Video Tolling	353,294	13,164	50,606	141,584	175,245	364,806	229,465	565,497	167,724	2,061,385
Total:	\$ 4,082,018	\$ 388,455	\$ 895,037	\$ 478,493	\$ 2,160,143	\$ 2,979,769	\$ 2,385,003	\$ 5,690,141	\$ 1,500,130	\$ 19,659,189
CLASS 4 VEHICLES										
Pay-By-Plate	5,364	116	312	7,356	9,680	3,432	3,600	6,564	3,797	40,221
E-ZPass®	5,318,219	243,432	806,316	698,033	1,821,579	1,920,433	2,302,642	6,266,896	1,276,912	20,654,462
Video Tolling	843,863	16,059	55,439	291,932	299,313	367,684	182,317	805,669	176,452	3,038,728
Total:	\$ 6,167,446	\$ 259,607	\$ 862,067	\$ 997,321	\$ 2,130,572	\$ 2,291,549	\$ 2,488,559	\$ 7,079,129	\$ 1,457,161	\$ 23,733,411
CLASS 5 VEHICLES										
Pay-By-Plate	34,400	363	1,536	5,886	11,928	3,384	5,856	42,408	2,654	108,415
E-ZPass®	74,620,368	2,626,654	5,919,666	4,592,654	11,577,508	8,867,096	17,914,020	72,386,205	3,768,362	202,272,534
ETC Usage Disc	(2,781,336)	—	(217,009)	(319,226)	(816,310)	(1,471,582)	(815,231)	(3,091,829)	—	(9,512,523)
Video Tolling	7,254,726	134,848	421,321	478,803	1,368,033	897,905	1,208,385	8,968,307	236,948	20,969,276
Total:	\$ 79,128,158	\$ 2,761,865	\$ 6,125,514	\$ 4,758,118	\$ 12,141,159	\$ 8,296,803	\$ 18,313,030	\$ 78,305,091	\$ 4,007,964	\$ 213,837,702
CLASS 6 VEHICLES										
Pay-By-Plate	1,560	22	—	90	30	1,830	360	900	—	4,792
E-ZPass®	2,537,799	77,915	132,964	243,139	492,452	145,421	1,010,863	1,992,865	254,515	6,887,933
Video Tolling	122,025	2,122	7,625	34,417	25,505	18,629	64,391	121,955	3,538	400,207
Total:	\$ 2,661,384	\$ 80,059	\$ 140,589	\$ 277,646	\$ 517,987	\$ 165,880	\$ 1,075,614	\$ 2,115,720	\$ 258,053	\$ 7,292,932
Total (Class 3, 4, 5 & 6 Vehicles)	\$ 92,039,006	\$ 3,489,986	\$ 8,023,207	\$ 6,511,578	\$ 16,049,861	\$ 13,734,001	\$ 24,262,206	\$ 93,190,081	\$ 7,223,308	\$ 264,523,234
GRAND TOTAL:	\$ 195,213,453	\$ 13,912,540	\$ 15,242,795	\$ 23,455,722	\$ 55,291,145	\$ 107,258,892	\$ 56,104,231	\$ 219,629,266	\$ 69,592,569	\$ 755,700,613
REVENUE COMPOSITE:										
Pay-By-Plate	\$ 434,842	\$ 28,958	\$ 55,947	\$ 179,031	\$ 400,035	\$ 796,521	\$ 332,973	\$ 1,066,613	\$ 596,297	\$ 3,891,217
Total E-ZPass®	164,490,495	12,746,868	11,563,239	15,924,150	42,569,963	79,515,691	44,791,561	174,865,540	56,510,048	602,977,555
Total Video Tolling	30,288,116	1,136,714	3,623,609	7,352,541	12,321,147	26,946,680	10,979,697	43,697,113	12,486,224	148,831,841
GRAND TOTAL:	\$ 195,213,453	\$ 13,912,540	\$ 15,242,795	\$ 23,455,722	\$ 55,291,145	\$ 107,258,892	\$ 56,104,231	\$ 219,629,266	\$ 69,592,569	\$ 755,700,613

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)

JOHN F. KENNEDY MEMORIAL HIGHWAY

TOLL TRANSACTIONS

	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES						
Pay-By-Plate	48,937	0.32%	25,138	0.18%	23,799	94.68%
E-ZPass®						
Full-Fare	7,514,423	48.70%	7,042,520	49.55%	471,904	6.70%
MD E-ZPass®	3,234,173	20.96%	3,003,308	21.13%	230,865	7.69%
Commuter	552,973	3.58%	524,242	3.69%	28,731	5.48%
Official Duty	64,100	0.42%	45,141	0.32%	18,959	42.00%
Video Transactions	1,809,517	11.73%	1,527,504	10.75%	282,013	18.46%
Total (Class 2 & 8 Vehicles):	13,224,123	85.70%	12,167,852	85.61%	1,056,271	8.68%
CLASS 3 VEHICLES						
Pay-By-Plate	127	0.00%	98	0.00%	29	29.08%
E-ZPass®	232,919	1.51%	248,812	1.75%	(15,893)	-6.39%
Video Transactions	14,721	0.10%	15,945	0.11%	(1,224)	-7.68%
Total:	247,766	1.61%	264,855	1.86%	(17,089)	-6.45%
CLASS 4 VEHICLES						
Pay-By-Plate	224	0.00%	75	0.00%	149	198.00%
E-ZPass®	221,592	1.44%	227,706	1.60%	(6,114)	-2.69%
Video Transactions	23,441	0.15%	20,148	0.14%	3,293	16.34%
Total:	245,257	1.59%	247,929	1.74%	(2,673)	-1.08%
CLASS 5 VEHICLES						
Pay-By-Plate	717	0.00%	177	0.00%	540	304.90%
E-ZPass®	1,554,591	10.07%	1,406,791	9.90%	147,800	10.51%
Video Transactions	115,154	0.75%	78,659	0.55%	36,495	46.40%
Total:	1,670,462	10.82%	1,485,627	10.45%	184,835	12.44%
CLASS 6 VEHICLES						
Pay-By-Plate	26	0.00%	9	0.00%	17	188.89%
E-ZPass®	42,297	0.27%	45,729	0.32%	(3,432)	-7.51%
Video Transactions	1,627	0.01%	1,676	0.01%	(49)	-2.94%
Total:	43,950	0.28%	47,414	0.33%	(3,464)	-7.31%
Total (Class 3, 4, 5 & 6 Vehicles)	2,207,434	14.30%	2,045,825	14.39%	161,609	7.90%
GRAND TOTAL:	15,431,557	100.00%	14,213,676	100.00%	1,217,880	8.57%
TOLL TRANSACTION COMPOSITE:						
Pay-By-Plate	50,029	0.32%	25,497	0.18%	24,533	96.22%
Total E-ZPass®	13,417,067	86.95%	12,544,248	88.25%	872,820	6.96%
Total Video Transactions	1,964,460	12.73%	1,643,932	11.57%	320,528	19.50%
GRAND TOTAL:	15,431,557	100.00%	14,213,676	100.00%	1,217,880	8.57%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

JOHN F. KENNEDY MEMORIAL HIGHWAY
TOLL REVENUE

	2023		2022 (For comparative purpose only)		Changes		Changes	
	Rate	Number	Percent	Number	Percent	Number	Percent	
CLASS 2 & 8 VEHICLES								
Pay-by-Plate	\$ 8.00	391,494	0.20%	201,100	0.11%	\$ 190,394	94.68%	
E-ZPass®								
Full-Fare	\$ 8.00	60,115,386	30.79%	56,340,157	31.86%	3,775,229	6.70%	
MD E-ZPass®	\$ 6.00	19,405,035	9.94%	18,019,845	10.19%	1,385,190	7.69%	
Commuter	\$ 2.80	1,548,324	0.79%	1,467,877	0.83%	80,447	5.48%	
Video Tolling	\$12.00	21,714,208	11.12%	18,330,051	10.36%	3,384,157	18.46%	
Total (Class 2 & 8 Vehicles):		\$ 103,174,447	52.85%	\$ 94,359,030	53.35%	\$ 8,815,417	9.34%	
CLASS 3 VEHICLES								
Pay-by-Plate	\$16.00	2,024	0.00%	1,568	0.00%	456	29.08%	
E-ZPass®	\$16.00	3,726,700	1.91%	3,980,992	2.25%	(254,292)	-6.39%	
Video Tolling	\$24.00	353,294	0.18%	382,674	0.22%	(29,380)	-7.68%	
Total:		4,082,018	2.09%	4,365,234	2.47%	(283,216)	-6.49%	
CLASS 4 VEHICLES								
Pay-by-Plate	\$24.00	5,364	0.00%	1,800	0.00%	3,564	198.00%	
E-ZPass®	\$24.00	5,318,219	2.72%	5,464,953	3.09%	(146,734)	-2.69%	
Video Tolling	\$36.00	843,863	0.43%	725,324	0.41%	118,539	16.34%	
Total:		6,167,446	3.16%	6,192,077	3.50%	(24,631)	-0.40%	
CLASS 5 VEHICLES								
Pay-by-Plate	\$48.00	34,400	0.02%	8,496	0.00%	25,904	304.90%	
E-ZPass®	\$48.00	74,620,368	38.23%	67,525,958	38.18%	7,094,410	10.51%	
ETC Usage Disc		(2,781,336)	-1.42%	(3,422,779)	-1.94%	641,443	-18.74%	
Video Tolling	\$63.00	7,254,726	3.72%	4,955,522	2.80%	2,299,204	46.40%	
Total:		79,128,158	40.53%	69,067,197	39.05%	10,060,961	14.57%	
CLASS 6 VEHICLES								
Pay-by-Plate	\$60.00	1,560	0.00%	540	0.00%	1,020	188.89%	
E-ZPass®	\$60.00	2,537,799	1.30%	2,743,716	1.55%	(205,917)	-7.51%	
Video Tolling	\$75.00	122,025	0.06%	125,722	0.07%	(3,697)	-2.94%	
Total:		2,661,384	1.36%	2,869,978	1.62%	(208,594)	-7.27%	
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 92,039,006	47.15%	\$ 82,494,486	46.65%	\$ 9,544,520	11.57%	
GRAND TOTAL:		\$ 195,213,453	100.00%	\$ 176,853,516	100.00%	\$ 18,359,937	10.38%	
REVENUE COMPOSITE:								
Pay-by-Plate	\$	434,842	0.22%	213,504	0.12%	\$ 221,338	103.67%	
Total E-ZPass®		164,490,495	84.26%	152,120,719	86.02%	12,369,776	8.13%	
Total Video Tolling		30,288,116	15.52%	24,519,293	13.86%	5,768,823	23.53%	
GRAND TOTAL:		\$ 195,213,453	100.00%	\$ 176,853,516	100.00%	\$ 18,359,937	10.38%	

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)
I-95 EXPRESS TOLL LANES
TOLL TRANSACTIONS

	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES						
Pay-By-Plate	17,730	0.20%	8,236	0.10%	9,494	115.28%
E-ZPass®	7,515,770	85.58%	7,071,625	86.83%	444,145	6.28%
Official Duty	142,467	1.62%	78,561	0.96%	63,906	81.35%
Video Transactions	437,130	4.98%	368,321	4.52%	68,810	18.68%
Total (Class 2 & 8 Vehicles):	8,113,098	92.39%	7,526,743	92.42%	586,355	7.79%
CLASS 3 VEHICLES						
Pay-By-Plate	48	0.00%	16	0.00%	32	199.94%
E-ZPass®	162,518	1.85%	153,079	1.88%	9,438	6.17%
Video Transactions	3,887	0.04%	3,002	0.04%	885	29.47%
Total:	166,452	1.89%	156,097	1.92%	10,355	6.63%
CLASS 4 VEHICLES						
Pay-By-Plate	25	0.00%	12	0.00%	13	107.74%
E-ZPass®	73,385	0.84%	83,031	1.02%	(9,646)	-11.62%
Video Transactions	3,099	0.04%	2,874	0.04%	225	7.84%
Total:	76,509	0.87%	85,917	1.05%	(9,408)	-10.95%
CLASS 5 VEHICLES						
Pay-By-Plate	41	0.00%	7	0.00%	34	486.72%
E-ZPass®	401,091	4.57%	348,729	4.28%	52,362	15.02%
Video Transactions	13,921	0.16%	9,242	0.11%	4,679	50.63%
Total:	415,053	4.73%	357,978	4.40%	57,075	15.94%
CLASS 6 VEHICLES						
Pay-By-Plate	2	0.00%	1	0.00%	1	100.00%
E-ZPass®	10,415	0.12%	16,937	0.21%	(6,521)	-38.50%
Video Transactions	180	0.00%	437	0.01%	(257)	-58.72%
Total:	10,598	0.12%	17,375	0.21%	(6,777)	-39.01%
Total (Class 3, 4, 5 & 6 Vehicles)	668,612	7.61%	617,367	7.58%	51,245	8.30%
GRAND TOTAL:	8,781,710	100.00%	8,144,110	100.00%	637,600	7.83%
<hr/>						
TOLL TRANSACTION COMPOSITE:						
Pay-By-Plate	17,846	0.20%	8,272	0.10%	9,574	115.74%
Total E-ZPass®	8,305,646	94.58%	7,751,963	95.18%	553,684	7.14%
Total Video Transactions	458,217	5.22%	383,875	4.71%	74,342	19.37%
GRAND TOTAL:	8,781,710	100.00%	8,144,110	100.00%	637,600	7.83%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

I-95 EXPRESS TOLL LANES

TOLL REVENUE

	2023		2022 (For comparative purpose only)		Changes		Changes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES								
Pay-By-Plate	28,295	0.20%	12,837	0.10%	15,458	120.42%		
E-ZPass®	9,423,738	67.74%	8,905,315	68.92%	518,423	5.82%		
Video Tolling	970,521	6.98%	823,555	6.37%	146,966	17.85%		
Total (Class 2 & 8 Vehicles):	\$ 10,422,554	74.91%	\$ 9,741,707	75.39%	\$ 680,847	6.99%		
CLASS 3 VEHICLES								
Pay-By-Plate	162	0.00%	55	0.00%	107	194.55%		
E-ZPass®	375,129	2.70%	359,690	2.78%	15,439	4.29%		
Video Tolling	13,164	0.09%	10,401	0.08%	2,763	26.56%		
Total:	388,455	2.79%	370,146	2.86%	18,309.00	4.95%		
CLASS 4 VEHICLES								
Pay-By-Plate	116	0.00%	54	0.00%	62	114.81%		
E-ZPass®	243,432	1.75%	283,101	2.19%	(39,669)	-14.01%		
Video Tolling	16,059	0.12%	14,945	0.12%	1,114	7.45%		
Total:	259,607	1.87%	298,100	2.31%	(38,493)	-12.91%		
CLASS 5 VEHICLES								
Pay-By-Plate	363	0.00%	44	0.00%	319	725.00%		
E-ZPass®	2,626,654	18.88%	2,284,129	17.68%	342,525	15.00%		
Video Tolling	134,848	0.97%	87,975	0.68%	46,873	53.28%		
Total:	2,761,865	19.85%	2,372,148	18.36%	389,717	16.43%		
CLASS 6 VEHICLES								
Pay-By-Plate	22	0.00%	11	0.00%	11	100.00%		
E-ZPass®	77,915	0.56%	134,404	1.04%	(56,489)	-42.03%		
Video Tolling	2,122	0.02%	4,827	0.04%	(2,705)	-56.04%		
Total:	80,059	0.58%	139,242	1.08%	(59,183)	-42.50%		
Total (Class 3, 4, 5 & 6 Vehicles)	\$ 3,489,986	25.09%	\$ 3,179,636	24.61%	\$ 310,350	9.76%		
GRAND TOTAL:	\$ 13,912,540	100.00%	\$ 12,921,343	100.00%	\$ 991,197	7.67%		

REVENUE COMPOSITE:

Pay-By-Plate	\$ 28,958	0.21%	\$ 13,001	0.10%	\$ 15,957	122.74%
Total E-ZPass®	12,746,868	91.62%	11,966,639	92.61%	780,229	6.52%
Total Video Tolling	1,136,714	8.17%	941,703	7.29%	195,011	20.71%
GRAND TOTAL:	\$ 13,912,540	100.00%	\$ 12,921,343	100.00%	\$ 991,197	7.67%

Note: Numbers may not sum to total due to rounding.

The I-95 Express Toll Lanes is a variably priced facility, where tolls are higher during peak travel times to help manage congestion. Total cost to the customer is based on time of day and miles traveled. The chart below shows E-ZPass® rates. Video toll rates are 150% of the E-ZPass® rates, with a minimum of \$1.00 and maximum of \$15.00 additional.

	Class 2 & 8 Vehicles	Class 3 Vehicles	Class 4 Vehicles	Class 5 Vehicles	Class 6 Vehicles
Peak	\$ 1.54	\$ 3.08	\$ 4.62	\$ 9.24	\$ 11.55
Off-Peak	\$ 1.19	\$ 2.38	\$ 3.57	\$ 7.14	\$ 8.93
Overnight	\$ 0.49	\$ 0.98	\$ 1.47	\$ 2.94	\$ 3.68

Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)

THOMAS J. HATEM MEMORIAL BRIDGE

TOLL TRANSACTIONS

	2023			2022 (For comparative purpose only)			Changes	
	Number	Percent		Number	Percent		Number	Percent
CLASS 2 & 8 VEHICLES								
Pay-By-Plate	6,706	0.15%		4,478	0.10%		2,228	49.76%
E-ZPass®								
Full-Fare	264,385	5.95%		285,928	6.37%		(21,543)	-7.53%
MD E-ZPass®	303,473	6.83%		476,338	10.61%		(172,865)	-36.29%
Commuter	50,500	1.14%		46,311	1.03%		4,189	9.05%
Hattem Plan A	873,297	19.66%		918,440	20.46%		(45,143)	-4.92%
Hattem Plan B	2,420,454	54.48%		2,118,663	47.20%		301,791	14.24%
Official Duty	28,969	0.65%		18,660	0.42%		10,309	55.25%
Video Transactions	257,385	5.79%		382,765	8.53%		(125,380)	-32.76%
Total (Class 2 & 8 Vehicles):	4,205,169	94.65%		4,251,582	94.71%		(46,413)	-1.09%
CLASS 3 VEHICLES								
Pay-By-Plate	28	0.00%		7	0.00%		21	300.00%
E-ZPass®	62,058	1.40%		63,228	1.41%		(1,171)	-1.85%
Video Transactions	2,109	0.05%		3,515	0.08%		(1,407)	-40.02%
Total:	64,194	1.44%		66,750	1.49%		(2,556)	-3.83%
CLASS 4 VEHICLES								
Pay-By-Plate	13	0.00%		13	0.00%		—	0.00%
E-ZPass®	39,525	0.89%		39,828	0.89%		(303)	-0.76%
Video Transactions	1,540	0.03%		2,319	0.05%		(779)	-33.60%
Total:	41,078	0.92%		42,160	0.94%		(1,082)	-2.57%
CLASS 5 VEHICLES								
Pay-By-Plate	32	0.00%		9	0.00%		23	0.00%
E-ZPass®	123,326	2.78%		119,358	2.66%		3,969	3.33%
Video Transactions	6,688	0.15%		6,954	0.15%		(266)	-3.83%
Total:	130,046	2.93%		126,320	2.81%		3,726	2.95%
CLASS 6 VEHICLES								
Pay-By-Plate	—	0.00%		—	0.00%		—	0.00%
E-ZPass®	2,216	0.05%		2,142	0.05%		74	3.44%
Video Transactions	102	0.00%		148	0.00%		(46)	-31.13%
Total:	2,318	0.05%		2,290	0.05%		28	1.21%
Total (Class 3, 4, 5 & 6 Vehicles)	237,636	5.35%		237,521	5.29%		115	0.05%
GRAND TOTAL:	4,442,805	100.00%		4,489,103	100.00%		(46,298)	-1.03%
TOLL TRANSACTION COMPOSITE:								
Pay-By-Plate	6,779	0.15%		4,507	0.10%		2,272	50.42%
Total E-ZPass®	4,168,203	93.82%		4,088,896	91.08%		79,308	1.94%
Total Video Transactions	267,823	6.03%		395,701	8.81%		(127,878)	-32.32%
GRAND TOTAL:	4,442,805	100.00%		4,489,103	100.00%		(46,298)	-1.03%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

THOMAS J. HATEM MEMORIAL BRIDGE
TOLL REVENUE

CLASS 2 & 8 VEHICLES	2023		2022 (For comparative purpose only)		Changes		Changes		
	Rate	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pay-by-Plate	\$ 8.00	53,651	0.35%	35,824	0.20%	\$ 17,827	49.76%		
E-ZPass®									
Full-Fare	\$ 8.00	2,115,083	13.88%	2,287,424	12.90%	(172,341)	-7.53%		
MD E-ZPass®	\$ 6.00	1,820,837	11.95%	2,858,027	16.12%	(1,037,190)	-36.29%		
Commuter	\$ 2.80	141,399	0.93%	129,670	0.73%	11,729	9.05%		
Video Tolling	\$12.00	3,088,618	20.26%	4,593,174	25.91%	(1,504,556)	-32.76%		
Total (Class 2 & 8 Vehicles):		\$ 7,219,588	47.36%	\$ 9,904,119	55.86%	\$ (2,684,531)	-27.11%		
CLASS 3 VEHICLES									
Pay-by-Plate	\$16.00	448	0.00%	112	0.00%	336	300.00%		
E-ZPass®	\$11.20/\$16.00	843,983	5.54%	859,903	4.85%	(15,920)	-1.85%		
Video Tolling	\$24.00	50,606	0.33%	84,368	0.48%	(33,762)	-40.02%		
Total:		895,037	5.87%	944,383	5.33%	(49,346)	-5.23%		
CLASS 4 VEHICLES									
Pay-by-Plate	\$24.00	312	0.00%	312	0.00%	—	0.00%		
E-ZPass®	\$16.80/\$24.00	806,316	5.29%	812,490	4.58%	(6,174)	-0.76%		
Video Tolling	\$36.00	55,439	0.36%	83,488	0.47%	(28,049)	-33.60%		
Total:		862,067	5.66%	896,290	5.06%	(34,223)	-3.82%		
CLASS 5 VEHICLES									
Pay-by-Plate	\$48.00	1,536	0.01%	432	0.00%	1,104	255.56%		
E-ZPass®	\$48.00	5,919,666	38.84%	5,729,161	32.31%	190,505	3.33%		
ETC Usage Disc		(217,009)	-1.42%	(322,066)	-1.82%	105,057	-32.62%		
Video Tolling	\$63.00	421,321	2.76%	438,099	2.47%	(16,778)	-3.83%		
Total:		6,125,514	40.19%	5,845,626	32.97%	279,888	4.79%		
CLASS 6 VEHICLES									
Pay-by-Plate	\$60.00	—	0.00%	—	0.00%	—	0.00%		
E-ZPass®	\$60.00	132,964	0.87%	128,544	0.73%	4,420	3.44%		
Video Tolling	\$75.00	7,625	0.05%	11,071	0.06%	(3,446)	-31.13%		
Total:		140,589	0.92%	139,615	0.79%	974	0.70%		
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 8,023,207	52.64%	\$ 7,825,914	44.14%	\$ 197,293	2.52%		
GRAND TOTAL:		\$ 15,242,795	100.00%	\$ 17,730,033	100.00%	\$ (2,487,238)	-14.03%		
REVENUE COMPOSITE:									
Pay-by-Plate	\$	55,947	0.37%	36,680	0.21%	19,267	52.53%		
Total E-ZPass®		11,563,239	75.86%	12,483,153	70.41%	(919,914)	-7.37%		
Total Video Tolling		3,623,609	23.77%	5,210,200	29.39%	(1,586,591)	-30.45%		
GRAND TOTAL:		\$ 15,242,795	100.00%	\$ 17,730,033	100.00%	\$ (2,487,238)	-14.03%		

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)
HARRY W. NICE/THOMAS "MAC" MIDDLETON BRIDGE

TOLL TRANSACTIONS

	2023		2022 (For comparative purpose only)		Changes		Changes Percent
	Number	Percent	Number	Percent	Number	Percent	
CLASS 2 & 8 VEHICLES							
Pay-By-Plate	27,157	0.82%	13,991	0.47%	13,166	94.10%	
E-ZPass®							
Full-Fare	758,381	22.81%	691,596	23.20%	66,785	9.66%	
MD E-ZPass®	1,045,973	31.45%	957,665	32.12%	88,307	9.22%	
Commuter	532,493	16.01%	530,789	17.80%	1,704	0.32%	
Official Duty	20,678	0.62%	17,022	0.57%	3,656	21.48%	
Video Transactions	711,756	21.40%	546,226	18.32%	165,530	30.30%	
Total (Class 2 & 8 Vehicles):	3,096,437	93.11%	2,757,289	92.48%	339,148	12.30%	
CLASS 3 VEHICLES							
Pay-By-Plate	230	0.01%	136	0.00%	94	69.12%	
E-ZPass®	27,846	0.84%	28,064	0.94%	(218)	-0.78%	
Video Transactions	7,866	0.24%	7,779	0.26%	87	1.12%	
Total:	35,942	1.08%	35,978	1.21%	(37)	-0.10%	
CLASS 4 VEHICLES							
Pay-By-Plate	409	0.01%	193	0.01%	216	111.56%	
E-ZPass®	38,780	1.17%	37,890	1.27%	889	2.35%	
Video Transactions	10,812	0.33%	10,176	0.34%	636	6.25%	
Total:	50,001	1.50%	48,259	1.62%	1,741	3.61%	
CLASS 5 VEHICLES							
Pay-By-Plate	164	0.00%	216	0.01%	(53)	-24.31%	
E-ZPass®	127,574	3.84%	122,386	4.10%	5,188	4.24%	
Video Transactions	9,388	0.28%	9,292	0.31%	96	1.03%	
Total:	137,126	4.12%	131,894	4.42%	5,231	3.97%	
CLASS 6 VEHICLES							
Pay-By-Plate	2	0.00%	—	0.00%	2	100.00%	
E-ZPass®	5,403	0.16%	7,548	0.25%	(2,145)	-28.42%	
Video Transactions	574	0.02%	575	0.02%	(1)	-0.20%	
Total:	5,979	0.18%	8,123	0.27%	(2,144)	-26.39%	
Total (Class 3, 4, 5 & 6 Vehicles)	229,046	6.89%	224,254	7.52%	4,792	2.14%	
GRAND TOTAL:	3,325,484	100.00%	2,981,544	100.00%	343,940	11.54%	
TOLL TRANSACTION COMPOSITE:							
Pay-By-Plate	27,961	0.84%	14,536	0.49%	13,425	92.36%	
Total E-ZPass®	2,557,127	76.89%	2,392,960	80.26%	164,167	6.86%	
Total Video Transactions	740,396	22.26%	574,047	19.25%	166,349	28.98%	
GRAND TOTAL:	3,325,484	100.00%	2,981,544	100.00%	343,940	11.54%	

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

HARRY W. NICE/THOMAS "MAC" MIDDLETON BRIDGE

TOLL REVENUE

CLASS	Rate	2023		2022 (For comparative purpose only)		Changes		Changes Percent
		Number	Percent	Number	Percent	Number	Percent	
CLASS 2 & 8 VEHICLES								
Pay-by-Plate	\$ 6.00	\$ 162,939	0.69%	\$ 83,944	0.40%	\$ 78,995	94.10%	
E-ZPass®								
Full-Fare	\$ 6.00	4,550,288	19.40%	4,149,578	19.91%	400,710	9.66%	
MD E-ZPass®	\$ 4.50	4,706,877	20.07%	4,309,494	20.68%	397,383	9.22%	
Commuter	\$ 2.10	1,118,235	4.77%	1,114,657	5.35%	3,578	0.32%	
Video Tolling	\$ 9.00	6,405,805	27.31%	4,916,031	23.59%	1,489,774	30.30%	
Total (Class 2 & 8 Vehicles):		\$ 16,944,144	72.24%	\$ 14,573,704	69.93%	\$ 2,370,440	16.27%	
CLASS 3 VEHICLES								
Pay-by-Plate	\$ 12.00	\$ 2,760	0.01%	\$ 1,632	0.01%	\$ 1,128	69.12%	
E-ZPass®	\$ 12.00	334,149	1.42%	336,764	1.62%	(2,615)	-0.78%	
Video Tolling	\$ 18.00	141,584	0.60%	140,016	0.67%	1,568	1.12%	
Total:		478,493	2.04%	478,412	2.30%	81	0.02%	
CLASS 4 VEHICLES								
Pay-by-Plate	\$ 18.00	7,356	0.03%	3,477	0.02%	3,879	111.56%	
E-ZPass®	\$ 18.00	698,033	2.98%	682,025	3.27%	16,008	2.35%	
Video Tolling	\$ 27.00	291,932	1.24%	274,748	1.32%	17,184	6.25%	
Total:		997,321	4.25%	960,250	4.61%	37,071	3.86%	
CLASS 5 VEHICLES								
Pay-by-Plate	\$ 36.00	5,886	0.03%	7,776	0.04%	(1,890)	-24.31%	
E-ZPass®	\$ 36.00	4,592,655	19.58%	4,405,889	21.14%	186,766	4.24%	
ETC Usage Disc		(319,226)	-1.36%	(434,417)	-2.08%	115,191	-26.52%	
Video Tolling	\$ 51.00	478,803	2.04%	473,910	2.27%	4,893	1.03%	
Total:		4,758,118	20.29%	4,453,158	21.37%	304,960	6.85%	
CLASS 6 VEHICLES								
Pay-by-Plate	\$ 45.00	90	0.00%	—	0.00%	90	100.00%	
E-ZPass®	\$ 45.00	243,139	1.04%	339,656	1.63%	(96,517)	-28.42%	
Video Tolling	\$ 60.00	34,417	0.15%	34,486	0.17%	(69)	-0.20%	
Total:		277,646	1.18%	374,142	1.80%	(96,496)	-25.79%	
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 6,511,578	27.76%	\$ 6,265,962	30.07%	\$ 245,616	3.92%	
GRAND TOTAL:		\$ 23,455,722	100.00%	\$ 20,839,666	100.00%	\$ 2,616,056	12.55%	
REVENUE COMPOSITE:								
Pay-by-Plate	\$	179,031	0.76%	96,829	0.46%	82,202	84.89%	
Total E-ZPass®		15,924,150	67.89%	14,903,646	71.52%	1,020,504	6.85%	
Total Video Tolling		7,352,541	31.35%	5,839,191	28.02%	1,513,350	25.92%	
GRAND TOTAL:		\$ 23,455,722	100.00%	\$ 20,839,666	100.00%	\$ 2,616,056	12.55%	

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
 SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)

WILLIAM PRESTON LANE, JR. MEMORIAL (BAY) BRIDGE

TOLL TRANSACTIONS

	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES						
Pay-By-Plate	93,322	0.70%	47,214	0.37%	46,108	97.66%
<i>E-ZPass</i> [®]						
Full-Fare	2,631,915	19.86%	2,380,552	18.43%	251,363	10.56%
MD <i>E-ZPass</i> [®]	5,771,410	43.55%	5,861,767	45.37%	(90,357)	-1.54%
Commuter/Shoppers	2,034,564	15.35%	1,871,195	14.48%	163,369	8.73%
Official Duty	122,922	0.93%	61,772	0.48%	61,150	98.99%
Video Transactions	1,742,175	13.14%	1,861,235	14.41%	(119,059)	-6.40%
Total (Class 2 & 8 Vehicles):	12,396,308	93.53%	12,083,735	93.53%	312,574	2.59%
CLASS 3 VEHICLES						
Pay-By-Plate	639	0.00%	368	0.00%	271	73.51%
<i>E-ZPass</i> [®]	134,974	1.02%	130,611	1.01%	4,362	3.34%
Video Transactions	14,604	0.11%	17,826	0.14%	(3,222)	-18.08%
Total:	150,216	1.13%	148,805	1.15%	1,411	0.95%
CLASS 4 VEHICLES						
Pay-By-Plate	807	0.01%	573	0.00%	233	40.70%
<i>E-ZPass</i> [®]	151,798	1.15%	148,212	1.15%	3,586	2.42%
Video Transactions	16,629	0.13%	23,250	0.18%	(6,622)	-28.48%
Total:	169,233	1.28%	172,036	1.33%	(2,802)	-1.63%
CLASS 5 VEHICLES						
Pay-By-Plate	497	0.00%	130	0.00%	367	282.31%
<i>E-ZPass</i> [®]	482,396	3.64%	466,326	3.61%	16,071	3.45%
Video Transactions	38,001	0.29%	31,978	0.25%	6,023	18.83%
Total:	520,894	3.93%	498,434	3.86%	22,460	4.51%
CLASS 6 VEHICLES						
Pay-By-Plate	1	0.00%	0	0.00%	1	100.00%
<i>E-ZPass</i> [®]	16,415	0.12%	15,439	0.12%	976	6.33%
Video Transactions	567	0.00%	622	0.00%	(55)	-8.81%
Total:	16,983	0.13%	16,060	0.12%	923	5.75%
Total (Class 3, 4, 5 & 6 Vehicles)	857,326	6.47%	835,335	6.47%	21,991	2.63%
GRAND TOTAL:	13,253,635	100.00%	12,919,070	100.00%	334,565	2.59%
TOLL TRANSACTION COMPOSITE:						
Pay-By-Plate	95,265	0.72%	48,285	0.37%	46,980	97.30%
Total <i>E-ZPass</i> [®]	11,346,394	85.61%	10,935,874	84.65%	410,520	3.75%
Total Video Transactions	1,811,975	13.67%	1,934,911	14.98%	(122,936)	-6.35%
GRAND TOTAL:	13,253,635	100.00%	12,919,070	100.00%	334,565	2.59%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

WILLIAM PRESTON LANE, JR. MEMORIAL (BAY) BRIDGE

TOLL REVENUE

	2023			2022 (For comparative purpose only)			Changes		Changes	
	Rate	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
CLASS 2 & 8 VEHICLES										
Pay-by-Plate	\$ 4.00	373,289	0.68%	188,856	0.35%	\$ 184,433	97.66%			
E-ZPass®										
Full-Fare	\$ 4.00	10,527,660	19.04%	9,522,209	17.66%	1,005,451	10.56%			
MD E-ZPass®	\$ 2.50	14,428,526	26.10%	14,654,418	27.18%	(225,892)	-1.54%			
Commuter/Shoppers	\$1.40/\$ 2.00	3,458,758	6.26%	3,181,031	5.90%	277,727	8.73%			
Video Tolling	\$ 6.00	10,453,051	18.91%	11,167,407	20.71%	(714,356)	-6.40%			
Total (Class 2 & 8 Vehicles):		\$ 39,241,284	70.97%	\$ 38,713,921	71.80%	\$ 527,363	1.36%			
CLASS 3 VEHICLES										
Pay-by-Plate	\$ 8.00	5,108	0.01%	2,944	0.01%	2,164	73.51%			
E-ZPass®	\$ 8.00	1,079,790	1.95%	1,044,891	1.94%	34,899	3.34%			
Video Tolling	\$12.00	175,245	0.32%	213,913	0.40%	(38,668)	-18.08%			
Total:		1,260,143	2.28%	1,261,748	2.34%	(1,605)	-0.13%			
CLASS 4 VEHICLES										
Pay-by-Plate	\$12.00	9,680	0.02%	6,880	0.01%	2,800	40.70%			
E-ZPass®	\$12.00	1,821,579	3.29%	1,778,544	3.30%	43,035	2.42%			
Video Tolling	\$18.00	299,313	0.54%	418,507	0.78%	(119,194)	-28.48%			
Total:		2,130,572	3.85%	2,203,931	4.09%	(73,359)	-3.33%			
CLASS 5 VEHICLES										
Pay-by-Plate	\$24.00	11,928	0.02%	3,120	0.01%	8,808	282.31%			
E-ZPass®	\$24.00	11,577,508	20.94%	11,191,814	20.76%	385,694	3.45%			
ETC Usage Disc		(816,310)	-1.48%	(1,095,382)	-2.03%	279,072	-25.48%			
Video Tolling	\$36.00	1,368,033	2.47%	1,151,215	2.13%	216,818	18.83%			
Total:		12,141,159	21.96%	11,250,767	20.87%	890,392	7.91%			
CLASS 6 VEHICLES										
Pay-by-Plate	\$30.00	30	0.00%	—	0.00%	30	100.00%			
E-ZPass®	\$30.00	492,452	0.89%	463,157	0.86%	29,295	6.33%			
Video Tolling	\$45.00	25,505	0.05%	27,968	0.05%	(2,463)	-8.81%			
Total:		517,987	0.94%	491,125	0.91%	26,862	5.47%			
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 16,049,861	29.03%	\$ 15,207,571	28.20%	\$ 842,290	5.54%			
GRAND TOTAL:		\$ 55,291,145	100.00%	\$ 53,921,492	100.00%	\$ 1,369,653	2.54%			
REVENUE COMPOSITE:										
Pay-by-Plate	\$	400,035	0.72%	201,800	0.37%	198,235	98.23%			
Total E-ZPass®		42,569,963	76.99%	40,740,682	75.56%	1,829,281	4.49%			
Total Video Tolling		12,321,147	22.28%	12,979,010	24.07%	(657,863)	-5.07%			
GRAND TOTAL:		\$ 55,291,145	100.00%	\$ 53,921,492	100.00%	\$ 1,369,653	2.54%			

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
 SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)
 BALTIMORE HARBOR TUNNEL

TOLL TRANSACTIONS

	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES						
Pay-By-Plate	195,911	0.68%	99,629	0.40%	96,282	96.64%
<i>E-ZPass</i>						
Full-Fare	7,043,485	24.49%	6,136,360	24.56%	907,126	14.78%
MD <i>E-ZPass</i>	10,503,792	36.52%	9,035,147	36.17%	1,468,645	16.25%
Commuter	5,541,624	19.27%	5,127,846	20.53%	413,778	8.07%
Official Duty	320,713	1.12%	116,479	0.47%	204,234	175.34%
Video Transactions	4,216,276	14.66%	3,726,359	14.92%	489,917	13.15%
Total (Class 2 & 8 Vehicles):	27,821,802	96.74%	24,241,820	97.04%	3,579,982	14.77%
CLASS 3 VEHICLES						
Pay-By-Plate	529	0.00%	222	0.00%	307	138.29%
<i>E-ZPass</i>	326,341	1.13%	288,231	1.15%	38,111	13.22%
Video Transactions	30,401	0.11%	22,793	0.09%	7,607	33.38%
Total:	357,271	1.24%	311,246	1.25%	46,025	14.79%
CLASS 4 VEHICLES						
Pay-By-Plate	286	0.00%	116	0.00%	170	146.55%
<i>E-ZPass</i>	160,036	0.56%	132,948	0.53%	27,088	20.38%
Video Transactions	20,427	0.07%	16,665	0.07%	3,762	22.58%
Total:	180,749	0.63%	149,729	0.60%	31,020	20.72%
CLASS 5 VEHICLES						
Pay-By-Plate	141	0.00%	69	0.00%	72	104.35%
<i>E-ZPass</i>	369,462	1.28%	262,106	1.05%	107,356	40.96%
Video Transactions	24,942	0.09%	13,657	0.05%	11,284	82.62%
Total:	394,545	1.37%	275,833	1.10%	118,713	43.04%
CLASS 6 VEHICLES						
Pay-By-Plate	61	0.00%	19	0.00%	42	221.05%
<i>E-ZPass</i>	4,847	0.02%	3,496	0.01%	1,352	38.67%
Video Transactions	414	0.00%	207	0.00%	207	99.90%
Total:	5,322	0.02%	3,722	0.01%	1,601	43.01%
Total (Class 3, 4, 5 & 6 Vehicles)	937,887	3.26%	740,529	2.96%	197,359	26.65%
GRAND TOTAL:	28,759,689	100.00%	24,982,348	100.00%	3,777,341	15.12%

TOLL TRANSACTION COMPOSITE:

Pay-By-Plate	196,928	0.68%	100,055	0.40%	96,873	96.82%
Total <i>E-ZPass</i>	24,270,302	84.39%	21,102,612	84.47%	3,167,690	15.01%
Total Video Transactions	4,292,459	14.93%	3,779,681	15.13%	512,778	13.57%
GRAND TOTAL:	28,759,689	100.00%	24,982,348	100.00%	3,777,341	15.12%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

BALTIMORE HARBOR TUNNEL

TOLL REVENUE

	2023		2022 (For comparative purpose only)		Changes		
	Rate	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES							
Pay-by-Plate	\$ 4.00	783,643	0.73%	398,515	0.44%	\$ 385,128	96.64%
<i>E-ZPass</i> ®							
Full-Fare	\$ 4.00	28,173,941	26.27%	24,545,438	26.89%	3,628,503	14.78%
MD <i>E-ZPass</i> ®	\$ 3.00	31,511,377	29.38%	27,105,441	29.70%	4,405,936	16.25%
Commuter	\$ 1.40	7,758,274	7.23%	7,178,985	7.87%	579,289	8.07%
Video Tolling	\$ 6.00	25,297,656	23.59%	22,358,154	24.50%	2,939,502	13.15%
Total (Class 2 & 8 Vehicles):		\$ 93,524,891	87.20%	\$ 81,586,533	89.39%	\$ 11,938,358	14.63%
CLASS 3 VEHICLES							
Pay-by-Plate	\$ 8.00	4,232	0.00%	1,776	0.00%	\$ 2,456	138.29%
<i>E-ZPass</i> ®	\$ 8.00	2,610,731	2.43%	2,305,846	2.53%	304,885	13.22%
Video Tolling	\$12.00	364,806	0.34%	273,517	0.30%	91,289	33.38%
Total:		2,979,769	2.78%	2,581,139	2.83%	398,630	15.44%
CLASS 4 VEHICLES							
Pay-by-Plate	\$12.00	3,432	0.00%	1,392	0.00%	2,040	146.55%
<i>E-ZPass</i> ®	\$12.00	1,920,433	1.79%	1,595,375	1.75%	325,058	20.38%
Video Tolling	\$18.00	367,684	0.34%	299,966	0.33%	67,718	22.58%
Total:		2,291,549	2.14%	1,896,733	2.08%	394,816	20.82%
CLASS 5 VEHICLES							
Pay-by-Plate	\$24.00	3,384	0.00%	1,656	0.00%	1,728	104.35%
<i>E-ZPass</i> ®	\$24.00	8,867,096	8.27%	6,290,548	6.89%	2,576,548	40.96%
ETC Usage Disc		(1,471,582)	-1.37%	(1,693,682)	-1.86%	222,100	-13.11%
Video Tolling	\$36.00	897,905	0.84%	491,667	0.54%	406,238	82.62%
Total:		8,296,803	7.74%	5,090,189	5.58%	3,206,614	63.00%
CLASS 6 VEHICLES							
Pay-by-Plate	\$30.00	1,830	0.00%	570	0.00%	1,260	221.05%
<i>E-ZPass</i> ®	\$30.00	145,421	0.14%	104,865	0.11%	40,556	38.67%
Video Tolling	\$45.00	18,629	0.02%	9,319	0.01%	9,310	99.90%
Total:		165,880	0.15%	114,754	0.13%	51,126	44.55%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 13,734,001	12.80%	\$ 9,682,815	10.61%	\$ 4,051,186	41.84%
GRAND TOTAL:		\$ 107,258,892	100.00%	\$ 91,269,348	100.00%	\$ 15,989,544	17.52%
REVENUE COMPOSITE:							
Total Cash in Lane	\$	796,521	0.74%	403,909	0.44%	\$ 392,612	97.20%
Total <i>E-ZPass</i> ®		79,515,691	74.13%	67,432,816	73.88%	12,082,875	17.92%
Total Video Tolling		26,946,680	25.12%	23,432,623	25.67%	3,514,057	15.00%
GRAND TOTAL:		\$ 107,258,892	100.00%	\$ 91,269,348	100.00%	\$ 15,989,544	17.52%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)

FRANCIS SCOTT KEY BRIDGE

TOLL TRANSACTIONS

	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES						
Pay-By-Plate	80,057	0.64%	43,491	0.37%	36,566	84.08%
E-ZPass®						
Full-Fare	673,574	5.42%	668,626	5.66%	4,948	0.74%
MD E-ZPass®	4,660,322	37.49%	4,498,612	38.11%	161,710	3.59%
Commuter	3,965,284	31.90%	3,590,751	30.42%	374,534	10.43%
Official Duty	195,307	1.57%	113,129	0.96%	82,178	72.64%
Video Transactions	1,549,190	12.46%	1,666,407	14.12%	(117,217)	-7.03%
Total (Class 2 & 8 Vehicles):	11,123,734	89.49%	10,581,015	89.63%	542,718	5.13%
CLASS 3 VEHICLES						
Pay-By-Plate	366	0.00%	248	0.00%	118	47.58%
E-ZPass®	269,076	2.16%	286,815	2.43%	(17,738)	-6.18%
Video Transactions	19,122	0.15%	18,534	0.16%	589	3.18%
Total:	288,564	2.32%	305,596	2.59%	(17,032)	-5.57%
CLASS 4 VEHICLES						
Pay-By-Plate	300	0.00%	199	0.00%	101	50.75%
E-ZPass®	191,887	1.54%	194,609	1.65%	(2,723)	-1.40%
Video Transactions	10,129	0.08%	13,332	0.11%	(3,203)	-24.02%
Total:	202,316	1.63%	208,140	1.76%	(5,824)	-2.80%
CLASS 5 VEHICLES						
Pay-By-Plate	244	0.00%	82	0.00%	162	197.56%
E-ZPass®	746,418	6.00%	654,502	5.54%	91,915	14.04%
Video Transactions	33,566	0.27%	23,968	0.20%	9,598	40.05%
Total:	780,228	6.28%	678,552	5.75%	101,675	14.98%
CLASS 6 VEHICLES						
Pay-By-Plate	12	0.00%	6	0.00%	6	95.65%
E-ZPass®	33,695	0.27%	30,943	0.26%	2,752	8.89%
Video Transactions	1,431	0.01%	1,190	0.01%	241	20.21%
Total:	35,138	0.28%	32,140	0.27%	2,999	9.33%
Total (Class 3, 4, 5 & 6 Vehicles)	1,306,246	10.51%	1,224,428	10.37%	81,818	6.68%
GRAND TOTAL:	12,429,980	100.00%	11,805,444	100.00%	624,536	5.29%
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TOLL TRANSACTION COMPOSITE:						
Pay-By-Plate	80,979	0.65%	44,026	0.37%	36,953	83.93%
Total E-ZPass®	10,735,562	86.37%	10,037,987	85.03%	697,576	6.95%
Total Video Transactions	1,613,438	12.98%	1,723,431	14.60%	(109,993)	-6.38%
GRAND TOTAL:	12,429,980	100.00%	11,805,444	100.00%	624,536	5.29%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

FRANCIS SCOTT KEY BRIDGE
TOLL REVENUE

CLASS 2 & 8 VEHICLES	2023			2022 (For comparative purpose only)			Changes	
	Rate	Number	Percent	Number	Percent	Number	Percent	
Pay-by-Plate	\$ 4.00	320,229	0.57%	173,964	0.33%	\$ 146,265	84.08%	
E-ZPass®								
Full-Fare	\$ 4.00	2,694,294	4.80%	2,674,504	5.04%	19,790	0.74%	
MD E-ZPass®	\$ 3.00	13,980,965	24.92%	13,495,835	25.45%	485,130	3.59%	
Commuter	\$ 1.40	5,551,398	9.89%	5,027,051	9.48%	524,347	10.43%	
Video Tolling	\$ 6.00	9,295,139	16.57%	9,998,442	18.86%	(703,303)	-7.03%	
Total (Class 2 & 8 Vehicles):		\$ 31,842,025	56.76%	\$ 31,369,796	59.16%	\$ 472,229	1.51%	
CLASS 3 VEHICLES								
Pay-by-Plate	\$ 8.00	2,928	0.01%	1,984	0.00%	\$ 944	47.58%	
E-ZPass®	\$ 8.00	2,152,610	3.84%	2,294,516	4.33%	(141,906)	-6.18%	
Video Tolling	\$12.00	229,465	0.41%	222,403	0.42%	7,062	3.18%	
Total:		2,385,003	4.25%	2,518,903	4.75%	(133,900)	-5.32%	
CLASS 4 VEHICLES								
Pay-by-Plate	\$12.00	3,600	0.01%	2,388	0.00%	1,212	50.75%	
E-ZPass®	\$12.00	2,302,642	4.10%	2,335,313	4.40%	(32,671)	-1.40%	
Video Tolling	\$18.00	182,317	0.32%	239,969	0.45%	(57,652)	-24.02%	
Total:		2,488,559	4.44%	2,577,670	4.86%	(89,111)	-3.46%	
CLASS 5 VEHICLES								
Pay-by-Plate	\$24.00	5,856	0.01%	1,968	0.00%	3,888	197.56%	
E-ZPass®	\$24.00	17,914,020	31.93%	15,708,056	29.62%	2,205,964	14.04%	
ETC Usage Disc		(815,231)	-1.45%	(994,901)	-1.88%	179,670	-18.06%	
Video Tolling	\$36.00	1,208,385	2.15%	862,853	1.63%	345,532	40.05%	
Total:		18,313,030	32.64%	15,577,976	29.38%	2,735,054	17.56%	
CLASS 6 VEHICLES								
Pay-by-Plate	\$30.00	360	0.00%	184	0.00%	176	95.65%	
E-ZPass®	\$30.00	1,010,863	1.80%	928,295	1.75%	82,568	8.89%	
Video Tolling	\$45.00	64,391	0.11%	53,564	0.10%	10,827	20.21%	
Total:		1,075,614	1.92%	982,043	1.85%	93,571	9.53%	
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 24,262,206	43.24%	\$ 21,656,592	40.84%	\$ 2,605,614	12.03%	
GRAND TOTAL:		\$ 56,104,231	100.00%	\$ 53,026,388	100.00%	\$ 3,077,843	5.80%	
REVENUE COMPOSITE:								
Pay-by-Plate	\$	332,973	0.59%	180,488	0.34%	\$ 152,485	84.48%	
Total E-ZPass®		44,791,561	79.84%	41,468,669	78.20%	3,322,892	8.01%	
Total Video Tolling		10,979,697	19.57%	11,377,231	21.46%	(397,534)	-3.49%	
GRAND TOTAL:		\$ 56,104,231	100.00%	\$ 53,026,388	100.00%	\$ 3,077,843	5.80%	

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS

For the Fiscal Year Ended June 30

(UNAUDITED)

FORT MCHENRY TUNNEL

TOLL TRANSACTIONS

CLASS 2 & 8 VEHICLES	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
Pay-By-Plate	252,525	0.59%	138,208	0.33%	114,317	82.71%
E-ZPass®	9,197,900	21.41%	9,221,831	22.19%	(23,932)	-0.26%
Full-Fare	14,536,327	33.83%	13,671,944	32.90%	864,384	6.32%
MD E-ZPass®	8,423,442	19.60%	8,153,201	19.62%	270,241	3.31%
Commuter	425,380	0.99%	208,588	0.50%	216,792	103.93%
Official Duty	5,539,281	12.89%	5,670,472	13.64%	(131,192)	-2.31%
Video Transactions	38,374,855	89.31%	37,064,245	89.18%	1,310,610	3.54%
Total (Class 2 & 8 Vehicles):						
CLASS 3 VEHICLES						
Pay-By-Plate	830	0.00%	318	0.00%	512	161.01%
E-ZPass®	639,751	1.49%	658,209	1.58%	(18,458)	-2.80%
Video Transactions	47,125	0.11%	54,985	0.13%	(7,860)	-14.29%
Total:	687,705	1.60%	713,511	1.72%	(25,806)	-3.62%
CLASS 4 VEHICLES						
Pay-By-Plate	547	0.00%	314	0.00%	233	74.39%
E-ZPass®	522,241	1.22%	547,232	1.32%	(24,991)	-4.57%
Video Transactions	44,759	0.10%	45,804	0.11%	(1,044)	-2.28%
Total:	567,548	1.32%	593,349	1.43%	(25,802)	-4.35%
CLASS 5 VEHICLES						
Pay-By-Plate	1,767	0.00%	461	0.00%	1,306	283.30%
E-ZPass®	3,016,092	7.02%	2,932,604	7.06%	83,488	2.85%
Video Transactions	249,120	0.58%	193,191	0.46%	55,929	28.95%
Total:	3,266,979	7.60%	3,126,256	7.52%	140,723	4.50%
CLASS 6 VEHICLES						
Pay-By-Plate	30	0.00%	9	0.00%	21	228.47%
E-ZPass®	66,429	0.15%	58,490	0.14%	7,939	13.57%
Video Transactions	2,710	0.01%	3,209	0.01%	(499)	-15.55%
Total:	69,169	0.16%	61,708	0.15%	7,461	12.09%
Total (Class 3, 4, 5 & 6 Vehicles)	4,591,400	10.69%	4,494,824	10.82%	96,577	2.15%
GRAND TOTAL:	42,966,255	100.00%	41,559,069	100.00%	1,407,187	3.39%
TOLL TRANSACTION COMPOSITE:						
Pay-By-Plate	255,699	0.60%	139,310	0.34%	116,389	83.55%
Total E-ZPass®	36,827,562	85.71%	35,452,098	85.31%	1,375,463	3.88%
Total Video Transactions	5,882,995	13.69%	5,967,660	14.36%	(84,666)	-1.42%
GRAND TOTAL:	42,966,255	100.00%	41,559,069	100.00%	1,407,187	3.39%

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30

FORT MCHENRY TUNNEL
TOLL REVENUE

CLASSIFICATION	2023		2022 (For comparative purpose only)		Changes		
	Rate	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES							
Pay-by-Plate	\$ 4.00	1,010,101	0.46%	552,833	0.26%	\$ 457,268	82.71%
<i>E-ZPass</i>							
Full-Fare	\$ 4.00	36,791,598	16.75%	36,887,325	17.36%	(95,727)	-0.26%
MD <i>E-ZPass</i>	\$ 3.00	43,608,962	19.86%	41,015,831	19.30%	2,593,151	6.32%
Commuter	\$ 1.40	11,792,819	5.37%	11,414,482	5.37%	378,337	3.31%
Video Tolling	\$ 6.00	33,235,685	15.13%	34,022,834	16.01%	(787,149)	-2.31%
Total (Class 2 & 8 Vehicles):		\$ 126,439,185	57.57%	\$ 123,893,305	58.29%	\$ 2,545,880	2.05%
CLASS 3 VEHICLES							
Pay-by-Plate	\$ 8.00	6,640	0.00%	2,544	0.00%	\$ 4,096	161.01%
<i>E-ZPass</i>	\$ 8.00	5,118,004	2.33%	5,265,670	2.48%	(147,666)	-2.80%
Video Tolling	\$12.00	565,497	0.26%	659,814	0.31%	(94,317)	-14.29%
Total:		5,690,141	2.59%	5,928,028	2.79%	(237,887)	-4.01%
CLASS 4 VEHICLES							
Pay-by-Plate	\$12.00	6,564	0.00%	3,764	0.00%	2,800	74.39%
<i>E-ZPass</i>	\$12.00	6,266,896	2.85%	6,566,784	3.09%	(299,888)	-4.57%
Video Tolling	\$18.00	805,669	0.37%	824,466	0.39%	(18,797)	-2.28%
Total:		7,079,129	3.22%	7,395,014	3.48%	(315,885)	-4.27%
CLASS 5 VEHICLES							
Pay-by-Plate	\$24.00	42,408	0.02%	11,064	0.01%	31,344	283.30%
<i>E-ZPass</i>	\$24.00	72,386,205	32.96%	70,382,486	33.12%	2,003,719	2.85%
ETC Usage Disc		(3,091,829)	-1.41%	(3,927,444)	-1.85%	835,615	-21.28%
Video Tolling	\$36.00	8,968,307	4.08%	6,954,873	3.27%	2,013,434	28.95%
Total:		78,305,091	35.65%	73,420,979	34.55%	4,884,112	6.65%
CLASS 6 VEHICLES							
Pay-by-Plate	\$30.00	900	0.00%	274	0.00%	626	100.00%
<i>E-ZPass</i>	\$30.00	1,992,865	0.91%	1,754,687	0.83%	238,178	13.57%
Video Tolling	\$45.00	121,955	0.06%	144,404	0.07%	(22,449)	-15.55%
Total:		2,115,720	0.96%	1,899,365	0.89%	216,355	11.39%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 93,190,081	42.43%	\$ 89,643,386	41.71%	\$ 4,546,695	5.13%
GRAND TOTAL:		\$ 219,629,266	100.00%	\$ 212,536,691	100.00%	\$ 7,092,575	3.34%
REVENUE COMPOSITE:							
Pay-by-Plate	\$	1,066,613	0.49%	570,479	0.27%	\$ 496,134	86.97%
Total <i>E-ZPass</i>		174,865,540	79.62%	169,359,821	79.68%	5,505,719	3.25%
Total Video Tolling		43,697,113	19.90%	42,606,391	20.05%	1,090,722	2.56%
GRAND TOTAL:		\$ 219,629,266	100.00%	\$ 212,536,691	100.00%	\$ 7,092,575	3.34%

Note: Numbers may not sum to total due to rounding.

**Maryland Transportation Authority
SCHEDULE OF TOLL TRANSACTIONS**

For the Fiscal Year Ended June 30

(UNAUDITED)
INTERCOUNTY CONNECTOR

TOLL TRANSACTIONS

	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES						
Pay-By-Plate	262,959	0.79%	132,874	0.43%	130,085	97.90%
E-ZPass®	27,884,532	83.38%	26,025,144	83.66%	1,859,388	7.14%
Official Duty	293,001	0.88%	160,658	0.52%	132,343	82.38%
Video Transactions	4,047,839	12.10%	3,752,418	12.06%	295,421	7.87%
Total (Class 2 & 8 Vehicles):	32,488,331	97.15%	30,071,094	96.66%	2,417,237	8.04%
CLASS 3 VEHICLES						
Pay-By-Plate	417	0.00%	365	0.00%	52	14.33%
E-ZPass®	328,223	0.98%	357,475	1.15%	(29,252)	-8.18%
Video Transactions	30,437	0.09%	29,806	0.10%	631	2.12%
Total:	359,076	1.07%	387,645	1.25%	(28,569)	-7.37%
CLASS 4 VEHICLES						
Pay-By-Plate	532	0.00%	286	0.00%	246	86.24%
E-ZPass®	214,885	0.64%	228,138	0.73%	(13,253)	-5.81%
Video Transactions	21,444	0.06%	24,292	0.08%	(2,849)	-11.73%
Total:	236,861	0.71%	252,716	0.81%	(15,856)	-6.27%
CLASS 5 VEHICLES						
Pay-By-Plate	153	0.00%	76	0.00%	77	100.65%
E-ZPass®	324,374	0.97%	361,511	1.16%	(37,137)	-10.27%
Video Transactions	15,861	0.05%	17,700	0.06%	(1,839)	-10.39%
Total:	340,388	1.02%	379,287	1.22%	(38,899)	-10.26%
CLASS 6 VEHICLES						
Pay-By-Plate	0	0.00%	6	0.00%	(6)	-100.00%
E-ZPass®	17,519	0.05%	17,477	0.06%	42	0.24%
Video Transactions	190	0.00%	1,567	0.01%	(1,377)	-87.88%
Total:	17,709	0.05%	19,050	0.06%	(1,340)	-7.04%
Total (Class 3, 4, 5 & 6 Vehicles)	954,034	2.85%	1,038,699	3.34%	(84,664)	-8.15%
GRAND TOTAL:	33,442,366	100.00%	31,109,793	100.00%	2,332,573	7.50%
TOLL TRANSACTION COMPOSITE:						
Pay-By-Plate	264,062	0.79%	133,606	0.43%	130,455	97.64%
Total E-ZPass®	29,062,534	86.90%	27,150,403	87.27%	1,912,130	7.04%
Total Video Transactions	4,115,770	12.31%	3,825,783	12.30%	289,987	7.58%
GRAND TOTAL:	33,442,366	100.00%	31,109,793	100.00%	2,332,573	7.50%

Note: Numbers may not sum to total due to rounding.

**Maryland Transportation Authority
SCHEDULE OF TOLL REVENUE**

For the Fiscal Year Ended June 30

INTERCOUNTY CONNECTOR

TOLL REVENUE

CLASS 2 & 8 VEHICLES	2023		2022 (For comparative purpose only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
Pay-By-Plate	\$ 587,812	0.84%	\$ 291,572	0.46%	\$ 296,240	101.60%
E-ZPass®	49,879,887	71.67%	44,985,510	70.78%	4,894,377	10.88%
Video Tolling	11,901,562	17.10%	10,786,479	16.97%	1,115,083	10.34%
Total Class 2 & 8 Vehicles	\$ 62,369,261	89.62%	\$ 56,063,561	88.21%	\$ 6,305,700	11.25%
CLASS 3 VEHICLES						
Pay-by-Plate	\$ 2,034	0.00%	\$ 1,766	0.00%	\$ 268	15.18%
E-ZPass®	1,330,372	1.91%	1,336,612	2.10%	(6,240)	-0.47%
Video Tolling	167,724	0.24%	160,073	0.25%	7,651	4.78%
Total:	1,500,130	2.16%	1,498,451	2.36%	1,679	0.11%
CLASS 4 VEHICLES						
Pay-by-Plate	3,797	0.01%	2,119	0.00%	1,678	79.19%
E-ZPass®	1,276,912	1.83%	1,272,295	2.00%	4,617	0.36%
Video Tolling	176,452	0.25%	193,558	0.30%	(17,106)	-8.84%
Total:	1,457,161	2.09%	1,467,972	2.31%	(10,811)	-0.74%
CLASS 5 VEHICLES						
Pay-By-Plate	2,654	0.00%	1,314	0.00%	1,340	101.98%
E-ZPass®	3,768,362	5.41%	4,001,754	6.30%	(233,392)	-5.83%
Video Tolling	236,948	0.34%	238,871	0.38%	(1,923)	-0.81%
Total:	4,007,964	5.76%	4,241,939	6.67%	(233,975)	-5.52%
CLASS 6 VEHICLES						
Pay-By-Plate	—	0.00%	97	0.00%	(97)	-100.00%
E-ZPass®	254,515	0.37%	259,835	0.41%	(5,320)	-2.05%
Video Tolling	3,538	0.01%	28,374	0.04%	(24,836)	-87.53%
Total:	258,053	0.37%	288,306	0.45%	(30,253)	-10.49%
Total (Class 3, 4, 5 & 6 Vehicles)	\$ 7,223,308	10.38%	\$ 7,496,668	11.79%	\$ 273,360	-3.65%
GRAND TOTAL:	\$ 69,592,569	100.00%	\$ 63,560,229	100.00%	\$ 6,032,340	9.49%

REVENUE COMPOSITE:

Pay-By-Plate	\$ 596,297	0.86%	\$ 296,868	0.47%	\$ 299,429	100.86%
Total E-ZPass®	56,510,048	81.20%	51,856,006	81.59%	4,654,042	8.97%
Total Video Tolling	12,486,224	17.94%	11,407,355	17.95%	1,078,869	9.46%
GRAND TOTAL:	\$ 69,592,569	100.00%	\$ 63,560,229	100.00%	\$ 6,032,340	9.49%

Note: Numbers may not sum to total due to rounding.

The Intercounty Connector is a variably priced facility, where tolls are higher during peak travel times to help manage congestion. Total cost to the customer is based on time of day and miles travelled. The chart below shows E-ZPass® rates. Video toll rates are 150% of the E-ZPass® rates, with a minimum of \$1.00 and maximum of \$15.00 additional.

	Class 2 & 8 Vehicles	Class 3 Vehicles	Class 4 Vehicles	Class 5 Vehicles	Class 6 Vehicles
Peak	\$ 0.44 - \$ 3.86	\$ 0.88 - \$ 7.71	\$ 1.32 - \$ 11.57	\$ 2.64 - \$ 23.14	\$ 3.30 - \$ 28.92
Off-Peak	\$ 0.40 - \$ 2.98	\$ 0.68 - \$ 5.96	\$ 1.02 - \$ 8.94	\$ 2.04 - \$ 17.88	\$ 2.55 - \$ 22.35
Overnight	\$ 0.40 - \$ 1.23	\$ 0.40 - \$ 2.45	\$ 0.42 - \$ 3.68	\$ 0.84 - \$ 7.36	\$ 1.05 - \$ 9.20

2023

Annual Comprehensive

FINANCIAL REPORT

of the Maryland Transportation Authority -
An Enterprise Fund of the State of Maryland

2310 Broening Highway
Baltimore, MD 21224



Maryland
Transportation
Authority

