



Maryland Transportation Authority

# ANNUAL REPORT 2009

# THE MARYLAND TRANSPORTATION AUTHORITY

**The Maryland Transportation Authority (MDTA)** is an independent State agency established in 1971 to finance, construct, manage, operate, maintain and improve the State's toll facilities, as well as to finance new revenue-producing transportation projects for the Maryland Department of Transportation.

**The MDTA's seven toll facilities** – a turnpike, two tunnels and four bridges – connect One Maryland. All of the MDTA's operations, projects and services are funded through tolls and revenues paid by customers who use the agency's facilities. The MDTA's Trust Agreement for the benefit of its bondholders outlines how these funds may be used and keeps the agency positioned with strong bond ratings to help finance transportation solutions for Maryland's citizens.

**For nearly 40 years**, the MDTA has provided Maryland's citizens and visitors with safe, secure 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 importantly – our employees to achieve these goals.





## A MESSAGE FROM THE GOVERNOR

On behalf of the citizens of Maryland, I am pleased to share with you this report of the Fiscal Year 2009 operations of the MDTA. I hope you will find this report informative, enlightening and useful.

When the MDTA was established nearly 40 years ago, transportation leaders never could have envisioned the onset of electronic toll collection, speed-detection and traffic-monitoring cameras, the Bay Bridge Preservation Project and license plate-based technology to detect chronic toll violators.

During the past four decades, the MDTA has undergone a remarkable transformation from an agency responsible for the maintenance, operation and improvement of toll facilities to an agency now charged with financing new revenue-producing transportation projects and delivering transportation improvements like the Intercounty Connector (ICC/MD 200) to link Maryland's two key economic corridors along I-270 and I-95.

Through the years, the MDTA has consistently provided the State's citizens and visitors with safe, convenient transportation facilities. Despite the economic challenges of the past year, the MDTA is working harder than ever to employ the newest technology, business practices and community partnerships. This positive approach will continue in years ahead as we work to help enhance the safety and efficiency of our transportation network.

**Martin O'Malley**  
Governor

# CONTENTS

- 1 A Message from the Governor
- 2 Governing Members
- 3 Vision, Mission & Values
- 4 A Message from the Chairman
- 5 A Message from the Executive Secretary
- 7 Our Facilities
- 8 Capital Investments
- 10 Peer Review Group
- 11 Safety
- 12 I-95 Improvements
- 13 Improvement Project
- 14 Intercounty Connector (ICC/MD 200)
- 15 Project Planning Studies
- 16 Preservation Projects
- 18 *E-ZPass*<sup>®</sup>
- 19 Toll Violators Caught!
- 20 Law Enforcement
- 21 Homeland Security
- 22 Smart, Green & Growing
- 24 Customer Service
- 26 Financial Report

*Left to right, starting with back row:*

Peter J. Basso - *Appointed August 2007*, Richard C. Mike Lewin - *Appointed August 2007*,  
Walter E. Woodford, Jr., P.E. - *Appointed July 1991*, Rev. Dr. William C. Calhoun, Sr. - *Appointed May 2007*,  
Michael J. Whitson - *Appointed May 2007*, Mary Beyer Halsey - *Appointed February 2008*,  
Isaac H. Marks, Sr., Esq. - *Appointed May 2007*, Louise P. Hoblitzell - *Appointed July 1983*



## GOVERNING MEMBERS

The MDTA 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. Each Member serves a four-year term, and term expirations are staggered. Members are eligible for reappointment to the MDTA; however, since 2007, there is a limit of three consecutive terms. Maryland's Secretary of Transportation presides as the MDTA's Chairman.



## OUR VISION:

Creating EZ Passage Throughout Maryland.

---

## OUR MISSION:

The MDTA 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 VALUES:

- Service
- Employee Empowerment and Accountability
- Responsiveness
- Vigilance
- Integrity
- Communication
- Equal Opportunity

# A MESSAGE FROM THE CHAIRMAN



On behalf of the MDTA Members, I am pleased to share with you the agency's Fiscal Year 2009 annual report. As you may be aware, I was appointed Chairman in September 2009, following the departure of former Chairman John D. Porcari, who was named Deputy Secretary of the U.S. Department of Transportation by President Barack Obama. We offer our best wishes and appreciation to former Chairman Porcari for his dedication and his leadership.

One of the cornerstones of the O'Malley-Brown administration has been its conviction that Maryland's transportation system contribute to our State being a safer, stronger and more secure place to live, work and raise our families as One Maryland. Certainly, we continue to make progress toward this goal; however, Fiscal Year 2009 proved quite challenging in this regard as government was charged with finding ways to do more with less.

While our transportation network is fundamentally strong, we are faced with the realities of dealing with aging infrastructure, increased congestion and reduced funding. We are aggressively meeting these challenges and will continue to do so. The MDTA and its seven toll facilities are key links in the State's transportation system. As a result, the MDTA's effort to maintain and improve those facilities plays a critical role in meeting the O'Malley-Brown agenda to develop and maintain a vibrant transportation network throughout the State. This annual report reviews the path the MDTA has followed over the past year. It is a path that established a solid foundation and one that has opened the door to even more progress in the days ahead.

A handwritten signature in black ink that reads "Beverley K. Swaim-Staley". The signature is written in a cursive, flowing style.

**Beverley K. Swaim-Staley**  
*Chairman*



# A MESSAGE FROM THE EXECUTIVE SECRETARY

Welcome to our report on the activities and operations of the MDTA for Fiscal Year 2009. It has been a privilege and pleasure to serve as the MDTA's Executive Secretary during the past year.

As our vision states, we are committed to "Creating EZ Passage Throughout Maryland." With strong and effective leadership from the Chairman and Members, the MDTA is working diligently to meet Governor O'Malley's goal of a safer and stronger Maryland, and to do so with fiscal responsibility. While we have made many difficult decisions this year including the implementation of a cost-recovery initiative that consisted of increased commercial vehicle tolls and *E-ZPass*® charges, the safety and convenience of our customers remained our top priority. We appreciate our customers' patience and understanding as we took the steps necessary to help ensure that the MDTA remains a strong, viable transportation agency capable of supporting the infrastructure relied on daily by Maryland's families.

On behalf of our 1,700 employees, thank you for your support of the MDTA. We hope you enjoy reading about our accomplishments and efforts to meet the growing needs of the 152 million motorists who travel our facilities each year. The MDTA's employees make these accomplishments possible, and I commend them for their commitment to excellence and teamwork in these lean and challenging times.

**Ronald L. Freeland**  
*Executive Secretary*

## Our Management Committee

**Gregory A. Brown**  
*Chief Administrative Officer*

**Marcus L. Brown**  
*Chief of Police*

**Randolph P. Brown, P.E.**  
*Deputy Executive Secretary*

**David W. Chapin**  
*Special Projects Coordinator*

**David K. Greene**  
*Director of Strategic Development*

**Beverly Hill**  
*Director of Procurement & Statutory  
Program Compliance*

**Derek Jones**  
*Director of Operations*

**Geoffrey V. Kolberg, P.E.**  
*Chief Engineer*

**Jody D. McCurley**  
*Director of Audits*

**Deborah E. Sharpless**  
*Chief Financial Officer*

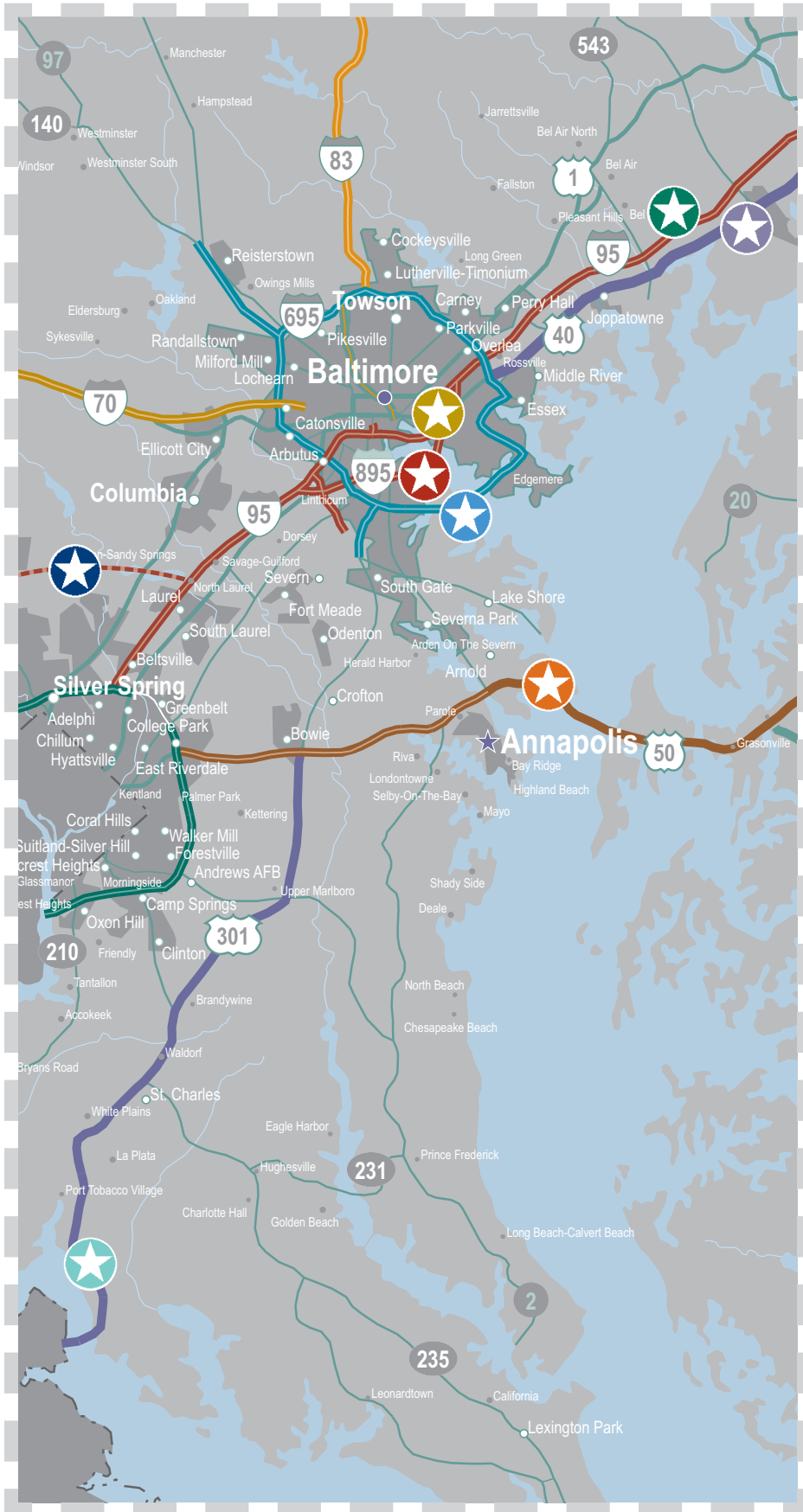
**Dennis Simpson**  
*Acting Director of Capital Planning*

**Valerie Johnston Smith**  
*Principal Counsel*


**Cheryl M. Sparks**  
*Director of Communications*

**Simela Triandos**  
*Acting Chief Planning Officer*

# VITAL LINKS IN MARYLAND'S




## 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 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 ("contra-flow" operations).

**FY 2009 traffic volume** – 25.5 million vehicles.



## Thomas J. Hatem Memorial Bridge (US 40)

 The oldest of the MDTA's facilities, this 1.3-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.

**FY 2009 traffic volume** – 10.1 million vehicles.



# TRANSPORTATION NETWORK



## 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. The eight-lane tunnel is nearly two miles long and 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 2009 traffic volume** – 43.4 million vehicles.



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

★ Opened in November 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 2009 traffic volume** – 29.3 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 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 17 miles in length.

**FY 2009 traffic volume** – 25.5 million vehicles.



## Governor Harry W. Nice Memorial Bridge (US 301)

★ Opened in December 1940, this 1.7-mile, two-lane bridge is located on US 301 and spans the Potomac River from Newburg, Md., to Dahlgren, Va. President Franklin D. Roosevelt participated in the facility's groundbreaking in 1939.

**FY 2009 traffic volume** – 6.7 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 facility is 10.3 miles in length, crossing over the Patapsco River.

**FY 2009 traffic volume** – 11.7 million vehicles.



## Intercounty Connector (ICC/MD 200)

★ The Intercounty Connector (ICC/MD 200) links I-270/I-370 in Montgomery County and the I-95/US 1 business corridor in Prince George's County. The ICC/MD 200 will be the MDTA's first all-electronic toll facility when its first segment between I-370 and MD 97 opens in 2010. Tolls will be paid at highway speeds using E-ZPass® via overhead gantries. The Maryland State Highway Administration is managing ICC/MD 200 construction. Once construction is complete, the MDTA will own, operate and maintain the ICC/MD 200 as Maryland's eighth toll facility.

# CAPITAL INVESTMENTS

## Consolidated Transportation Program

The MDTA's current six-year Consolidated Transportation Program (CTP) is more than \$3.3 billion and continues to preserve existing facilities to serve Marylanders for years to come.

In Fiscal Year 2010, the MDTA's annual capital program is more than \$1.1 billion. With the extensive projects at hand, there is an unprecedented opportunity to partner with Minority Business Enterprises (MBE). MBE participation goals are a priority for the MDTA, which has one of the highest participation rates in the State.

Our CTP consists of 243 projects that range from small feasibility studies of \$25,000 to large-scale construction projects like the Intercounty Connector and I-95 Express Toll Lanes. Projects are organized by three major components for the six-year program:

- **Construction Program:** 35 projects with a total value of approximately \$2.56 billion.
- **Development and Evaluation Program:** Seven projects with a total value of more than \$14 million.
- **Minor Projects Program:** 201 projects with a total value of approximately \$762 million.

## Highlights of the Design and Evaluation Program:

- Project Planning is underway for improvements to the Nice Bridge, the MDTA'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. The study is expected to be complete by summer 2011.
- 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. The study is expected to be complete by summer 2010.
- The MDTA is in planning stages to redevelop both I-95 travel plazas – the 33-year-old Chesapeake House and the 45-year old Maryland House – and is soliciting input from the private sector for the redevelopment process.
- Studies to improve commercial-vehicle inspection facilities are in progress at all the MDTA's facilities.



*Trunnion bearing is removed in preparation for Curtis Creek drawbridge repair, near the Key Bridge.*

## Preservation and improvement projects are planned and underway:

- Rehabilitation of I-95 south of the Fort McHenry Tunnel from Joh Avenue to Washington Boulevard.
- Replacement of the 1.5-mile deck of the Thomas J. Hatem Bridge. Construction began in spring 2008.
- Interchange improvements to MD 24 at I-95 began in fall 2008. Improvements will provide enhanced capacity, operation and safety at the interchange.
- Upgrades to the Nice Bridge toll plaza – needed to accommodate future traffic growth and an increase in *E-ZPass*® usage – began in fall 2008.
- Repairs to the Curtis Creek Drawbridge lifting mechanisms began in January 2010.
- Cleaning and painting the structural steel surfaces of the westbound Bay Bridge. Engineering is underway and the project will begin in Fiscal Year 2011.
- Curtis Creek Drawbridge construction to replace the steel grid deck to begin in Fiscal Year 2014.
- A project to renovate the Canton Viaduct along the Harbor Tunnel throughway, including the bridge deck, substructure and superstructure, is expected to be advertised in Fiscal Year 2014.

## Overview of the MDTA's Debt Program

The MDTA may issue either taxable or tax-exempt municipal bonds to finance the cost of large-scale projects that would otherwise exceed current available operating revenues. Through this financing mechanism, the MDTA is able to finance construction of projects that generate sufficient future revenues to repay bondholders the principal amount borrowed, along with interest. In December 2009, the MDTA received underlying AA ratings from all three bond rating agencies.

The MDTA is responsible for various Transportation Facilities Projects. The pooled revenue from these projects is pledged to the payment of toll-revenue bonds. Transportation Facilities Projects include the Nice Bridge, Bay Bridge, Baltimore Harbor Tunnel, Key Bridge, Kennedy Highway, Fort McHenry Tunnel and the Intercounty Connector (ICC/MD 200). Additionally, the MDTA has certain other projects including the Hatem Bridge. Recently, the capital needs of this project have been funded with cash rather than the issuance of debt.

By Maryland statute, the MDTA may also issue bonds to provide financing for other revenue-producing transportation-related projects that are not related to toll projects. Conduit bonds and Grant and Revenue Anticipation (GARVEE) bonds are secured by revenues pledged from the individual projects or federal government grants and are backed by sources external to the MDTA. To date, the MDTA has issued revenue bonds for transportation projects at Baltimore/Washington International Thurgood Marshall Airport; parking facilities at various Metrorail stations operated by the Washington Metropolitan Area Transit Authority (WMATA); and a State parking facility in Annapolis. Additionally, the MDTA has issued GARVEE bonds to finance a portion of the Intercounty Connector.

As of June 30, 2009, the MDTA had toll-revenue backed debt, conduit and GARVEE debt outstanding of \$2.2 billion.

A bond is a debt security that provides the borrower with external funds to finance long-term capital projects, as well as funding reserves and related legal and consultant costs. Bonds may be classified according to maturity structure, source of repayment, issuer, price, rating or purpose of financing.

- **Revenue Bond** - A special type of bond distinguished by its guarantee of repayment from the revenues generated by the project being built. Because the pledge of security is not as great as that of general obligation bonds, which are backed by the full faith, credit and taxing power of the State, revenue bonds may carry a slightly higher interest rate and are usually considered the second-most secure type of municipal bonds.
- **GARVEE bonds** - Bonds authorized under the National Highway System Designation Act of 1995 as a mechanism for allowing state and local agencies to issue debt for transportation projects using future federal highway funds to repay the principal, interest, and any other costs associated with the issuance of the debt.
- **Conduit debt** - The issuance of municipal securities by a governmental unit (referred to as the "conduit issuer") to finance a project to be owned and managed primarily by a third party borrower, which can be a for-profit entity engaged in private enterprise or a 501(c)(3) organization (referred to as the "conduit borrower"). Such securities do not constitute general obligations of the conduit issuer because the conduit borrower is obligated to generate the pledged revenues necessary to repay the debt.

# PEER REVIEW GROUP

The Maryland Transportation Authority is committed to maintaining the safety and integrity of Maryland's transportation infrastructure. Since 2006, the MDTA has taken measures to strengthen its bridge and tunnel inspection program, including oversight and direction from unbiased industry professionals.

In fall 2008, Governor O'Malley directed former Chairman John D. Porcari to establish a panel of independent, nationally recognized experts on bridge and tunnel design and inspection to review the MDTA's inspection program and identify best practices industry-wide. At the conclusion of the Peer Review Group's eight-month review, the MDTA's inspection program was found to be in compliance with National Bridge Inspection Standards and comparable to the practices of other agencies.

In early 2008, the MDTA issued new contracts, employed new inspection consultants with national inspection experience, and required improved methodological approaches and work schedules.

Today, the MDTA's enhanced inspection practices include three independent engineering consultant firms that rotate in performing annual inspections, allowing a new "set of eyes" to examine a particular structure on succeeding inspection cycles. Inspectors are also required to be within arms reach of each item being inspected.

The MDTA has significantly increased budgets devoted to bridge and tunnel inspection, reorganized staff in charge of inspections, and improved follow-up actions on deficiencies found in the previous inspection cycle.

The Peer Review Group recommendations include, among others:

- Hiring and development of additional staff to manage the inspection program, oversee follow-up on findings and conduct quality assurance checks of consulting teams.
- Using non-destructive evaluation techniques, such as ultrasonic testing, where appropriate, to address specific concerns identified during inspections.
- Preparing a system-wide bridge inspection manual, as well as individual inspection manuals for facilities like the Bay Bridge and Baltimore tunnels.
- Providing more detailed, quantitative data in inspection reports.
- Striving for more transparency of the inspection program to strengthen public confidence.
- Developing a strategic plan to implement recommendations.

Mary Lou Ralls, P.E., Peer Review Group Chairperson, and Peer Review Group member Malcolm T. Kerley, P.E., currently serve as independent consultants to oversee implementation of the panel's recommendations.

# SAFETY

As the MDTA improves Maryland's highways, tunnels and bridges, our top priority remains the safety of our customers and our employees. We are committed to keeping Maryland's families and visitors, our employees and construction workers safe and make every effort to prevent traffic fatalities and injuries by enforcing motor vehicle law, educating our customers and coming to the aid of stranded motorists.

Public outreach and education is a significant component of this effort. Safety messages emphasize "Stay Alert So No One Gets Hurt" and "Choose Safety for Life." In partnership with the State Highway Administration, the MDTA provided motorists with tips to drive safely through construction work zones and focused on four key areas to help make Maryland roads safer and more secure: education, engineering, enforcement and emergency medical services. In addition, the MDTA continued its Bay Bridge safety campaign, in which "Spokesbirds" Spike and Otis emphasized the top-five safety tips and best times for traveling the bridge.



## Speed Enforcement

The MDTA Police has increased speed enforcement efforts at the Bay Bridge to encourage motorists to obey the posted speeds, especially in work zones and during two-way traffic. Officers are also enforcing recently posted "Stay in your Lane" signs for the bridge.

## Courtesy Patrols

Courtesy Patrols, staffed by our Vehicle Recovery Technicians (VRTs), are vital to improving service and safety on our roadway, especially with the many work zones across the State. By assisting drivers of disabled vehicles with gasoline, flat tires and other minor repairs, patrols minimize the risk for crashes and potential congestion from stopped vehicles – a necessity for facilities without roadway shoulders like the Bay Bridge and the two Baltimore tunnels. At these facilities, VRTs also tow disabled vehicles to expedite emergency response.

Courtesy Patrols provide 24-hour coverage at the Bay Bridge and the two tunnels; 16 hours a day, seven days a week at the Kennedy Highway and 16 hours a day, five days a week, at the Key Bridge. In Fiscal Year 2009, patrols assisted drivers of more than 21,000 disabled vehicles. Patrol operators generally respond to disabled vehicles within five minutes, and about 90% of these vehicles are back on the road within 10 minutes.



*Billy Clough, Vehicle Recovery Technician, tows a disabled vehicle from the Bay Bridge.*

# I-95 IMPROVEMENTS

## I-95 Express Toll Lanes<sup>SM</sup>

Slated to be completed in 2014, the ETLs<sup>SM</sup> Project is easing congestion and improving safety on the most congested portion of I-95 north of Baltimore. It will offer drivers the choice to travel in one of four general-purpose lanes in each direction of I-95, as they do now, or pay a toll to travel in one of two adjacent express toll lanes for consistent travel times. The project spans from just south of the I-95/I-895 split in northeast Baltimore City to MD 43 in White Marsh. Toll rates, which will be set about one year prior to the ETLs opening, will vary by vehicle type and time of day, and will be reviewed periodically to maintain relatively congestion-free conditions. The I-95 ETLs project is already delivering safety and operational improvements to travelers.

Between September 2008 and July 2009, seven new general-purpose ramps were completed at the I-95/I-695 interchange in northeast Baltimore, many of which resulted in significant changes to the former traffic patterns. Traffic that is slowing to exit or is entering the roadway now utilizes the right lanes instead of the left, resulting in fewer motorists needing to shift lanes to reach their destinations.

Additional safety enhancements include improved highway lighting at all ramp entry and exit points, additional directional and informational signing and improved reflectivity and visibility of signs throughout the project area.

Since the project broke ground in 2006, three major construction contracts have been completed. In Fiscal Year 2009, the construction team coordinated five contracts consisting of four prime contractors, more than 100 subcontractors, approximately 500 workers and six prime construction management/inspection teams. Rigorous coordination and partnering efforts have been achieved.

Environmental stewardship is a high priority for the MDTA and the ETLs project. Efforts focused on minimizing environmental impacts, including noise-barrier construction, storm-water management/water-quality improvements, erosion and sediment control, on-site and off-site reforestation and landscaping. Reforestation of six sites in Baltimore City has been contracted for spring 2010.

The ETLs project is not only making safety improvements and sustaining and protecting the environment, it is also delivering benefits to other jurisdictions and individual communities. Construction has brought improved access to roads adjacent to I-95, added sidewalks for pedestrians, and improved bicycle access. Sixteen noise walls have been constructed within 16 Noise Sensitive Areas (NSAs), totaling approximately eight miles of sound attenuation for the surrounding communities.



*Southbound I-95/I-695 General Purpose Lane construction. The overhead ramp from southbound I-95 to eastbound I-695 opened in June 2009.*



*Aerial view of new I-95/I-695 interchange ramps.*

# IMPROVEMENT PROJECT

## I-95/MD 24 Improvement Project

In Fiscal Year 2008, the MDTA began the I-95/MD 24 Improvement Project aimed at improving safety, adding capacity and reducing congestion on a 1.5-mile stretch of MD 24 near the I-95 interchange in Harford County. Once complete, it will help reduce congestion for the approximately 65,000 motorists who travel this portion of MD 24 daily and improve access to Aberdeen Proving Ground, which is expected to add thousands of jobs as part of the Base Realignment and Closure (BRAC) process. Improvements to the I-95/MD 24 interchange are key to Governor O'Malley's plans to address BRAC-related growth in the area.

Work on the project is anticipated to be complete in 2011 and involves:

- Construction of a temporary intersection at MD 24 and MD 924 (Emmorton Road)/Tollgate Road, south of the current intersection, to facilitate construction of a new interchange at this location.
- Constructing a new interchange which will consist of a new MD 24 bridge over MD 924 (Emmorton Road)/ Tollgate Road. The new bridge will allow motorists on MD 24 to bypass a traffic signal at the intersection.
- Widening the northbound MD 24 bridge over I-95 from three lanes to four lanes to accommodate the future traffic pattern on northbound MD 24 at the new MD 24/MD 924 interchange.

Project limits extend along I-95, from just north of the MD 24 bridge to just south of the Winters Run stream and along MD 24 from Edgewood Road to north of the MD 24/MD 924 intersection. Currently, MD 24 is a four-lane divided urban highway that serves commuters, residents and businesses in the Constant Friendship, Woodsdale Meadows and Bel Air communities of Harford County.



*Widening of MD 24 bridge over I-95.*

# INTERCOUNTY CONNECTOR (ICC/MD 200)

The Intercounty Connector (ICC/MD 200) will be Maryland's – as well as the Mid-Atlantic's – first all-electronic, variably priced toll facility. The MDTA, which is providing approximately half of the ICC/MD 200's financing, will operate the roadway as the agency's eighth toll facility when it opens to traffic. The 17.3-mile tolled highway will link I-370 in Montgomery County and the I-95/US 1 business corridor in Prince George's County.

Tolling the ICC/MD 200 will help manage congestion to provide reliable and reduced travel times during incident-free conditions and greater convenience for both drivers and transit users. By varying toll rates by time of day (peak, off-peak and overnight periods) and day of the week, the ICC/MD 200 will have generally free-flowing traffic – even during peak periods like morning and afternoon rush hours. During such times, toll rates will be higher to manage the number of vehicles using the roadway.

The toll revenue collected will help fund ICC/MD 200 construction costs and help cover operating and maintenance costs once the roadway opens. Traffic patterns will be continuously monitored, with a regular review to determine if the toll rates need to be adjusted.

Since the ICC/MD 200 will be all electronic, there will be no toll plazas with stop-and-go traffic for cash payment. Tolls will be collected via *E-ZPass*® at highway speeds as vehicles pass under overhead gantries.

Although *E-ZPass*® is the most convenient and easiest way to pay tolls on the ICC/MD 200, drivers may pay the tolls after their trips. In this instance, a photo of the vehicle's license plate is used to identify the registered owner. A statement will be sent to the owner's address for the amount of the toll, plus a \$3 Notice of Toll Due Fee per transaction to help cover the significantly higher costs of collecting tolls via this method.

## Milestones

Opening of the ICC/MD 200's first segment, from I-370 to MD 97 (7.2 miles, of which 5.65 miles are tolled), is expected in fall 2010, with the roadway from MD 97 to I-95 scheduled to open in late 2011 or early 2012.

Once open, the ICC/MD 200 will improve mobility and connectivity for Marylanders, whether they drive the roadway; use the roadway to access Metrorail, MARC, or local transit services; use new Maryland Transit Administration's commuter bus service that will operate on the facility; or enjoy connections to bike trails and pedestrian paths.



*Signature Arch Bridge over Rock Creek.*



*The new Old Columbia Pike bridge.*



*Governor Martin O'Malley (right) visits the ICC/MD 200 at US 29.*



# PROJECT PLANNING STUDIES

## I-95 Toll Plaza Study

In spring 2008, the MDTA initiated the I-95 Toll Plaza Planning Study. The purpose of the study is to consider the travel patterns of motorists using I-95 and other major roads in Cecil County to determine the best location for tolling on I-95 within the county. The study consisted of three parts:

- 1) analyzing travel patterns on I-95 and other major roads through traffic data collection,
- 2) evaluating potential tolling locations along I-95, including modifying the existing toll plaza in Perryville, and
- 3) determining the best tolling method, including All Electronic Tolling (AET).

The study concluded that relocating the tolling location from Perryville could result in significant diversions onto local Cecil County roads that cannot accommodate the potential increase in traffic. There is not public consensus nor significant justification to move the tolling location. The study results also indicated AET is not feasible in the near future and cash and electronic toll collection are the preferred collection methods at the existing toll plaza. Highway-speed *E-ZPass*® lanes could be implemented after additional study.

Public information meetings were held in June 2009, providing nearly 100 citizens the opportunity to review displays, speak to the project team and provide comments.

## Nice Bridge Improvement Project

The Nice Bridge Improvement Project was initiated in 2006 by the MDTA to address safety and capacity needs at the Governor Harry W. Nice Memorial Bridge (US 301).

The project study area extends along US 301 from Charles County, Md., to King George County, Va. The purpose of the Nice Bridge Improvement Project is to study the different options for improving the crossing and the flow of traffic across the bridge and on the roadways leading to and from the bridge. The study process involves developing and evaluating alternates and researching the possible impacts to environmental resources. The purpose of studying alternates and conducting this analysis is to identify potential enhancements to capacity and safety at the existing bridge.

Public hearings in September 2009 allowed citizens an opportunity to review and provide comments on the Environmental Assessment (EA) document. The EA summarizes the MDTA's efforts to date, including environmental data collection; Focus Group meetings; Alternates Public Workshops; planning level engineering; environmental technical reports; consultation with federal, State and local agencies and groups; and a detailed evaluation of the seven design alternates retained for study. A preferred alternate is expected to be identified in winter 2010, followed by the final Environmental Assessment document in summer 2010. Project planning is expected to be complete in fall 2010.



*Citizens attend informational meeting.*

# PRESERVATION PROJECTS

## Hatem Bridge Preservation Project

The Thomas J. Hatem Memorial Bridge, which spans the Susquehanna River on US 40, is a critical route for residents, visitors and businesses in Cecil and Harford counties. Although repairs have been made to this four-lane bridge as needed throughout the years, the MDTA determined that the concrete on the bridge deck needed to be replaced in order to preserve the 70-year-old, structurally sound bridge.

To this end, the 3.5-year Hatem Bridge Preservation Project began in June 2008. The project includes complete replacement of the bridge roadway (deck), substructure (concrete piers) repairs and installation of a new, permanent jersey barrier in the center of the bridge. The construction schedule consists of four stages.

The full project is expected to be complete in fall 2011. Throughout the project, one lane will remain open in each direction, except during scheduled times to allow for the delivery of construction materials, moving equipment or as needed for ongoing maintenance, deck repairs and routine inspections. Commercial vehicles with four or more axles are restricted from crossing from 6 a.m. to 10 p.m., seven days-a-week.

Processes are in place to protect the environment during the work, including installation of shielding underneath the bridge to keep construction debris from falling into the Susquehanna River. In addition, noise restrictions have been instituted for the work to minimize disturbances to the surrounding communities.

During the project, citizens may obtain details about construction progress, alternate routes and work-zone safety and sign up for email alerts at [hatembridge.com](http://hatembridge.com). Hatem Bridge traffic information is available 24/7 by calling 1-888-MDTA-411 (638-2411) for the duration of the project. In addition, during construction, customers who use Automatic Vehicle Identification decals may renew them annually for free.



*Setting grid for eastbound redecking.*



*Pouring concrete onto new grid.*



*Completed eastbound redecking.*



*Through truss deck removal with concrete crab.*

## Bay Bridge Preservation Project

The MDTA and its partners American Bridge and URS reached significant milestones in the Bay Bridge Preservation Project during the fiscal year.

The project involves full-depth, pre-cast concrete deck replacement work in the suspension and through truss deck sections to expand the life of the westbound span. Concrete deck segments, ranging in size from 15 to 49 feet long and weighing 29,000 to 90,000 pounds, were fabricated off-site and barged to the bridge for installation. Replacement of 156 deck segments in the through truss section began in September 2009.

In April 2009, the last of 144 concrete deck segments was replaced in the suspension span. During the entire suspension-span re-decking, crews minimized impacts

to traffic with scheduled overnight closures of the westbound span and only reopened the bridge late one morning for rush-hour traffic. Just after the close of the fiscal year, crews at the casting yard finished pouring the last concrete deck segment that will be placed in the westbound through-truss section in Fiscal Year 2010.

The project also incorporates painting structural steel in the suspension span and through truss sections and replacing steel railings along the full length of the bridge. In addition, high and low voltage wiring, conduit and overhead lane signals on both the eastbound and westbound spans are being replaced.

The MDTA's Division of Communications has done extensive outreach to the Baltimore, Annapolis and Eastern Shore areas with community events, email alerts and media involvement.

The MDTA's Government and Community Relations section coordinates the Bay Bridge Reconstruction Advisory Group (BBRAG), a citizen-based group that provides feedback about the Bay Bridge Preservation Project. BBRAG members represent the two counties connected by the bridge (Anne Arundel and Queen Anne's counties) and

commuters from both the Western and Eastern shores. The group meets monthly to assess operational challenges, discuss public outreach opportunities and serve as a forum for bridge traveler's concerns.

Bay Bridge traffic information is available 24/7 by calling 1-877-BAYSPAN (1-877-229-7726) or visiting [baybridge.com](http://baybridge.com).



*New through truss deck sections en route to the Bay Bridge.*



*Crews clean steel stringers before new deck is installed.*

# E-ZPASS<sup>®</sup>

April 2009 marked 10 years of electronic toll collection in Maryland. In those 10 years, *E-ZPass* use has consistently grown each year. More than 635,000 *E-ZPass* transponders are on the move, and nearly 61% of all traffic at MDTA facilities uses *E-ZPass* to pay tolls electronically. A remarkable 73% of all customers using the Francis Scott Key Bridge (I-695) use *E-ZPass* for their toll transactions.

In its continuing efforts to create EZ Passage throughout Maryland, the MDTA aimed to enhance customer service and improve operations at its seven toll facilities:



*Stop-in Center representative Sharon Jobes.*

- A new southbound free-flow *E-ZPass* lane opened at the Fort McHenry Tunnel on March 26, 2009. These lanes have posted speed limits of 30 mph. A similar northbound lane opened on April 7, 2009.
- *E-ZPass* Maryland Customer Service Center hours were expanded, with new hours from 7 a.m. to 6 p.m.
- The Stop-in Center at the Thomas J. Hatem Memorial Bridge extended its operating hours until 6 p.m. on the last business day of each month.
- The MDTA continues to examine the potential for All Electronic Tolling (AET) at its facilities. AET affords motorists the full benefits of electronic toll collection by recording transactions at highway speeds without toll plazas. AET eliminates vehicle queuing and congestion at toll plazas, which promotes safety, saves motorists money, reduces pollution and improves the overall quality of life for commuters and communities. AET will be the toll collection method used on the Intercounty Connector (MD 200) and the I-95 Express Toll Lanes<sup>SM</sup>.

While the MDTA continued to enhance customer service, the agency felt the pinch of the economic downturn facing the nation as a whole. The MDTA's total revenue fell 5.1% between July 2008 and February 2009, reflecting a national trend in declining toll revenue at a time when costs for commodities, system preservation and safety improvements were up.

The *E-ZPass* Maryland system was established with the MDTA subsidizing the program's operational and processing costs. Unable to afford this arrangement anymore, in January 2009, the Members of the board approved a cost-recovery initiative expected to generate approximately \$60 million annually. The initiative provides a partial recovery of *E-ZPass* operational costs by reducing the discount plan duration from 60 to 45 days, instituting a \$1.50 monthly account service charge and \$3 Notice of Toll Due Fee, increasing the toll violation charge from \$15 to \$25 and implementing charges for new and replacement transponders.

# TOLL VIOLATORS CAUGHT!

The MDTA continued targeting drivers who repeatedly refuse to pay required tolls and fees at Maryland's seven toll facilities. These chronic toll violators are registered vehicle owners who have accrued more than \$1,000 in tolls and administrative fees.

The violation rate for total toll transactions held steady at 1.12%. However, this equates to approximately \$5 million owed to the MDTA annually. Currently, there are more than 1,800 chronic violation accounts in Maryland: nearly 40 owing more than \$10,000; the average owing \$2,500.

The enforcement team, comprised of representatives from Operations and MDTA Police, uses License Plate Recognition (LPR) technology – character recognition software – to detect license plates of chronic toll violators. LPR technology also allows the user to access criminal information from the National Crime Information Center. The MDTA is the only member of the *E-ZPass* Interagency Group that currently utilizes this innovative technology to enhance its toll-violation enforcement efforts.

In Fiscal Year 2009, three mobile LPR units rotated among MDTA facilities, and one fixed unit operated at the Bay Bridge. Together, these units combined identified 47 chronic toll violators – individuals and businesses – owing the MDTA nearly \$175,000. Violators were summoned to the side of the road, where they were issued citations and license plates were removed if necessary. The LPR technology also alerted of stolen license plates, stolen vehicles, suspended registrations and suspended drivers.

In conjunction with the mobile units, the enforcement team conducted a toll-enforcement exercise at the John F. Kennedy Highway toll plaza in May 2009 that resulted in 36 traffic stops, 15 citations, 31 warnings and 13 commercial-vehicle inspections. Toll-enforcement exercises were not conducted at the remaining plazas during this fiscal year due to construction activity.



*MDTA Police conduct a toll-enforcement exercise.*

Approximately 70% of toll-violation revenue is being recovered. The MDTA also referred 130 vehicle registrations to the Maryland Motor Vehicle Administration for non-renewal and 443 vehicle registrations for suspension during Fiscal Year 2009. This enforcement activity targets violators who ignore multiple violation notices and continue to use our toll facilities without payment. More than 830 cases – representing more than \$880,000 in tolls and administrative fees owed to the MDTA – were referred to the Maryland Central Collections Unit (CCU). During the fiscal year, CCU collected more than \$231,000 on behalf of the MDTA.

# LAW ENFORCEMENT

The nationally accredited Maryland Transportation Authority (MDTA) Police force is one of the largest law-enforcement agencies in Maryland, with more than 600 sworn and civilian professionals. Every day, officers keep thousands of Maryland's citizens and visitors safe and secure as they use vital transportation assets like the MDTA's bridges and tunnels, the Port of Baltimore and BWI Thurgood Marshall Airport.

The MDTA Police use innovative programs, including Interagency Traffic Initiatives and DUI and security check points, to increase traffic and criminal enforcement. In Fiscal Year 2009, officers made 558 criminal arrests, issued 8,928 seatbelt warnings and citations and arrested 918 subjects for suspected DUI offenses. The Homeland Enforcement and Traffic (HEAT) Team confiscated 238 pounds of marijuana, 6.8 pounds of cocaine, nearly a pound of heroin and more than 900 prescription pills. The Team also seized 50 guns and more than \$426,000 during drugs and weapons arrests.

During the fiscal year, the Commercial Vehicle Safety Unit (CVSU) inspected 18,980 vehicles, finding 4,931 vehicles overweight. The unit took 3,363 vehicles and 1,339 drivers out-of-service to help preserve our roadways and facilities.

## Other law-enforcement highlights:

- Officers enhanced traffic safety with "Smooth Operator," "Law Enforcement Challenge," "Click It or Ticket" and "Operation Obey the Sign or Pay the Fine" campaigns.
- The MDTA Police began providing law enforcement services at the Motor Vehicle Administration's Glen Burnie headquarters in November 2008.
- The MDTA Police detachment at BWI Thurgood Marshall Airport received the 2008 Honorary Incentive Law Enforcement Award. The TSA/BWI Airport Awards Committee selected the detachment to receive the award in recognition of the officers' professionalism, expertise, dedicated assistance and cooperation in carrying out the TSA/BWI commitment to aviation security.
- Twenty-nine new MDTA Police officers graduated from the MDTA Academy in December 2009.
- The MDTA Police participated in Maryland Emergency Management Agency (MEMA) exercises and events including:
  - 2009 Presidential Inauguration
  - Pandemic/Flu Exercise
  - Peach Bottom Exercise
  - Calvert Cliffs Exercise



*Officer Morandi calls in operator and vehicle information during a traffic stop.*



*Corporal Kelly on patrol at BWI Thurgood Marshall Airport.*



MDTA Police and Governor O'Malley (right) in support of Homeland Security Secretary Janet Napolitano.

## HOMELAND SECURITY

Governor Martin O'Malley has made homeland security a top priority for the state of Maryland. The MDTA Police work directly with the Maryland Emergency Management Agency (MEMA) to provide incident management and terrorism-prevention services to the citizens of Maryland. Officers also partner aggressively with federal, State and local officials as part of the Maryland Coordination and Analysis Center and the Joint Terrorism Task Force.

Work is moving forward on the Maryland State Communications Interoperability Program. Construction of the new 700 MHz system will take place in phases over the next four to seven years. The Maryland Department of Transportation, the MDTA and Maryland State Police are funding the initial phases of this statewide project to enable emergency first-responders, public-safety officials and all law enforcement agencies to communicate reliably and immediately, thus enhancing public safety throughout the State.

### Other homeland-security highlights:

- The HEAT Team continues to oversee security and law-enforcement patrols of MARC rail transportation.
- K-9 teams conducted 3,355 cargo scans and 3,840 non-cargo scans.
- The MDTA Police worked with the Department of Homeland Security's Visible Intermodal Protection and Response (VIPR) Team deployments. VIPR teams consist of Behavior Detection Officers, Federal Air Marshalls, Explosives-Detection Canine Teams, Transportation Security Inspectors and officers. State and local law-enforcement officers, who operate in the airport environment as an additional layer of security, also compose VIPR teams.

### MDTA Employees who served on active military duty in Fiscal Year 2009:

- *Aarion Franklin*
- *Ronald Hammond*
- *Cecilia Hellrung*
- *Peter Layden*
- *Michelle Lewis*

# SMART, GREEN & GROWING

Following the establishment of an environmental office in Fiscal Year 2008, the MDTA took its environmental commitment to even greater heights in Fiscal Year 2009. Efforts were concentrated in three areas – energy conservation, carbon-footprint reduction and impermeable-surface remediation. Highlights in each of these areas include:

## Energy Conservation

- The MDTA is evaluating an Energy Performance Contract for use at its facilities.
- LED lamps were installed in the Millard E. Tydings Bridge (I-95) and Bay Bridge navigation systems.
- T-8 lighting is being installed in administration buildings throughout the agency.
- To more efficiently manage lighting use, staff installed photocells on exterior-lighting fixtures at facilities.

## Carbon-Footprint Reduction

- Constructed all new roofs for agency buildings using Leadership in Energy and Environmental Design (LEED) cool-roof standards.
- Completed design for the installation of an E-85 fuel dispenser at the Baltimore Harbor Tunnel.
- Incorporating an E-85 fuel dispenser into the design specifications for the Intercounty Connector's Eastern Operations Center.

## Impermeable-Surface Remediation

- Remediation and/or retrofit plans were developed for existing agency Stormwater Best Management Practices.
- Facility maintenance staff received training on stormwater pollution prevention practices.

Other numerous efforts were taken to proactively pursue environmental stewardship opportunities. During Fiscal Year 2009, staff also:

- Signed an agreement with the Environmental Protection Agency to undergo an environmental audit on our compliance with seven federal statutes. These landmark self-audits are expected to be completed in 2011.
- Installed pet-waste stations at the Maryland House and Chesapeake House travel plazas on I-95.
- Worked with the Department of General Services to establish a comprehensive agency-wide recycling program (with a pilot program at the Key Bridge complex.)
- Evaluated the effectiveness of environmentally-friendly cold-asphalt mix for use in roadway repairs.
- Approved two contracts for environmental compliance consulting services that will enable the MDTA to maintain environmental compliance with appropriate State and federal environmental regulations.
- Continued to be actively involved in engineering-related environmental efforts, particularly through management of the MDTA's National Pollution Discharge Elimination System (NPDES) permit.







*Concrete from Bay Bridge redecking created the reef foundation.*



*Juvenile oysters are placed onto reef.*



*Bay Bridge Maintenance Supervisor Gary "Tatoo" McGuire with a peregrine falcon chick.*

## **Asquith Creek Oyster Reef**

In fall 2008, the MDTA joined with the Department of Natural Resources (DNR) and numerous partners to create the Asquith Creek Oyster Reef. This unique partnership was recognized with a Federal Highway Administration Exemplary Ecosystem Initiative Award for sustainable transportation and environmental protection. The project established a new oyster sanctuary with the sole purpose of improving the quality of water flowing into the Chesapeake Bay.

The Asquith Creek Oyster Reef project serves as a model of how diverse groups can work together on habitat restoration for enhanced ecological benefits at both the local and national level. This project is an excellent example of Governor Martin O'Malley's Smart, Green & Growing initiative and commitment to restoring the Bay for future generations of Maryland families.

The MDTA and DNR joined their partners, including the Chesapeake Bay Foundation and the Maryland Legislative Sportsmen's Foundation, to create the three-acre oyster reef with four million juvenile oysters and demolished concrete from the Bay Bridge Preservation Project. The concrete was cleaned of all excess materials, inspected and ground into chunks about four to eight inches in size. Approximately 2,500 cubic yards of concrete rubble was hauled on barges to the reef site in the Severn River. Because the bridge concrete is a weathered and all-natural material with no accelerants used in its hardening, it was found to be oyster-friendly in replicating natural ecosystem conditions conducive to oyster growth. The Asquith Creek Oyster Reef will serve as a sanctuary for oysters—with no harvesting allowed—to ensure the oysters will clean the Bay waters for years to come. Additional information and a video about the project are available at [www.baybridge.com](http://www.baybridge.com).

---

## **Falcons at the Bay Bridge**

The Bay Bridge's eastbound span continues to be home for area peregrine falcons. In May 2009, four new chicks—three females and one male—were born. The chicks were deemed healthy later that month and banded by bridge maintenance staff and a representative from the U.S. Fish and Wildlife Service.

# CUSTOMER SERVICE

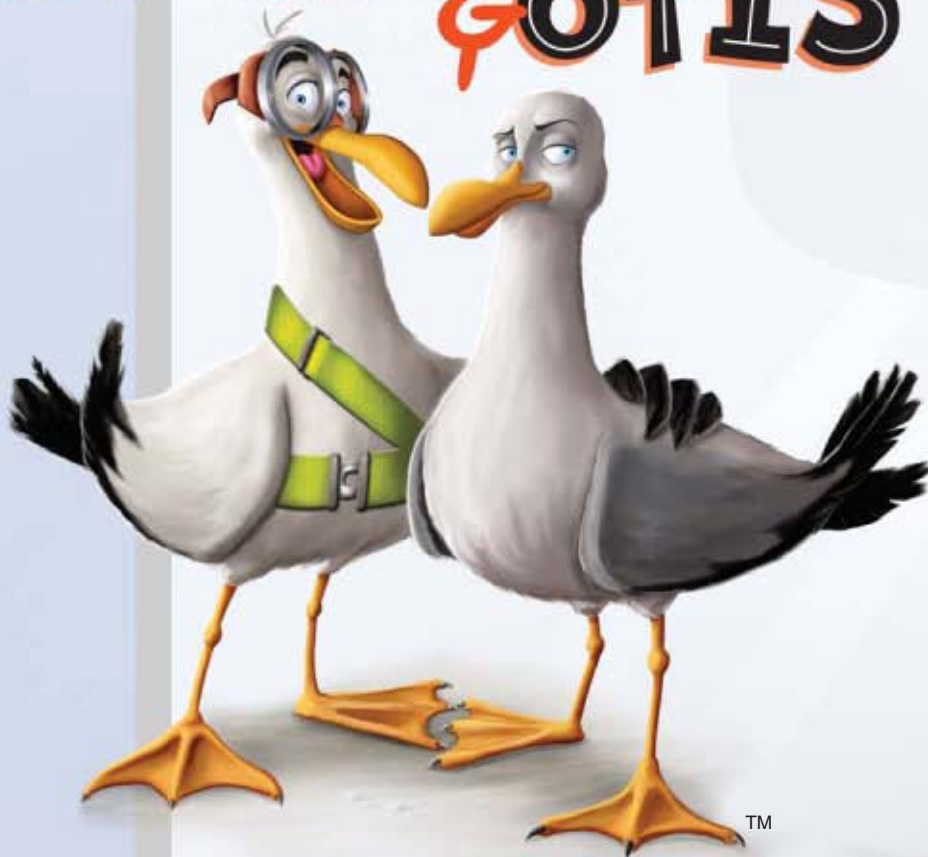
In Fiscal Year 2009, the MDTA's Division of Communications continued to keep customer service at the forefront of everything the agency does. The team is committed to providing its customers with the tools necessary to plan their daily commutes or their vacations using a mix of public relations, advertising and grassroots marketing.

The 1-877-BAYSPAN (229-7726) hotline for 24/7 Bay Bridge traffic conditions continues to be an invaluable resource for residents, commuters and travelers. In Fiscal Year 2009, the hotline received more than 1.7 million calls.

The baybridge.com website remained an extremely popular information source, with more than 442,000 individuals visiting the website during Fiscal Year 2009, a notable 76% of which were first-time visitors. In addition, approximately 6,000 baybridge.com visitors are registered and receive email alerts. The Division of Communications generates the email alerts – nearly 300 alerts were sent in Fiscal Year 2009 – providing information about significant incidents, lane closures or bridge services.

The 1-888-MDTA-411 (1-888-638-2411) hotline continued to provide 24/7 traffic information related to the Hatem Bridge Preservation Project. More than 5,000 calls were received during Fiscal Year 2009. In addition, more than 300 hatembridge.com visitors are registered and receive email alerts about the project.

## SPIKE & OTIS



### Other customer-service highlights for this fiscal year included:

- Coordinated extensive crisis-communications efforts during the August 2008 fatal crash at the Bay Bridge and follow-up communications related to the bridge's parapet wall repairs.
- The newly renovated MDTA Operations Center opened at the Fort McHenry Tunnel. The MDTA coordinates its traffic-management efforts with the State Highway Administration's Coordinated Highways Action Response Team (CHART) system for Statewide traffic reporting.
- Spike and Otis "Spokesbirds" emphasized the top-five safety tips and best times for traveling the Bay Bridge.
- The MDTA received four State Employees Risk Management Administration awards, highlighting the agency's efforts to reduce workplace injuries and improve safety-related programs.
- The MDTA began efforts to redevelop the Maryland House and Chesapeake House travel plazas located on the John F. Kennedy Memorial Highway (I-95). In Fiscal Year 2010, the agency will be requesting proposals to finance, redevelop and operate the facilities.
- During September 21-24, 2008, the MDTA hosted the International Bridge, Tunnel and Turnpike Association's (IBTTA) 76<sup>th</sup> Annual Meeting and Exhibition. During this "Star Spangled Event," the MDTA had the opportunity to showcase its facilities, State and the City of Baltimore to more than 800 individuals from around the globe. IBTTA is the worldwide alliance of toll operators and associated industries that provides a forum for sharing knowledge and ideas to promote and enhance toll-financed transportation services.



*BHT toll revenue collector  
Mary Ann Young.*



*New Central Region Authority Operations Center.*



*Bay Bridge Maintenance Technician Kelvin Copper.*

The following are excerpts of the Maryland Transportation Authority's financial statements for the year ended June 30, 2009. The MDTA's financial statements were audited by Clifton Gunderson LLP. Their opinion, issued on December 1, 2009, concluded that the MDTA's statements present fairly, in all material respects, the financial position of the MDTA as of June 30, 2009, and the changes in its financial position and its cash flows for the year then ended, in conformity with accounting principles generally accepted in the United States of America. A copy of the MDTA's complete financial statements, including the accompanying footnotes which are an integral part of the financial statements, can be obtained on the MDTA's website at [www.mdta.maryland.gov](http://www.mdta.maryland.gov).

---

## Financial Section Content

Statement of Net Assets – Assets	Page 27
Statement of Net Assets – Liabilities and Net Assets	Page 28
Statement of Revenue, Expenses and Changes in Net Assets	Page 29
Statements of Cash Flows	Page 30

**Maryland Transportation Authority**  
**Statement of Net Assets**  
**June 30, 2009**  
**(In Thousands)**

**Assets**

<b>Current Assets</b>	
Cash and cash equivalents	\$ 144,879
Restricted cash and cash equivalents	403,438
Investments	232,789
Restricted investments	324,352
Intergovernmental receivable	5,643
Inventory	4,086
Accounts receivable	10,241
Accrued interest	3,105
Notes receivable	928
Direct financing lease receivable	<u>22,315</u>
<b>Total current assets</b>	<b>1,151,776</b>
<b>Noncurrent Assets</b>	
Capital Assets, not being depreciated	
Land	395,850
Construction in progress	1,381,193
Capital assets, net of accumulated depreciation	<u>1,416,665</u>
<b>Total capital assets</b>	<b>3,193,708</b>
Notes receivable, net of current portion	12,615
Direct financing lease receivable, net of current portion	388,090
Contractor deposits	11,546
Other assets	8,168
Deferred Financing Costs, net of accumulated amortization	<u>14,151</u>
<b>Total noncurrent assets</b>	<b>3,628,278</b>
<b>Total assets</b>	<u><u>\$ 4,780,054</u></u>

**Maryland Transportation Authority**  
**Statement of Net Assets – (continued)**  
**June 30, 2009**  
**(In Thousands)**

**Liabilities and Net Assets**

**Current Liabilities**

Accounts payable & accrued liabilities	\$ 101,693
Intergovernmental payable	32,276
Unearned revenue	17,069
Accrued Interest	45,595
Current portion of bonds payable	81,418
Current portion of accrued annual leave	554
Current portion of accrued workers' compensation costs	<u>1,260</u>

Total current liabilities 279,865

**Noncurrent Liabilities**

Contractor deposits and retainage	22,891
Accrued annual leave, net of current portion	7,591
Accrued workers' compensation costs, net of current portion	6,870
Bonds payable, net of current portion	<u>2,212,434</u>

Total noncurrent liabilities 2,249,786

Total liabilities 2,529,651

**Net Assets**

Invested in capital assets, net of related debt	1,362,646
Restricted for:	
Debt service	92,626
Capital expenditures	513,896
Unrestricted	<u>281,235</u>

Total net assets 2,250,403

**Total Liabilities and Net Assets** \$ 4,780,054

The accompanying notes are an integral part of the financial statements.

**Maryland Transportation Authority**  
**Statement of Revenues, Expenses, and Changes in Net Assets**  
**Year Ended June 30, 2009**  
**(In Thousands)**

<b>Operating Revenues</b>	
Toll	\$ 273,143
Concession	7,984
Intergovernmental	111,289
EZ Pass	6,631
Other	3,922
Total operating income	<u>402,969</u>
<b>Operating Expenses</b>	
Collection, police patrol, and maintenance	132,940
Major repairs, replacements, and insurance	57,400
General and administrative	21,331
Depreciation	46,216
Total operating expenses	<u>257,887</u>
Income from operations	<u>145,082</u>
<b>Non-operating Revenues (Expenses)</b>	
Investment revenue	11,916
Restricted interest income on investments	17,774
Gain on disposal of land	815
Interest expenses	(50,496)
Total non-operating revenues & expenses	<u>(19,991)</u>
Change in net assets	125,091
<b>Net Assets - Beginning of Year (As Restated)</b>	<u>2,125,312</u>
<b>Net Assets - End of Year</b>	<u><u>\$ 2,250,403</u></u>

The accompanying notes are an integral part of the financial statements.

**Maryland Transportation Authority**  
**Statement of Cash Flows**  
**Year Ended June 30, 2009**  
**(In Thousands)**

**Cash Flows from Operating Activities**

Receipts from toll collections and ticket sales	\$ 278,580
Receipts from concessions and other revenue	24,019
Receipts from other governmental agencies for services	105,647
Payments to employees	(89,580)
Payments to suppliers	(151,932)
Net cash provided by operating activities	<u>166,734</u>

**Cash Flows from Noncapital Financing Activities**

Debt principal payments	<u>(21,330)</u>
-------------------------	-----------------

**Cash Flows from Capital Financing Activities**

Capital debt interest payments	(72,313)
Capital debt principal payments	(33,953)
Direct financing costs	(1,636)
Proceeds from sales of fixed assets	3,000
Bond proceeds	444,656
Purchase of capital assets	(602,669)
Net cash used in capital financing activities	<u>(262,915)</u>

**Cash Flow from Investing Activities**

Proceeds from sales of investment	2,823,999
Proceeds from interest income on investments	26,321
Purchase of investment	(2,864,842)
Net cash used in investing activities	<u>(14,522)</u>

**Net Decrease in Cash and Cash Equivalents** (132,033)

<b>Cash and Cash Equivalents - Beginning of Year</b>	548,166
<b>Cash and Cash Equivalents - End of Year</b>	<u>\$ 416,133</u>

Supplemental disclosure of significant noncash investing activities - unrealized gain (loss)	<u>\$ (6,231)</u>
--	-------------------

Supplemental disclosure of significant noncash capital financing activities - unpaid additions to capital assets	<u>\$ (71,038)</u>
--	--------------------



**Maryland Transportation Authority**  
**Statement of Cash Flows – (continued)**  
**Year Ended June 30, 2009**  
**(In Thousands)**

---

**Reconciliation of Operating Income to Net Cash  
Provided by Operating Activities**

Income from operations	\$ 145,082
Depreciation and amortization	41,753
Effect of Changes in operating assets and liabilities:	
Intergovernmental receivables	(5,643)
Direct financing lease receivable	14,531
Inventory	490
Accounts receivable	10,106
Accrued interest receivable	9,556
Note receivable	880
Contractor deposits	8,351
Other assets	(390)
Accounts payable and accrued liabilities	(87,175)
Intergovernmental payables	(3,661)
Deferred revenue	930
Accrued interest payable	34,956
Accrued annual leave	805
Accrued workers' compensation costs	607
Contractor deposits payable	(4,444)
<b>Net Cash Provided by Operating Activities</b>	<b>\$ 166,734</b>

The accompanying notes are an integral part of the financial statements.

**Revenue, Expenses, and Net Income**  
**Year Ended June 30, 2009, 2008, 2007**

(in Thousands)

	2009	2008*	2007*
Operating revenue			
Toll revenue			
Two axle vehicles	\$ 187,987	\$ 188,948	\$ 190,096
Commercial vehicles	85,156	86,631	88,501
Total toll revenue	<u>273,143</u>	<u>275,579</u>	<u>278,597</u>
Other operating revenue	<u>129,826</u>	<u>126,047</u>	<u>141,378</u>
Total operating revenue	402,969	401,626	419,975
Operating expenses	<u>257,887</u>	<u>276,567</u>	<u>314,318</u>
Income from operations	145,082	125,059	105,657
Non-operating revenues (expenses)	<u>(19,991)</u>	<u>5,925</u>	<u>(8,420)</u>
Change in net income	125,091	130,984	97,237
Net assets, beginning of year	2,125,312	1,851,889	1,754,652
Net assets, end of year	<u>\$2,250,403</u>	<u>\$1,982,873</u>	<u>\$1,851,889</u>

\*as restated

**Assets, Liabilities, and Net Assets**  
**Year Ended June 30, 2009, 2008, 2007**

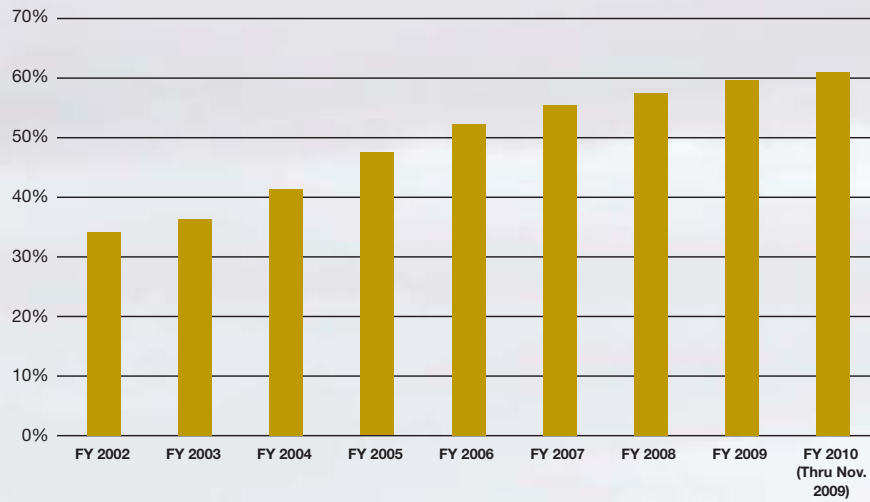
(in Thousands)

	2009	2008*	2007*
Current assets	\$1,151,776	\$1,277,603	\$ 759,064
Noncurrent assets	3,628,278	2,851,240	2,339,201
Total assets	<u>\$4,780,054</u>	<u>\$4,128,843</u>	<u>\$3,098,265</u>
Current liabilities	\$ 279,865	\$ 253,466	\$ 185,550
Noncurrent liabilities	2,249,786	1,892,504	1,060,826
Total liabilities	<u>2,529,651</u>	<u>2,145,970</u>	<u>1,246,376</u>
Net assets	<u>\$2,250,403</u>	<u>\$1,982,873</u>	<u>\$1,851,889</u>

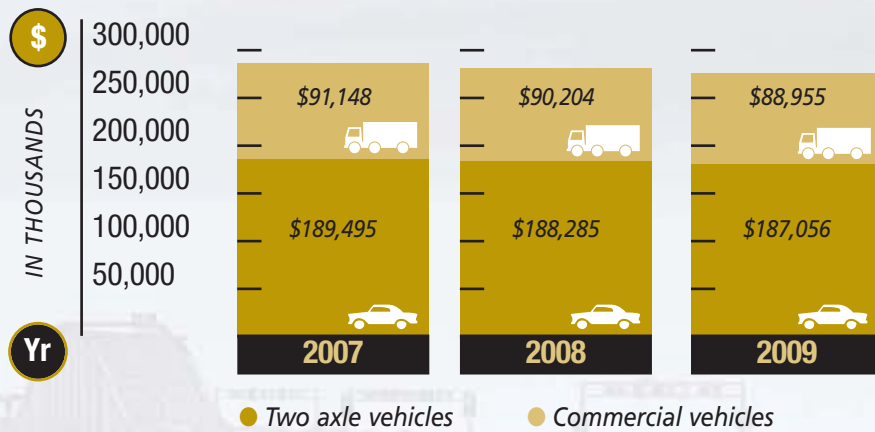
\*as restated

## Percent of Customers Using Electronic Toll Collection

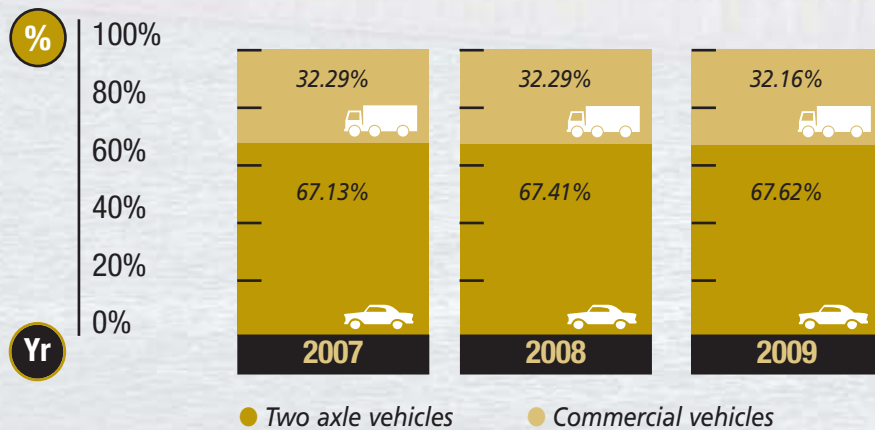
(by Fiscal Year)



## Toll Revenue



## Toll Composition



**In service to the  
Maryland Transportation Authority**

**Trustee – The Bank of New York Mellon  
Independent Auditors – Clifton Gunderson LLP**

---

**Martin O'Malley**  
*Governor*

**Anthony Brown**  
*Lt. Governor*

**Beverley K. Swaim-Staley**  
*Chairman*

---

**Maryland Transportation Authority**  
2310 Broening Highway, Suite 150  
Baltimore, MD 21224

410-537-1017  
410-537-1022 (fax)  
410-355-7024 (TTY)  
1-866-713-1596 (toll-free)

email: [mdta@mdtransportationauthority.com](mailto:mdta@mdtransportationauthority.com)

[www.mdta.maryland.gov](http://www.mdta.maryland.gov)  
[www.baybridge.com](http://www.baybridge.com)  
[www.ezpassmd.com](http://www.ezpassmd.com)  
[www.hatembriidge.com](http://www.hatembriidge.com)  
[www.I95ExpressTollLanes.com](http://www.I95ExpressTollLanes.com)



Maryland Transportation Authority

