



Fiscal Year 2006 Annual Report



Maryland
Transportation
Authority

Moving Maryland Forward



The Maryland Transportation Authority is an independent State agency established in 1971 to finance, construct, manage, operate and improve the State's toll facilities, as well as to finance new revenue-producing transportation projects for the Maryland Department of Transportation. The Authority's seven toll facilities – a turnpike, two tunnels and four bridges – help keep traffic moving in Maryland. All of the Transportation Authority's projects and services are funded through tolls and revenues paid by customers who use the agency's facilities. For more than 35 years, the Maryland Transportation Authority has provided Maryland's citizens and visitors with safe and convenient transportation facilities. We are committed to quality and excellence in customer service, and we rely on our organization's values, traditions and – most important – our employees to achieve these goals.

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Maryland Transportation Authority (MdTA)

**FISCAL YEAR 2006
ANNUAL REPORT**

As we begin an exciting journey together, let me say how pleased I am

to know that the Authority will be responsible for some of the most challenging and important transportation projects in the State. Projects like the Intercounty Connector and I-95 Express Toll LanesSM that will reduce gridlock and improve our transportation infrastructure.

The Authority and its employees have an outstanding reputation of teamwork and commitment, and I look forward to our efforts in creating EZ passage throughout Maryland and expanding opportunities for Maryland's families. Together, we will create and maintain a transportation network where safety, security, customer service and efficiency are always our top priorities.

With more than 100 miles of major highways, two tunnels, four bridges and law-enforcement responsibilities for these facilities plus BWI Thurgood Marshall Airport and the Port of Baltimore, the Authority bears significant responsibility for not only the State's transportation system, but for its economic development, job growth and quality of life.

I look forward to working with the Authority and its stakeholders as we bring greater balance to our transportation efforts and foster smarter and more sustainable patterns of growth for our shared future –

Moving Maryland Forward.

A Message from the

*G***overnor**



A large, stylized, handwritten signature of Martin O'Malley in a light orange color.

Martin O'Malley

OUR *V*ISION

Creating EZ passage throughout Maryland

OUR *M*ISSION

The Authority will be financial stewards of our dedicated revenue sources to provide vital transportation links that move people to promote commerce in Maryland by:

- Creating and maintaining a transportation network of highways, bridges and tunnels where safety and efficiency are priorities.
- Operating and securing our facilities with innovative technologies.
- Financing transportation facilities that offer convenient choices to travelers.

OUR *V*ALUES

- **S**ervice
- **E**mployee empowerment and accountability
- **R**esponsiveness
- **V**igilance
- **I**ntegrity
- **C**ommunication
- **E**qual Opportunity





Above:
John D. Porcari, Chairman

The Maryland Transportation Authority is a group of eight citizens appointed by the Governor with the advice and consent of the State Senate. This group, representing Maryland's geographic regions, serves as our policy-setting, decision-making and governing body. Maryland's Secretary of Transportation presides as the Authority's Chairman. Each Member serves a four-year term, and term expirations are staggered. Members are eligible for reappointment to the Authority; however, there is a limit of three consecutive terms.

*G*overning

Members

Back row, left to right:

Walter E. Woodford, Jr., P.E. Appointed July 1991

Carolyn Y. Peoples Appointed February 2006

John B. Norris, Jr., P.E. Appointed October 1997

Front row, left to right:

Carol D. Rieg Appointed July 2005

Susan M. Affleck Bauer, Esq. Appointed July 2004

Louise P. Hoblitzell Appointed July 1983



OUR *M*ANAGEMENT
COMMITTEE

Ronald L. Freeland

EXECUTIVE SECRETARY

Daniel F. McMullen, III

DEPUTY EXECUTIVE SECRETARY



Maryland
Transportation
Authority



John J. Ayd, Jr.

Alice L. Brooks

Gregory A. Brown

Marcus L. Brown

David W. Chapin

Gregory M. Derwart

Deborah A. Donohue, Esq.

Curtis V. Esposito

Bruce W. Gartner

Geoffrey V. Kolberg, PE.

Jody D. McCurley

Cheryl M. Sparks

Simela Triandos

Joseph C. Waggoner, Jr.

Steven E. Welkos

Alison B. Williams

DIRECTOR OF INFORMATION TECHNOLOGY

DIRECTOR OF ORGANIZATIONAL DEVELOPMENT

CHIEF ADMINISTRATIVE OFFICER

CHIEF OF POLICE

SPECIAL PROJECTS COORDINATOR

DIRECTOR OF ADMINISTRATION

PRINCIPAL COUNSEL

DIRECTOR OF OPERATIONS

DIRECTOR OF STRATEGIC DEVELOPMENT

CHIEF ENGINEER

DIRECTOR OF OFFICE OF AUDITS

DIRECTOR OF COMMUNICATIONS

DIRECTOR OF CAPITAL PLANNING

CHIEF PLANNING AND DEVELOPMENT OFFICER

CHIEF FINANCIAL OFFICER

SENIOR DIRECTOR OF FINANCE

A Message from the

Chairman



It is a great honor to once again

serve Maryland's citizens and visitors, and I am pleased to share with you the Maryland Transportation Authority's accomplishments for Fiscal Year 2006. We hope you find this report informative, enlightening and useful.

Under the leadership of Governor Martin O'Malley and the Authority's Members, the Authority will build on these accomplishments and undertake new efforts vital to controlling growth and sprawl, preserving our open space and maintaining our quality of life in Maryland.

The Authority has consistently provided Maryland's families with safe and convenient transportation facilities.

As government becomes increasingly more responsive to the public it serves, the Authority will work harder and more efficiently than ever by employing the newest intelligent-transportation technology, best business practices and community partnerships to help ensure expanded opportunities and a secure future for Marylanders.

John D. Porcari

A Message from the

Executive Secretary



We appreciate your interest

in the Maryland Transportation Authority and hope you enjoy reading about the agency's accomplishments. The Authority's 1,600 employees make these accomplishments possible, and we commend them for their commitment to Moving Maryland Forward.

As Executive Secretary, I enjoy the opportunity to work hand-in-hand with these 1,600 employees, who make up the Authority's operations, police, finance, administration, communications, engineering, planning, legal and audit teams.

The Authority has grown exponentially and assumed unprecedented responsibilities since my tenure as an Authority Member from 1982 to 1991. However, one thing hasn't changed: our employees' commitment to serving Marylanders is just as strong today, if not stronger, than it was then.

Ronald L. Freeland



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

BALTIMORE

Future site of the
Intercounty Connector
(MD 200)



Baltimore
Harbor Tunnel
(I-895)

ANNAPOLIS

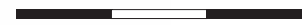
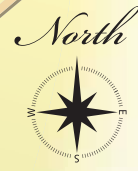
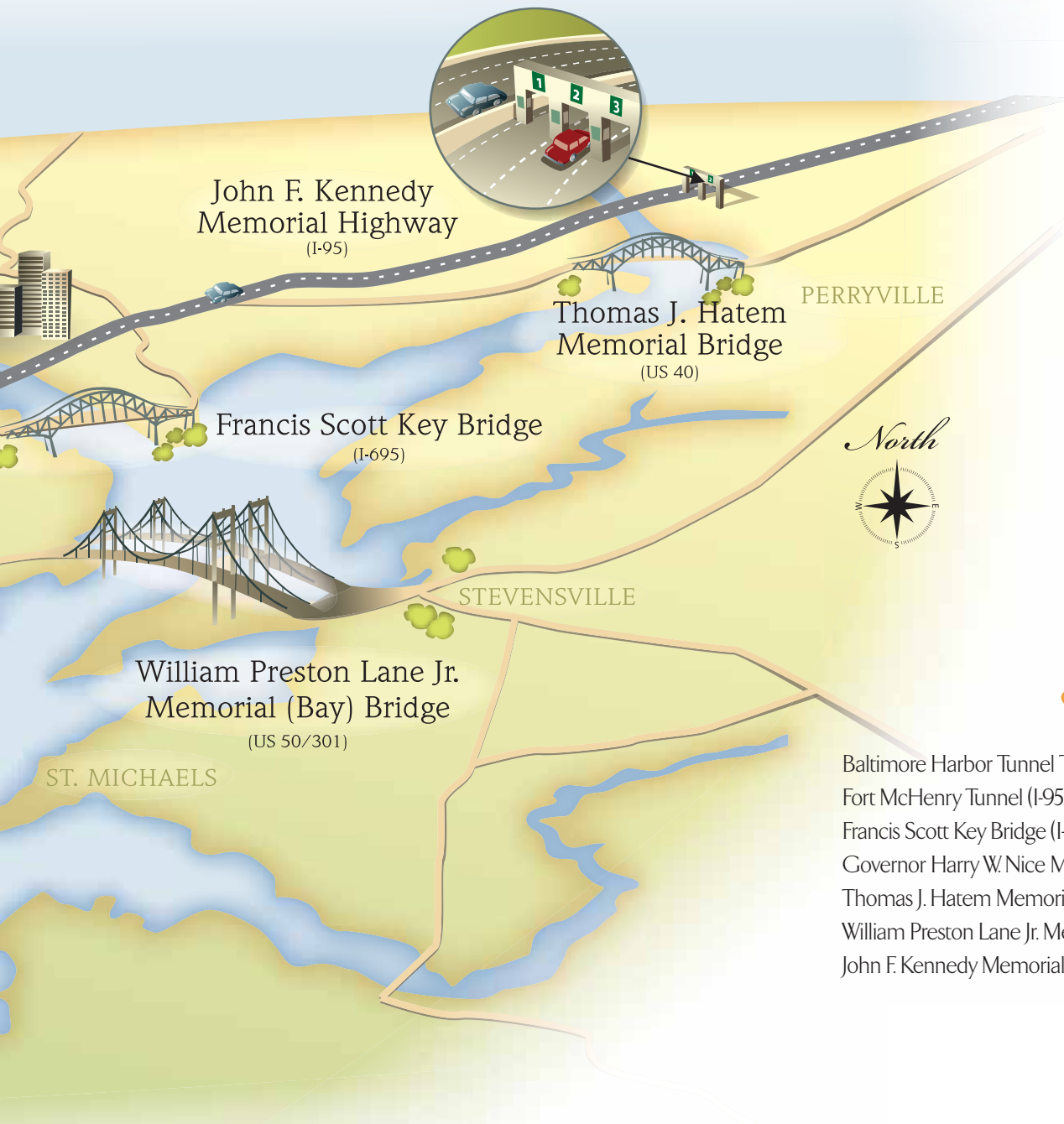
VIRGINIA

WASHINGTON, D.C.

Governor Harry W. Nice
Memorial Bridge
(US 301)

LA PLATA
MARYLAND

CHESAPEAKE
BAY



F ACILITY LENGTHS

Baltimore Harbor Tunnel Thruway (I-895)	17.6 miles
Fort McHenry Tunnel (I-95, I-395)	12.5 miles
Francis Scott Key Bridge (I-695)	10.3 miles
Governor Harry W. Nice Memorial Bridge (US 301)	2.2 miles
Thomas J. Hatem Memorial Bridge (US 40)	1.8 miles
William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301)	5.4 miles
John F. Kennedy Memorial Highway (I-95)	48.2 miles

Our *F*acilities

Vital Links in Maryland's
Transportation Network



John F. Kennedy Memorial Highway (I-95)

Opened in 1963, the John F. Kennedy Memorial Highway is a 48-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 Tydings Memorial Bridge over the Susquehanna River. FY 2006 traffic volume – 14.7 million vehicles (one-way toll).

Thomas J. Hatem Memorial Bridge (US 40)

The oldest of the Authority's facilities, this four-lane bridge opened in August 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in northeast Maryland. FY 2006 traffic volume – 5.6 million vehicles (one-way toll).

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

The largest, underwater highway tunnel, as well as the widest vehicular tunnel ever built by the immersed-tube method, the Fort McHenry tunnel opened to traffic in November 1985. It connects the Locust Point and Canton areas of Baltimore, crossing under the Patapsco River just south of historic Fort McHenry. The tunnel is a vital link in I-95, the East Coast's most important interstate route. FY 2006 traffic volume – 43.6 million vehicles.

Baltimore Harbor Tunnel (I-895)

The 1.4-mile, four-lane tunnel handled its first vehicles in November 1957. Designated I-895, the facility connects major north/south highways and many arterial routes in Baltimore City's industrial sections. FY 2006 traffic volume – 26.3 million vehicles.

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). Including the bridge and connecting roadways, the project is 10.3 miles in length. FY 2006 traffic volume – 11.9 million vehicles.

Governor Harry W. Nice Memorial Bridge (US 301)

Opened in December 1940, this two-lane bridge is located on US 301 and spans the Potomac River from Newburg, Md. to Dahlgren, Va. The bridge was originally called the Potomac River Bridge. FY 2006 traffic volume – 3.4 million vehicles (one-way toll).

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 located on Maryland's Eastern Shore and the metropolitan areas of Baltimore, Annapolis and Washington, D.C. At 4.3 miles, the spans are among the longest and most scenic over-water structures. The original span was built in 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in 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 ("contraflow" operations). FY 2006 traffic volume – 133 million vehicles (one-way toll).





*John F. Kennedy
Memorial Highway (I-95)*


Facility Facts


Maryland's toll facilities were financed and constructed through revenue bonds. The outstanding principal and interest due each year is paid from toll revenues. Toll revenues are the primary source of funds. The Authority's toll receipts are pooled, with revenues from all seven facilities combined for operating, maintaining and making capital improvements to these facilities. The agency's strong bond rating secures its position to finance transportation solutions for Maryland's citizens.


 The Northeastern Expressway was dedicated in 1963 by President John F. Kennedy, Maryland Governor Millard Tawes and Delaware Governor Carvel. It was President Kennedy's last public appearance. The roadway was renamed the John F. Kennedy Memorial Highway in 1964 to honor the fallen president.


 In May 1986, the Thomas J. Hatem Bridge, originally known as the Susquehanna River Bridge, was dedicated to the memory of Thomas J. Hatem, a distinguished citizen of Harford County, who devoted his life to public service.

 The Fort McHenry Tunnel was built using the open-trench method, in which prefabricated tunnel sections were sunk in a trench dredged in the harbor's bottom, and the sections were joined underwater.

 When the Baltimore Harbor Tunnel opened in 1957, it was heralded as breaking the "Baltimore Bottleneck." For years, traffic had crawled through Baltimore's narrow streets, then the only direct route between Philadelphia and the South.

 Scholars believe the Francis Scott Key Bridge crosses within 100 yards of the site where Francis Scott Key witnessed the bombardment of Fort McHenry on Sept. 12, 1814, inspiring Key to write the words of the Star Spangled Banner.

 In 1938, President Franklin D. Roosevelt journeyed to Charles County, Md., to lead the groundbreaking ceremony for the Governor Harry W. Nice Memorial Bridge.

 When it opened in July 1952, the William Preston Lane, Jr. Memorial (Bay) Bridge was the world's largest continuous over-water steel structure.

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



Thomas J. Hatem Memorial Bridge (US 40)



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



Baltimore Harbor Tunnel (I-895)



Francis Scott Key Bridge (I-695)



Governor Harry W. Nice Memorial Bridge (US 301)

EZ Passage



More than 650,000 *E-ZPass*® Maryland transponders are on the move, and over half of all traffic at Authority facilities uses *E-ZPass* electronic toll collection. Increasing the use of *E-ZPass* improves operational efficiency and motorist convenience at State toll plazas. As an indication of the continuing trend toward *E-ZPass*, the Fort McHenry Tunnel, Baltimore Harbor Tunnel and Francis Scott Key Bridge regularly exceed 60% *E-ZPass* usage – a significant benefit to easing congestion. The Authority markets *E-ZPass* with multi-media efforts including trade-show, print, radio, TV and billboard advertising. In FY 2006, *E-ZPass* traffic volumes increased 10.5%.

As more than 16 million *E-ZPass* transponders travel throughout the Northeast, the Authority continues to make electronic payment of Maryland tolls easier for *E-ZPass* customers.

- The dedicated *E-ZPass* lane at the Bay Bridge was extended an additional half mile in 2006 for a full one-mile approach.
- The Authority is testing if purple pavement dots make it easier for drivers to find *E-ZPass* lanes at the Fort McHenry Tunnel's northbound toll plaza. If results are positive, use of the dots could expand to other Maryland toll plazas.

- *E-ZPass* "On the Go" sales continue to be strong at Mars Food Stores and central Maryland Motor Vehicle Administration locations, and expanded to include Annapolis-area Giant Food Stores. These packaged *E-ZPass* transponders have \$25 in prepaid tolls, \$15 of which is available immediately and the remaining amount available with registration.
- A comprehensive review of all *E-ZPass* correspondence was conducted in 2006 to make communication more customer-friendly. The Authority values top-quality customer service as electronic toll collection continues to expand and evolve.
- The Authority began a \$183 million contract for the development and 10-year operation of the "Next Generation" electronic toll collection system. The new system, currently in the development phase, will be implemented in early 2008. The Next Generation system will improve the efficiency of both electronic and manual toll-collection operations, add select higher-speed *E-ZPass* Only lanes, and improve feedback to customers concerning account status.

Open-road tolling – in which tolls are collected electronically at highway speeds without the need for traditional toll plazas – is the future of toll collection. This is the planned toll-collection method for the Intercounty Connector (ICC) and I-95 Express Toll Lanes (ETLsSM). The Authority is working aggressively to develop this new system for the planned openings and is excited to help develop best practices industry-wide.



The Authority continued its comprehensive plan to help ease congestion for motorists traveling across the Bay Bridge (US 50/301). Bay Bridge summer travel efforts have put a new twist on familiar messages and safety efforts and have given drivers the tools to avoid congestion and delays. The four pieces of the 2006 public-outreach efforts include:

- Call 1-877-BAYSPAN,
- "Go Early, Stay Late,"
- Get E-ZPass, and
- Keep Your Cool & Pace Your Space.

The newest piece, *Keep Your Cool & Pace Your Space*, is designed to help drivers maintain safe following distances and keep the bridge accident free. A review of bridge crashes and traffic tie-ups between January 2002 and December 2004 found 58% of bridge crashes were rear-end collisions and 70% of them were on the eastbound span and roadway.

As part of the pilot safety program, the Authority installed 102 hot pink panels along the sides of the eastbound span. The panels are spaced to allow 150 feet between vehicles. Signs prior to and beyond the toll plaza encourage drivers to "pace their space" by traveling the posted speed and by keeping two panels between their cars and those in front.

Making a Difference

Reduced Congestion

- Even with handling the highest traffic volume ever, virtually no back-ups were caused solely by traffic volume on Fridays and Sundays.
- Improved throughput with the new extended one-mile E-ZPass approach lane and by using the contraflow lane (one lane of the westbound bridge is reversed to carry eastbound travelers) for E-ZPass-only.
- "Congestion" at the bridge often moves at speeds of up to 40 mph.
- "Rolling slow-downs" (speeds more than 15 mph) occur more frequently than "back-ups" (speeds less than 15 mph).
- Early *Pace Your Space* data show reduction in collisions and more consistent speeds through first curve in the eastbound span.

Easing Bay Bridge Congestion

Increased E-ZPass Use

- E-ZPass use on weekends increased as much as 27 percent from summer 2005, while traffic volumes stayed relatively the same.
- E-ZPass "On the Go" sales were expanded to include Annapolis-area Giant Food Stores.

Provided Better Information to Travelers and Media

- The 1-877-BAYSPAN hotline for current Bay Bridge traffic 24/7 is an invaluable resource for travelers and commuters alike. The previous hotline handled about 35,000 calls annually. During FY 2006 alone, 1-877-BAYSPAN received almost 300,000 calls!
- Successfully worked with traffic reporters to push "off-peak travel" message and cover Bay Bridge traffic even outside of the summer travel season.
- Partnered with the Civil Air Patrol, Maryland Wing, for traffic fly-overs to pinpoint backup lengths and provide real-time traffic updates.



Capital Investments

The Authority's current six-year capital program will exceed \$4.5 billion for the first time in agency history. In FY 2007 alone, the budget is more than \$620 million, increasing yearly projected expenditures by more than 300% over actual expenditures for FY 2006.

The Authority continues to preserve and expand existing facilities and invest in new ones to serve Marylanders for years to come. By FY 2008, the Authority's Annual Capital Program will be more than \$900 million and will grow to more than \$1 billion in FY 2009 and FY 2010.

The Division of Capital Planning manages the Authority's growing capital program, project planning for facility improvements, and government and community relations. Our Consolidated Transportation Program consists of 228 projects that range from small feasibility studies of \$25,000 to the Intercounty Connector and I-95 Express Toll LanesSM – two major construction projects with an estimated combined cost of more than \$3.5 billion. Projects are organized by three major components for the six-year program:

- Construction Program: 28 projects with a total value of more than \$3.95 billion.
- Design and Evaluation Program: 10 projects with a total value of approximately \$28 million.
- Minor Projects Program: 190 projects with a total value of approximately \$548 million.

Preservation and improvement projects are underway Authority-wide:

- At the Fort McHenry Tunnel, a \$235 million contract for renovating 22 bridges between the toll plaza and I-895 interchange wrapped up, and a 61-bridge deck-rehabilitation project south of the tunnel will begin in summer 2007.
- The entire 50-mile Kennedy Highway has been resurfaced and safety improvements made.
- In summer 2006, a new police detachment and facility office space at the Key Bridge was completed.
- The Authority installed an additional mile of noise wall along Broening Highway near the Key Bridge to reduce traffic sounds for residents of Turner Station. The project also included landscaping and safety improvements.

Highlights of the Design and Evaluation Program include:

- Project Planning is underway for improvements to the Nice Bridge, the Authority's second oldest facility. The Nice Bridge Improvement Project will investigate options to address existing and future traffic and safety needs at the two-lane bridge. Public workshops will be held in spring 2007. The study is expected to be complete by spring 2009.
- The Authority is in planning stages to redevelop both I-95 travel plazas – the 35-year-old Chesapeake House and the 45-year-old Maryland House. The Authority will be soliciting input from the private sector for the redevelopment process and will ensure minimal customer inconvenience during construction.

- The I-95 Section 200 Planning Study is examining how traffic congestion and safety can be improved throughout the 16 miles of I-95 from north of MD 43 in Baltimore County to just north of MD 22 in Harford County. A public workshop was held in June 2006. The study is expected to be complete by fall 2008.
- As the next step in exploring how to address the Bay Bridge's growing traffic-capacity needs, the Authority and the Maryland Transit Administration are jointly managing a study to determine if transit service would be a viable solution to these needs. The study is expected to be complete in spring 2007.
- Studies for improvements to commercial-vehicle inspection facilities are in progress at all Authority facilities.

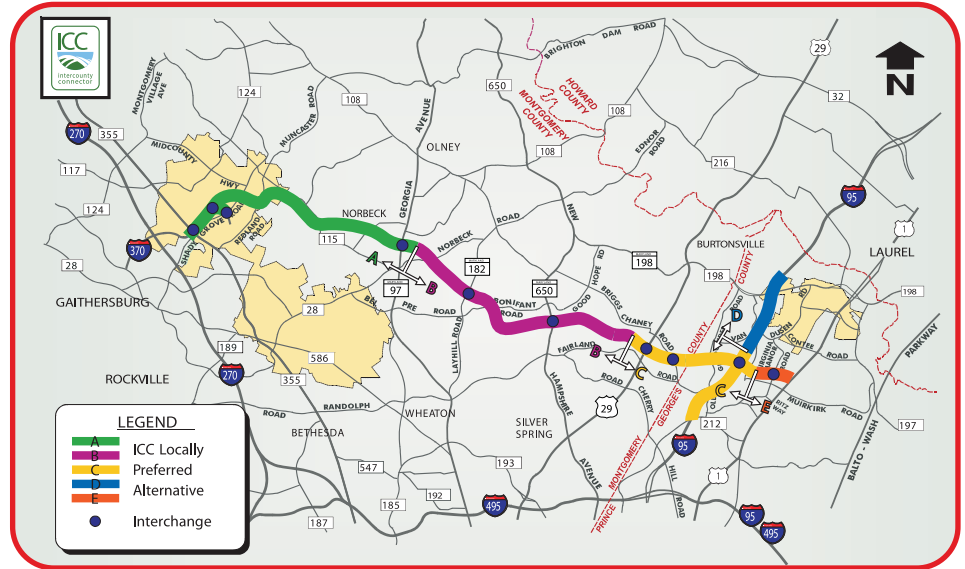
With the extensive Authority projects at hand, there is an unprecedented opportunity to partner with Minority Business Enterprises (MBE). MBE participation goals are a priority for the Authority, which has one of the highest participation rates in the State. The Authority also is joining the State in endorsing the Maryland Highway Contractors Association's Contractor College Proposal to help small and minority companies learn the business of working with the State as a certified MBE.

MdTA CAPITAL PROGRAM BY FISCAL YEAR



MdTA FINAL CONSOLIDATED TRANSPORTATION PROGRAM
2007-2012 (in millions)

Convenient Choices



The Intercountry Connector

In FY 2006, Maryland made significant progress in realizing one of its top transportation priorities – the Intercountry Connector (ICC). The ICC will be an 18-mile long, \$2.45 billion toll highway in the Washington, D.C., metro region that will link the I-270/I-370 corridor in Montgomery County to the I-95 and US 1 corridors in Prince George's County.

While the Authority is financing the ICC and will own and operate the facility, the State Highway Administration is acting on the Authority's behalf in project development.

In May 2006, after an exhaustive environmental analysis, the Federal Highway Administration signed a Record of Decision approving the project. Design of the project and right-of-way acquisition are underway. Construction on the first of several major design-build contracts will likely begin in mid 2007. The first ICC segment – from I-370 to MD 97 – is expected to open to traffic in 2010.

Designated MD 200, the ICC will be the State's first congestion-priced facility. There will be no need for motorists to stop to pay tolls – tolls will be collected electronically at highway speeds using *E-ZPass* and video-tolling technology. Toll rates will vary by vehicle type, time of day and distance traveled and will be adjusted periodically to assure relatively congestion-free travel.

An economic study by the University of Maryland projects the ICC will generate more than 14,000 jobs in Montgomery and Prince George's counties and have a nearly \$7 billion impact on the State's economy. The ICC also will help improve traffic congestion on local roads, improve traffic flow at nearly 40 key intersections and improve the safety of local roadways in the study area by preventing an estimated 356 crashes per year.

Many efforts are being made by the State to work with local communities in minimizing the impacts of the ICC, and extensive environmental mitigation accompanies the project.

I-95 Express Toll LanesSM

In January 2006, the Authority broke ground for I-95 Express Toll Lanes (ETLsSM) – one of the State’s mega transportation investments and the first project of its kind in Maryland. The project area is approximately 10 miles in length and stretches from just south of the I-95/I-895 split in northeast Baltimore to just north of MD 43 in White Marsh. The project will ease congestion and increase safety by reconstructing bridges and interchanges and adding two new Express Toll Lanes in each direction.

ETLs are all about giving drivers a choice: the choice to travel in one of four existing general-purpose lanes, as they do today, or pay a toll to travel in one of two adjacent new ETLs that will be managed to maintain relatively congestion-free conditions. Drivers using the ETLs will pay their tolls electronically at highway speeds using *E-ZPass*. Relatively free-flowing traffic conditions can be expected by varying toll rates according to anticipated traffic demand throughout the day. Rates will be reviewed and adjusted periodically to manage congestion.

ETLs offer a number of important benefits:

- Convenient travel choices.
- Highway infrastructure in place for express bus service.
- Traffic management for the long term.
- Increased flexibility during accidents, highway maintenance and other incidents.
- Improved air quality and other environmental benefits.

The Authority reached a milestone in October 2006 when work began on the I-95/Moravia Road interchange, the first ETLs construction contract to involve I-95 travel lanes directly. Work has been underway to replace the bridges at Rossville Boulevard, Cowenton Avenue and Joppa Road. The new bridges will be longer to allow for the addition of ETLs on I-95. In total, 11 bridges will be replaced, 22 new bridges will be constructed and three I-95 interchanges at I-895, I-695 and MD 43 will be reconfigured during the project.

The Authority has opened a field office in White Marsh as a way for community organizations and individual stakeholders to access project information, attend open houses and meet with a project team member. The office houses Authority staff and the General Engineering Consultant (GEC) Partners.

ETLs are expected to open to traffic as early as 2011.



Law Enforcement

The nationally accredited Maryland Transportation Authority (MdTA) Police is one of the largest law-enforcement agencies in Maryland, with more than 500 sworn and civilian professionals. Every day, officers keep millions of Maryland's citizens and visitors safe and secure as they use vital transportation assets like Authority toll facilities, the Port of Baltimore and Baltimore/Washington International Thurgood Marshall (BWI Thurgood Marshall) Airport.

The MdTA Police uses innovative programs like the Homeland Enforcement and Traffic (HEAT) Team, DUI and security checkpoints and interagency traffic initiatives to increase traffic and criminal enforcement. Officers made 716 criminal arrests and issued more than 11,500 motor-vehicle citations and warnings during FY 2006. Seat-belt enforcement increased 25 percent between FY 2005 and 2006.

During the fiscal year, the Commercial Vehicle Safety Unit (CVSU) inspected 20,337 vehicles and took 3,928 vehicles and 2,334 drivers out-of-service. The unit found 6,253 vehicles overweight. MdTA Police reopened the west-bound scale house at the Bay Bridge for random checks to enforce vehicle-weight limits and help protect travelers and infrastructure. Inspectors weighed 7,427 vehicles, finding 157 overweight.

Other law-enforcement highlights:

- Officers arrested 1,031 individuals for suspected DUI offenses, 383 subjects for narcotics violations and 72 subjects for weapons violations.
- Throughout FY 2006, the MdTA Police HEAT Team confiscated more than \$288,000 in cash, 69 pounds of marijuana and 156 grams of cocaine during drugs and weapons arrests.

- Officers enhanced traffic safety through sobriety checkpoints and saturation patrols and "Smooth Operator," "Chiefs' Challenge" and "Click It or Ticket" campaigns.
- MdTA Police took first-place honors for their occupant-protection and traffic-safety efforts in both the Maryland Chiefs' Challenge and the International Association of Chiefs of Police Special Law Enforcement Challenge.
- Twenty new MdTA Police officers graduated in summer 2006, bringing the uniformed ranks to 441 officers.



The MdTA Police partners aggressively with federal, state and local officials as part of the Maryland Coordination and Analysis Center and the Joint Terrorism Task Force. During FY 2006, MdTA Police unveiled a new Mobile Command Unit that will be used by police and Authority operations during homeland-security efforts and critical incidents.

Other homeland-security highlights:

- MdTA Police joined the Transportation Security Administration (TSA) and the Maryland Transit Administration Police to introduce three new TSA-certified bomb-detecting canine teams to monitor mass-transit facilities throughout the region. The MdTA Police has the largest contingent of bomb-detecting dogs in the State.
- MdTA Police worked with other State agencies to prepare the Maritime Initiative Report. Efforts led to several grants for the Natural Resource Police, which assists the MdTA Police in waterside security efforts at Maryland's ports and bridges.
- The HEAT Team continues to oversee security and law-enforcement patrols of MARC rail transportation.
- MdTA Police established a tight security initiative at the BWI Thurgood Marshall Airport to prevent potential terrorist threats for the Repatriation Plan for U.S. citizens leaving Lebanon. During this high-profile, eight-day event, BWI Thurgood Marshall Airport handled 19 flights and almost 4,500 American evacuees.

Homeland Security



SAFETY INVESTMENTS

A

THORITY COURTESY PATROLS

Courtesy Patrols, staffed by Vehicle Recovery Technicians (VRTs) are vital to improving service and safety on Authority roadways. By assisting drivers of disabled vehicles with gasoline, water and minor repairs, patrols minimize the risk for crashes and potential congestion from stopped vehicles – a necessity for facilities with no roadway shoulders like the Bay Bridge.

Courtesy Patrols provide 24-hour coverage at the Bay Bridge and the two tunnels and operate 16 hours a day, five days a week, at the Key Bridge and Kennedy Highway. In FY 2006, patrols assisted drivers of more than 27,000 disabled vehicles, a 19% increase over FY 2005. Patrol operators generally respond to disabled vehicles within five minutes, and about 90% of these vehicles are back on the road within 10 minutes.

At the Bay Bridge (US 50/301), Courtesy Patrols perform a drive-over service to transport fearful motorists across the bridge. The Authority plans to privatize this service in May 2007 so Patrols can focus on their core mission of helping stranded motorists, responding to emergencies and keeping traffic flowing on the bridge.



The Authority established the Cecil/Harford Bridges Work Group to examine issues relating to the Authority's bridges and toll plazas in Cecil and Harford counties. The bipartisan Work Group was made up of 23 representatives, including local elected officials, business and community leaders.

And The Work Group was developed in response to concerns from citizens, business leaders and small-business owners about tolls on the Millard E. Tydings Bridge (I-95) and the Thomas J. Hatem Memorial Bridge (US 40). Concerns included the economic disparity of Cecil County when competing with the rest of Maryland for businesses, jobs and residents. Other concerns include the planned renovation of the Hatem Bridge deck and its impacts on local communities on both sides of the bridge.

The Work Group reviewed alternatives and provided options for the Authority regarding toll-plaza operations, traffic concerns during Hatem Bridge construction and public-safety issues. Authority Members approved the traffic plan for the Hatem Bridge redecking that was recommended by the Work Group and are reviewing options developed by the group for consideration of next steps.

Cecil/Harford Bridges Work GROUP





IN *S*ERVICE TO THE
MARYLAND TRANSPORTATION AUTHORITY

Trustee – The Bank of New York
Independent Auditors – Reznick Group, P.C.

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2310 Broening Highway, Suite 150
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Fiscal Year 2006 Annual Report



Maryland
Transportation
Authority

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

John D. Porcari
Chairman

www.mdtransportationauthority.com

www.baybridge.com

www.ezpassmd.com

www.I-95ExpressTollLanes.com

