



Maryland Transportation Authority

FINANCE AND ADMINISTRATION
COMMITTEE

THURSDAY, OCTOBER 10, 2024

MARYLAND TRANSPORTATION
AUTHORITY
2310 BROENING HWY
BALTIMORE, MD 21224

**FINANCE AND ADMINISTRATION COMMITTEE MEETING AGENDA
OCTOBER 10, 2024 – 9:00 a.m.**

This meeting will be livestreamed on the [Finance and Administration Committee Meeting Archive | MDTA \(maryland.gov\)](#)

NOTE: This is an Open Meeting being conducted via livestreaming. The public is welcomed to watch the meeting at the link listed above. *If you wish to comment on an agenda item please email your name, affiliation, and agenda item to edickinson@mdta.state.md.us no later than noon on Wednesday, October 9, 2024. You **MUST** pre-register in order to comment.* Once you have pre-registered you will receive an email with all pertinent information.

AGENDA

OPEN SESSION

Call to Order

- | | | | |
|----|---|--|---------|
| 1. | <u>Approval</u> – Open Meeting Minutes from August 8, 2024 | Chairman von Paris | 5 min. |
| 2. | <u>Approval</u> – Proposed Changes to Code of Maryland Regulations (COMAR) 11.07.07.05 | Heather Koeberle
Bradley Ryon | 10 min. |
| 3. | <u>Update</u> – FY 2024 Independent Auditors’ SOC 1 and SOC2 Reports | Chantelle Green
William Seymour, SB | 15 min. |
| 4. | <u>Update</u> – Budget Comparison - review of actual vs. projected FY 2024 operating budget spending | Jeffrey Brown | 10 min. |
| 5. | <u>Update</u> – Budget Comparison - review of actual vs. projected FY 2024 capital budget spending | Jennifer Stump | 10 min. |
| 6. | <u>Update</u> – CTP Process/Additions | Jennifer Stump | 10 min. |
| 7. | <u>Update</u> – Quarterly Update on Traffic and Revenue – Update on the actual performance of traffic and revenue compared to the forecast through June 30, 2024 | Cheryl Lewis-Orr | 10 min. |
| 8. | <u>Update</u> – Human Resources Information System - update on the new MDOT Human Resource Information System | Tonya Dorsey | 10 min. |
| 9. | <u>Update</u> – Stay/Buddy’s Program – update on the MDTA’s employee retention and new hire initiatives | Percy Dangerfield
Darryl Campbell | 10 min. |

Vote to Adjourn

ITEM

1

FINANCE AND ADMINISTRATION COMMITTEE MONTHLY MEETING
THURSDAY, AUGUST 8, 2024
OPEN MEETING HELD VIRTUALLY

OPEN SESSION

MEMBERS ATTENDING: Cynthia Penny-Ardinger
Dontae Carroll
Jeffrey Rosen
John von Paris

STAFF ATTENDING: Percy Dangerfield
Jeff Davis
Cheryl Dickinson
Allen Garman
Bruce Gartner
David Goldsborough
Chantelle Green
Natalie Henson
Kimberly Millender, Esquire
Ken Montgomery
Mary O'Keeffe
Eric Willison

At 9:02 a.m., Member John von Paris, Chair of the Finance and Administration Committee, called the Finance and Administration Committee Meeting to order.

APPROVAL – OPEN MEETING MINUTES FROM JULY 11, 2024 MEETING

Member John von Paris called for the approval of the meeting minutes from the open meeting held on July 11, 2024. Member Cynthia Penny-Ardinger made the motion, and Member Dontae Carroll seconded the motion, which was unanimously approved.

APPROVAL – CONTRACT NO. J01P4600124 – APC SERVER COOLING HARDWARE

Mr. David Goldsborough requested a recommendation of approval from the Finance and Administration Committee to present Contract No. J01P4600124 – APC Server Cooling Hardware to the full Maryland Transportation Authority (MDTA) Board at its next scheduled meeting.

This contract is to provide APC Server Cooling Hardware upgrades for the MDTA's Office of Infrastructure Services to replace existing critical in-line cooling and Uninterruptable Power Supply (UPS) systems currently in operation and at the end of their life cycle at both the Intercounty Connector and John F. Kennedy Memorial Highway Data Centers. The total amount for this contract is \$1,626,989.74.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Rosen made the motion, and Member Carroll seconded the motion, which was unanimously approved.

APPROVAL – FRANCIS SCOTT KEY TURNAROUND

Mr. Bruce Gartner and Ms. Chantelle Green requested a recommendation for approval from the Finance and Administration Committee to the full MDTA Board for the approval to temporarily suspend the collection of tolls at the Francis Scott Key (FSK) Bridge Turnaround until the new FSK Bridge is completed.

Ms. Green advised the committee that the continued suspension of tolling at the FSK Bridge Turnaround allows for the efficient use and management of traffic on other portions of MDTA facilities. Ms. Green noted that the June 2024 Traffic & Revenue Forecast Update prepared by the MDTA's independent traffic and revenue consultant, CDM Smith, assumes that the MDTA will forgo the collection of tolls at the FSK Turnaround until the new bridge opens. Consequently, the MDTA's financial metrics are not further impacted by the proposed action.

Although the MDTA's Trust Agreement with its bondholders prohibits free passage, the Trust Agreement contains a limited exception whereby the temporary suspension of the collection of tolls for the efficient use and management of traffic on other portions of the highway projects in the Transportation Facilities Projects may be used in catastrophic situations like the collapse of the FSK Bridge.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Rosen made the motion, and Member Penny-Ardinger seconded the motion, which was unanimously approved.

APPROVAL – INVESTMENT COMMITTEE REPORT

Mr. Allen Garman requested a recommendation of approval from the Finance and Administration Committee to present the Investment Committee Report to the full MDTA Board at its next scheduled meeting. The Investment Committee Report for the three-month period ended June 30, 2024, included a review of market conditions, portfolio strategies, and total return performance. Mr. Garman also discussed certain market drivers that may influence portfolio performance in the coming months, including the economy, fiscal policy, and Federal Reserve monetary policy.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Carroll made the motion, and Member Penny-Ardinger seconded the motion, which was unanimously approved.

APPROVAL – INVESTMENT POLICY

Mr. Allen Garman requested a recommendation of approval from the Finance and Administration Committee to present the Investment Policy to the full MDTA Board at its next scheduled meeting. The Board Policy on Investment Management establishes guidelines for the safeguarding and management of the MDTA's cash and investments. The Policy requires annual review and approval by the Board. Mr. Garman noted that following a recent review by the Investment Committee, no changes to the Investment Policy are currently recommended.

Member von Paris called for a motion to recommend approval of this item to the full MDTA Board at its next scheduled meeting. Member Rosen made the motion, and Member Carroll seconded the motion, which was unanimously approved.

There being no further business, the meeting of the Finance and Administration Committee adjourned at 9:41 a.m., following a motion by Member Penny-Ardinger, and seconded by Member Carroll.

John von Paris, Chairman

ITEM

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Finance & Administration Committee
FROM: Director of E-ZPass Operations Heather Koeberle
Manager of Government Relations Bradley Ryon
SUBJECT: Proposed Changes to Code of Maryland Regulations (COMAR)
11.07.07.05
DATE: October 10, 2024

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Finance & Administration Committee to present proposed changes to the Code of Maryland Regulations (COMAR) to the full MDTA Board as an approval item at its next scheduled meeting.

SUMMARY

The MDTA seeks approval of these changes in order to save the agency nearly \$300,000 per month once the regulations are enacted. Additional ongoing savings are anticipated as other accounts become inactive on an ongoing basis. The change will also benefit approximately 107,180 customers that may have funds returned to them once their accounts are terminated.

On a monthly basis, MDTA *E-ZPass*® Operations pays a monthly maintenance fee of nearly 83 cents for each *E-ZPass*® Maryland account. There are currently 2,216,605 EZ-Pass Maryland accounts, of which 358,537 have been identified as inactive accounts. An inactive account is defined as having no tolls posted or funds added to the account for at least 24 months.

To be able to terminate an *E-ZPass*® Maryland account for inactivity, COMAR 11.07.07.05 needs to be amended. The proposed COMAR changes are to allow the MDTA to terminate an *E-ZPass* Maryland account for inactivity defined as having no tolls posted or funds added to the account for at least 24 months. If *E-ZPass*® account privileges are suspended or terminated, the MDTA shall return to an *E-ZPass*® account holder any unencumbered funds more than \$3.50 remaining in an *E-ZPass*® account within 60 days.

RECOMMENDATION

Approval of the MDTA Finance & Administration Committee to present proposed changes to the Code of Maryland Regulations (COMAR) 11.07.07.05 to the full MDTA Board at its next scheduled meeting.

ATTACHMENT

- COMAR 11.07.07.05 Proposed Changes

COMAR Proposed Changes

11.07.07.05

.05 Suspension or Termination of E-ZPass Account Privileges.

A. The Authority may suspend or terminate an E-ZPass account holder's privileges for violation of electronic toll collection laws this chapter, or the Agreement.

B. The Authority may terminate an E-ZPass account for inactivity, with no tolls posted or funds added to the account for at least 24 months.

~~B.~~ C. The Authority shall notify an E-ZPass account holder as soon as practicable of a suspension or termination of E-ZPass account privileges.

~~C.~~ D. If E-ZPass account privileges are suspended or terminated, the Authority shall return to an E-ZPass account holder within 60 days any unencumbered funds **more than \$3.50** remaining in an E-ZPass account. Unused discount toll program trips remaining on an E-ZPass account may not be refunded or credited.

ITEM

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

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Finance & Administration Committee
FROM: Director of Finance Chantelle Green
SUBJECT: FY 2024 Independent Auditors' SOC 1 Type 2 and SOC 2 Type 2 Reports
DATE: October 10, 2024

PURPOSE OF MEMORANDUM

To present the findings reported by the Maryland Transportation Authority's independent auditor, SB & Company, LLC (SB& Co.), regarding the FY 2024 Service Organization Control (SOC) audits conducted for the Maryland *E-ZPass*® System.

SUMMARY

The FY 2024 SOC 1 Type 2 audit review included 11 Control Objectives described and asserted by TransCore and 5 Control Objectives described and asserted by Kapsch. The FY 2024 SOC 2 Type 2 audit of TransCore was designed to ensure that the service organization's people, infrastructure, software, data-handling, and procedures are sufficient to handle and protect customer data and information. While one exception (*i.e.*, finding) was noted, unmodified opinions were issued for the SOC 1 Type 2 and SOC 2 Type 2 audits.

ATTACHMENT

- PowerPoint Presentation SOC 1/SOC 2 Communications with Governance



SB & Company, LLC
Knowledge · Quality · Client Service

SOC 1/SOC 2 Communications with Governance

October 10, 2024



ACTIVATE RESULTS



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SOC 1 Type 2 Results – Overview

- Audit period from July 1, 2023 through June 30, 2024
- Third full year of TransCore and Kapsch after change from Conduent
 - Review of 11 Control Objectives described and asserted by Transcore
 - Review of 5 Control Objectives described and asserted by Kapsch
- No findings
- Unmodified opinions issued



SOC 2 Type 2 Results – Overview

- Audit period from July 1, 2023 through June 30, 2024
- Third full year of TransCore
- One finding relating to the timing of Disaster Recovery Testing
- Unmodified opinion



SOC 1 vs. SOC 2– Overview

- SOC 1 audit is focused on specific internal controls related to financial reporting. Each audit is unique to the controls tested for that entity.
- SOC 2 audit is focused on information and IT security identified by any of 5 trust services categories: security, confidentiality, information privacy, processing integrity and availability.
- SOC 1 audits ensure that a service organization has done its due diligence when it comes to the effects their service has on their customer's financial reporting.
- SOC 2 audits ensure that a service organization's people, infrastructure, software, data-handling, and procedures are prepared to handle their customer's information and data and protect it accordingly.
- Type 1 reports are as of a specific date; Type 2 reports are for a period of time



SOC 1/2 Type 2 – Summary of Results-2024 (TransCore & Kapsch)

Control Objective & Type	Result of Test(s)
Physical Access	
Physical Access/Environmental Controls	No issues identified.
IT Controls	
Application and System Software Changes	No issues identified.
Logical Access	No issues identified.
Data and Program Backup	Issues noted.
Job Scheduling	No issues identified.
Accounting & Processing	
Video Toll Processing	No issues identified.
Toll Transaction Processing	No issues identified.
Cash Receipt Processing	No issues identified.
Refund/Adjustment Processing	No issues identified.
Customer Account Creation Processing	No issues identified.
Operations	
Customer Account Maintenance Processing	No issues identified.
Transponder Inventory Management	No issues identified.
Account Replenishment	No issues identified.



SOC 1/2 Type 2 Results – 2024 Overview

- Findings summary- Kapsch:
 - None
- Findings summary- TransCore:
 - Discussion with management revealed that a Disaster Recovery Test was not run during the audit period. (SOC 2 only)



Questions & Answers





Engagement Team Contact Information



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K n o w l e d g e · Q u a l i t y · C l i e n t S e r v i c e

ITEM

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MEMORANDUM

TO: Finance Committee
FROM: Director of Budget Jeffrey Brown
SUBJECT: FY 2024 Operating Budget vs. Actual Spending Review
DATE: October 10, 2024

PURPOSE

The purpose of the memorandum is to report on the fourth quarter FY 2024 spending compared to the FY 2024 Amended Final Operating Budget.

KEY TAKEAWAYS

Key points regarding actual fiscal year spending relative to the FY 2024 Amended Final Operating Budget:

- As of June 30, 2024, 94% of the budget was spent compared to a target of 100%. The primary variance drivers are contractual services expenses, employee overtime, and higher insurance premiums due to market pressure.
- Object 06 is overbudget with a 111% spend rate due to electric utilities.
- Object 13 is overbudget with a 161% spend rate due to higher insurance premiums.
- All other Object Codes are below and within 25% of the budget except for Object 11 (a 61% spend rate) and Object10 (a 64% spend rate).

SUMMARY

Budget analysis threshold: More than \$500,000 budgeted with variances greater than +/- 5% of the targeted spending level.

- Salaries & Wages/Technical & Special Fees (**Object 01 & 02 - \$220.6M Budget**) are at targeted spending levels with a 99% spend rate.

- Communications (**Object 03 - \$3.2M Budget**) is slightly below budget with a 93% spend rate.
- Travel (**Object 4 - \$514K Budget**) is below budget with a 75% spend rate.
- Fuel and Utilities (**Object 06 - \$4.8M Budget**) is over budget with an 111% spend rate.
 - Electric Utilities (**Object 0620 - \$3.5M Budget**) drives the object performance with a 115% spend rate. Fewer employee vacancies and data center utility costs are the primary drivers for the variance.
- Motor vehicle operations and maintenance (**Object 07 - \$11.7M Budget**) is under budget with an 83% spend rate.
 - Vehicle Purchases (**Object 0701 - \$4.7M Budget**) is below budget with an 89% spend rate. The level of spending in this line item is dependent upon when motor vehicle orders are delivered.
 - Vehicles Gas & Oil (**Object 0702 - \$3.8M Budget**) is below budget with a 53% spend rate due to the easing of gas prices.
 - Vehicle Maintenance & Repair (**0732 - \$2.0M Budget**) is above budget with a 115% spend rate due to higher maintenance for older vehicles. The delay in receiving new vehicles (*e.g.*, dump trucks) required higher maintenance to keep the older vehicles in service.
 - All other major sub-objects are at or below budget.
- Contractual Services (**Object 08 - \$222.8M Budget**) are below budget with an 88% spend rate. Significant spending variances include:
 - Advertising (**0801 - \$3.1M Budget**) is at a 64% spend rate due to programs extending into FY 2025. This reduced expenses for FY 2024.
 - Equipment Repairs & Maintenance (**0809 - \$1.7M Budget**) is below budget with a 51% spend rate. As expected, significant savings were realized for this line item due to a significant discount on HP Synergy, which is the server platform for the data centers.
 - Building/Road Repairs & Maintenance (**0812 - \$101.9M Budget**) is below budget at an 82% spend rate. This is due, in part, to contractual services costs associated with debris and salvage removal for the Key Bridge that were conservatively budgeted.
 - Education & Training (**0819 - \$1.4M Budget**) is below budget with a 52% spend rate. As expected, this line item reflects anticipated savings as expenses in this area have not returned to pre-pandemic activity levels.
 - Management Studies (**0821 - \$4.4M Budget**) is below budget with a 43% spend rate. The budget anticipated the approval of an A/E contract that has been delayed until FY 2025.
 - IT-related costs (**Objects 0841 to 0869 - \$13.1M Budget**) are slightly below budget at a 91% spend rate.
 - *E-ZPass*[®] Service Center Costs (**0873 - \$40.0M Budget**) is slightly above budget with a 101% spend rate.

- Other Contractual Services (**0899 - \$3.0M Budget**) is above budget with a 132% spend rate due to an increase in the Maryland State Police's overhead rate.
- Supplies & Materials (**Object 09- \$10.9M Budget**) is below budget with an 82% spend rate.
 - Roadway Maintenance (**0905 - \$619.6K Budget**) is below budget with an 81% spend rate due to employee vacancies (less available manpower), reduced maintenance following the elimination of most toll booths, and cost saving efforts to help offset additional costs resulting from the Key Bridge.
 - Salt (**0906 - \$1.9M Budget**) is at a 43% spend rate due to a mild winter.
 - Uniforms (**0912 - \$1.1M Budget**) is slightly above budget with an 106% spend rate. This is driven by when uniform orders are delivered.
 - Ammunition (**0934 - \$575.5K Budget**) is slightly above budget with a 109% spend rate driven by supply chain issues. The timing of receipt has not matched expected timelines, so costs are realized in different fiscal years.
 - Transponders (**0951 - \$4.5M Budget**) is below budget with an 87% spend rate. A delay in orders and the suspension of certain programs (On the Go programs for Weiss & Giant) account for the reduction.
- Replacement Equipment (**Object 10 - \$2.4M Budget**) is below budget with a 64% spend rate.
 - Replacement Maintenance & Building Equipment (**1013 - \$505.5K Budget**) is below budget with a 49% spend due to the delayed receipt of equipment. Expenses associated with this line item were rolled over into the FY 2025 budget.
 - Equipment – Microcomputers (**Object 1033 - \$1.3M Budget**) is below budget with a 71% spend. Better than forecasted pricing on the Police Toughbooks accounts for the underspend.
- Additional Equipment (**Object 11 - \$770K Budget**) is below budget with a 61% spend rate mostly due to lower than anticipated equipment purchases using reimbursable asset forfeiture funds.
- Fixed Costs (**Object 13 - \$5.5M Budget**) is over budget with a 161% spend rate.
 - Insurance (**1309 - \$4.7M Budget**) is over budget with a 173% spend rate due to increased premium rates that were not budgeted for when the FY 2024 budget was initially approved.

ATTACHMENT

Budget vs Actual by Object 4th Qtr. FY 2024

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Twelve Months Ending Sunday, June 30, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
OBJECT 01 Salaries and Wages					
0101 REGULAR EARNINGS	\$10,153,946	\$135,139,681	\$105,028,376	\$30,111,306	77.72%
0102 ADDITIONAL ASSISTANCE		194,092		194,092	0.00%
0104 OVERTIME EARNINGS	712,128	4,998,396	8,799,929	(3,801,533)	176.06%
0104 OVERTIME EARNINGS - SNOW	(10,977)	1,338,168	605,394	732,774	45.24%
0105 SHIFT DIFFERENTIAL	21,906	978,410	75,528	902,883	7.72%
0110 MISCELLANEOUS P/R ADJUSTMENTS	48,972	198,768	339,903	(141,135)	171.00%
0111 ACCRUED LEAVE PAYMENTS	59,652	196,471	969,490	(773,019)	493.45%
0112 RECLASSIFICATIONS		410,058		410,058	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS	35,583	9,645,927	121,890	9,524,038	1.26%
0152 HEALTH INSURANCE	209,661	19,174,953	706,481	18,468,472	3.68%
0154 RETIREE'S HLTH INSURANCE PREM	154,533	11,735,068	529,430	11,205,637	4.51%
0161 EMPLOYEES RETIREMENT SYSTEM	32,256	16,575,238	108,667	16,466,571	0.66%
0165 STATE POLICE RETIREMENT SYSTEM	904,193	3,463,737	3,145,342	318,395	90.81%
0169 LAW ENFORCEMNT OFF PENSION SYS		22,964,855		22,964,855	0.00%
0171 BURDEN EXPENSE	5,424,199		92,773,069	(92,773,069)	0.00%
0172 DEFERRED COMPENSATION MATCH			2,400	(2,400)	0.00%
0174 UNEMPLOYMENT COMPENSATION	4,767	378,386	16,374	362,013	4.33%
0175 WORKERS COMPENSATION	4,142,199	4,196,741	4,295,819	(99,078)	102.36%
0189 TURNOVER		(12,655,816)		(12,655,816)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		856,750	725,775	130,975	84.71%
Total Object 01	21,893,018	219,789,884	218,243,865	1,546,019	99.30%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	10,000	150,000	101,500	48,500	67.67%
0208 TRAINING AND STAFF DEVELOPMENT			580	(580)	0.00%
0209 ADMIN/MGMT SERVICES SUPPORT	985		2,565	(2,565)	0.00%
0211 EMPLOYEE AWARDS		1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL		625,409		625,409	0.00%
Total Object 02	10,985	776,409	104,645	671,764	13.48%
Object 03 Communications					
0301 POSTAGE	13,600	72,584	23,576	49,008	32.48%
0302 TELEPHONE	23,435	253,569	244,125	9,444	96.28%
0303 TELECOMMUNICATIONS	79,164	821,482	645,042	176,440	78.52%
0305 STATE PAID TELECOMMUNICATIONS		1,604,611	1,604,611	0	100.00%
0306 CELL PHONE EXPENDITURES	75,186	425,657	437,720	(12,064)	102.83%
Total Object 03	191,385	3,177,903	2,955,074	222,829	92.99%
Object 04 Travel					
0401 IN STATE/ROUTINE OPERTN TRAVEL	2,386	43,120	20,406	22,714	47.32%
0402 INSTATE/CONF/SEMNR/TRNG TRAVEL	11,398	101,704	53,755	47,949	52.85%
0403 OUTSTATE/ROUTINE OPERTN TRAVEL	1,084	55,064	9,851	45,213	17.89%
0404 OUTSTATE/CONF/SEMNR/TRNG TRAVL	65,791	313,680	299,697	13,983	95.54%
Total Object 04	80,659	513,568	383,708	129,860	74.71%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2	18,091	135,200	99,616	35,584	73.68%
0606 FUEL-NATURAL GAS/PROPANE	17,288	355,613	345,401	10,211	97.13%
0620 UTILITIES-ELECTRICITY	643,017	3,514,116	4,037,649	(523,533)	114.90%
0621 UTILITIES-WATER/SEWAGE	40,947	331,206	324,502	6,704	97.98%
Total Object 06	719,344	4,336,135	4,807,169	(471,034)	110.86%
Object 07 Motor Vehicle Operations and Maintenance					
0701 PURCH VEH-CAR,LIGHT TRUCK	58,059	4,746,900	4,219,270	527,630	88.88%
0702 VEHICLE GAS & OIL	272,986	3,765,454	1,981,380	1,784,074	52.62%
0702 VEHICLE GAS & OIL-SNOW			27	(27)	0.00%
0703 VEHICLE MAINTENANCE & REPAIR	208,567	1,794,664	1,606,344	188,320	89.51%
0703 VEHICLE MAINTENANCE & REPAIR-SNOW			2,493	(2,493)	0.00%
0704 INSURANCE	357,390	407,863	357,390	50,473	87.63%
0721 VEHICLE GAS & OIL - WATERCRAFT	18,423	44,347	48,125	(3,778)	108.52%
0722 VEHICLE MAINT & REPAIR - WATERCRAFT	15,448	61,431	46,621	14,810	75.89%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,200		4,200	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR			141	(141)	0.00%
0731 GAS & OIL - OTHER LAND VEHICLES	109,370	1,100,000	956,518	143,482	86.96%
0732 LG VEHICLE MAINT & REPAIR	175,268	2,000,000	2,301,805	(301,805)	115.09%

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Twelve Months Ending Sunday, June 30, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
0732 LG VEHICLE MAINT & REPAIR-SNOW			38,415	(38,415)	0.00%
0789 COMMUTER CHARGE	(629)	(5,000)	(10,203)	5,203	204.06%
0799 OTHER MOTOR VEHICLE CHARGES	561	50,000	561	49,440	1.12%
Total Object 07	1,215,443	13,969,859	11,548,886	2,420,974	82.67%
Object 08 Contractual Services					
0801 ADVERTISING/LEGAL PUBLICATION	852,199	3,064,353	1,962,484	1,101,869	64.04%
0802 APPLICATIONS SOFTWARE MAINTENANCE	7,040	100,000	49,361	50,639	49.36%
0804 PRINTING/REPRODUCTION	607	43,200	7,212	35,988	16.69%
0807 ENGINEERS	918,909	2,650,000	3,884,723	(1,234,723)	146.59%
0807 ENGINEERS - Environmental (MA0967)	1,123,683	3,655,000	3,851,560	(196,560)	105.38%
0807 ENGINEERS - Highways (MA0983)	56,037	210,000	61,101	148,899	29.10%
0807 ENGINEERS - Architectural (MA2395)	89,732	200,000	310,755	(110,755)	155.38%
0807 ENGINEERS - ITS/Electrical (MA2226)	225,356	855,000	734,617	120,383	85.92%
0807 ENGINEERS - Structural (MA2055)	376,128	1,500,000	1,315,837	184,163	87.72%
0807 ENGINEERS - Traffic (MA2181)	351,652	1,500,000	1,178,116	321,884	78.54%
0807 ENGINEERS - Asset Mgmt (MA2869)	285,498	700,000	708,681	(8,681)	101.24%
0807 ENGINEERS - On-Call (All MR)	(275,385)	6,415,000	4,764,568	1,650,432	74.27%
0807 ENGINEERS - Annual Inspections (MA2471)	4,319,457	14,015,000	14,254,806	(239,806)	101.71%
0808 EQUIPMENT RENTAL	70,399	490,131	476,758	13,373	97.27%
0809 EQUIPMENT REPAIRS & MAINT	46,512	1,654,264	838,818	815,446	50.71%
0810 EXTERMINATION	220	16,771	10,320	6,451	61.54%
0812 BUILDING/ROAD REPAIRS & MAINT	35,871,522	101,882,158	75,688,960	26,193,198	74.29%
0812 BUILDING/ROAD REPAIRS & MAINT - On-Call	2,803,097		7,902,984	(7,902,984)	0.00%
0813 JANITORIAL SERVICES	162,900	1,473,540	1,478,164	(4,624)	100.31%
0814 GROUNDS MAINTENANCE	10,816	45,482	39,644	5,838	87.16%
0815 LAUNDRY	139	3,199	1,481	1,718	46.29%
0817 LEGAL SERVICES	217,506	203,300	300,009	(96,709)	147.57%
0819 EDUCATION/TRAINING CONTRACTS	132,657	1,375,988	716,727	659,261	52.09%
0820 MEDICAL CARE	58,704	395,720	421,789	(26,069)	106.59%
0821 MGMT STUDIES AND CONSULTANTS	510,806	4,398,658	1,901,169	2,497,489	43.22%
0823 SECURITY SERVICES	72,909	889,560	735,825	153,735	82.72%
0824 LABORATORY SERVICES	1,070	45,578	11,370	34,208	24.95%
0825 VETERINARIAN	9,673	31,565	49,411	(17,846)	156.54%
0826 FREIGHT AND DELIVERY	1,507	14,497	4,978	9,519	34.34%
0827 TRASH AND GARBAGE REMOVAL	67,706	453,394	625,931	(172,537)	138.05%
0828 OFFICE ASSISTANCE	22,999	61,244	38,309	22,935	62.55%
0829 FISCAL SERVICES	1,761,264	17,960,250	15,361,673	2,598,577	85.53%
0841 DP CENTRAL PROCESS SVC	207,680	1,150,000	857,205	292,795	74.54%
0843 DP COMMUNICATIONS CONTROLLERS SVC	69,886	480,000	379,404	100,596	79.04%
0849 TELECOMM LINES, MODEMS & CONTROLLERS	20,085	95,704	95,299	405	99.58%
0854 COMPUTER MAINTENANCE CONTRACTS		185,000	67,275	117,725	36.37%
0858 SOFTWARE LICENSES	2,475	148,402	153,154	(4,752)	103.20%
0861 APPL SOFTWARE ACQUISITION	11,181		11,181	(11,181)	0.00%
0862 APPL SOFTWARE MAINTENANCE	48,767	1,901,200	1,105,203	795,997	58.13%
0864 SYSTEMS SOFTWARE MAINTENANCE	32,360	500,000	877,274	(377,274)	175.45%
0865 OUTSIDE SVCS-SYS ANALYSIS&DSGN	1,571,745	7,465,000	7,257,754	207,246	97.22%
0866 OUTSIDE SVCS-PROGRAMMING	109,652	415,000	526,279	(111,279)	126.81%
0869 OUTSIDE SVCS-COMPUTER USAGE	54,613	775,000	535,271	239,729	69.07%
0873 OUTSIDE SVC - E-Z PASS SVC CENTER	18,239,275	40,000,000	40,397,576	(397,577)	100.99%
0874 OFFICE OF ATTORNEY GENERAL FEE		43,526	42,801	725	98.33%
0875 RETIREMENT AGENCY ADMIN FEE		251,556	240,915	10,641	95.77%
0876 STATEWIDE DOIT SERVICES		52,080		52,080	0.00%
0894 STATEWIDE PERSONNEL SYS ALLOC		55,667	33,829	21,838	60.77%
0897 STATE ENTERPRISE BUDGET SYSTEM		27,646	29,484	(1,838)	106.65%
0899 OTHER CONTRACTUAL SVC-NON DP	1,008,451	2,969,244	3,917,491	(948,247)	131.94%
Total Object 08	71,529,489	222,817,877	196,215,537	26,602,340	88.06%
Object 09 Supplies and Materials					
0901 AGRICULTURE	9,026	33,879	50,574	(16,696)	149.28%
0902 OFFICE SUPPLIES	40,329	394,383	319,340	75,042	80.97%
0903 ELECTRICAL MATERIALS	9,658	390,418	414,054	(23,636)	106.05%
0904 BUILDING & HOUSEHOLD SUPPLIES	49,371	386,011	383,883	2,128	99.45%
0905 ROADWAY MAINT MATERIALS	19,717	619,613	502,420	117,193	81.09%
0906 SALT/SNOW MELTING MATERIALS	(10,732)	1,880,363	812,665	1,067,698	43.22%
0908 HOUSEKEEPING SUPPLIES	4,851	74,537	48,908	25,628	65.62%

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Twelve Months Ending Sunday, June 30, 2024

	Expenditures		YTD	Balance	%
	This Month	Budget	Expense		Spent
0909 MEDICAL SUPPLIES	3,553	39,162	21,083	18,079	53.83%
0912 WEARING APPAREL-UNIFORMS EMPL	94,654	1,144,880	1,210,821	(65,941)	105.76%
0915 LIBRARY SUPPLIES		23,675	25,098	(1,423)	106.01%
0917 SMALL TOOLS	82,261	372,809	293,442	79,367	78.71%
0918 VETERINARY SUPPLIES	7,834	28,500	19,102	9,398	67.02%
0920 FOOD	41,853	188,276	133,530	54,746	70.92%
0926 DATA PROCESSING SUPPLIES	3,857	42,522	34,933	7,589	82.15%
0934 AMMO GUNS FIRING RANGE SUPPLIES	807	575,549	626,859	(51,310)	108.91%
0951 E-ZPASS TRANSPONDERS	881,085	4,450,000	3,872,888	577,112	87.03%
0999 OTHER SUPPLIES AND MATERIALS	31,131	315,913	202,483	113,430	64.09%
Total Object 09	1,269,252	10,960,489	8,972,082	1,988,407	81.86%
Object 10 Replacement Equipment					
1002 REPL AUDIO-VISUAL EQUIP	2,299		2,697	(2,697)	0.00%
1013 REPL MAINTENANCE & BUILDING EQUIP	24,546	505,500	248,062	257,438	49.07%
1015 REPL OFFICE EQUIPMENT	9,022	48,000	88,420	(40,420)	184.21%
1019 REPL RADIOS & ELECTRONIC EQUIPMENT	13,369	226,000	13,429	212,571	5.94%
1031 REPL DP EQUIP-MAINFRAME		80,000		80,000	0.00%
1033 REPL DP EQUIP-MICROCOMPUTER	(829,454)	1,250,000	891,612	358,388	71.33%
1099 OTHER REPLACEMENT EQUIPMENT		334,900	328,151	6,749	97.98%
Total Object 10	(780,219)	2,444,400	1,572,372	872,029	64.33%
Object 11 Additional Equipment					
1102 ADDT'L AUDIO-VISUAL EQUIP		9,500	4,420	5,080	46.53%
1103 ADDT'L CLEANING EQUIPMENT		10,000		10,000	0.00%
1109 ADDT'L HUMAN ENVIRONMENTAL EQUIP	4,843	1,000	6,021	(5,021)	602.15%
1113 ADDT'L MAINTENANCE & BUILDING EQUIP	10,711	242,000	73,231	168,769	30.26%
1115 ADDT'L OFFICE EQUIPMENT	7,152	27,500	36,638	(9,139)	133.23%
1116 ADDT'L POWER PLANT EQUIPMENT			2,687	(2,687)	0.00%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		20,000		20,000	0.00%
1136 ADDT'L DP EQUIP-PERIPHERALS			679	(679)	0.00%
1199 OTHER ADDITIONAL EQUIPMENT	55,202	459,834	345,183	114,651	75.07%
Total Object 11	77,909	769,834	468,860	300,974	60.90%
Object 13 Fixed Charges					
1301 RENT	11,078		17,601	(17,601)	0.00%
1302 INSURANCE COVERAGE PAID TO STO	499,741	490,658	499,741	(9,083)	101.85%
1303 RENT PAID TO DGS		1,100		1,100	0.00%
1304 SUBSCRIPTIONS	1,367	26,938	19,028	7,909	70.64%
1305 ASSOCIATION DUES	149,751	350,445	283,996	66,449	81.04%
1308 LICENSES	1,462	7,270	9,402	(2,132)	129.33%
1309 INSURANCE (NON STO PAYMENTS)		4,667,231	8,096,051	(3,428,820)	173.47%
1320 BAD DEBT EXPENSE					0.00%
Total Object 13	663,400	5,543,642	8,925,821	(3,382,179)	161.01%
Total All Objects	96,870,665	485,100,000	454,198,018	30,901,983	93.63%

ITEM

5



MEMORANDUM

TO: MDTA Finance and Administration Committee
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: Fourth Quarter Review of FY 2024 Capital Budget vs. Actual Spending
DATE: October 10, 2024

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Finance and Administration Committee on the status of actual FY 2024 capital spending against the FY 2024 capital budget in the FY 2024-2029 Draft Consolidated Transportation Program (CTP). This information will be presented to the MDTA Board on October 31, 2024.

SUMMARY

As of June 30, 2024, 75.3% of the FY 2024 budget was spent as compared to the targeted spending level of 100%. The total budget for FY 2024 is \$539.6 million. The actual spending through the fourth quarter was \$406.4 million.

ANALYSIS

Six of the 83 projects budgeted in FY 2024 were within the acceptable spending limits of 90% to 110% (plus or minus 10% of the 100% target). The variation is decreased from the 25% reported for the first, second, and third quarters because all allocations, accruals, and FY 2024 invoices were posted.

Actual spending through the fourth quarter for ten projects budgeted for more than \$11 million each in FY 2024 was \$279.1 million. The ten projects are detailed in Attachment A.

RISKS

The 4-year \$1.7 billion dollar project to rebuild the Francis Scott Key Bridge presents significant risks that MDTA is working to mitigate. As this project is 34% of the total FY 2025-2030 MDTA CTP, changes to the schedule and budget would greatly impact FY 2025-2030 capital spending. Risks include cost overruns due to unforeseen complications, rising material costs,

Fourth Quarter Review of FY 2024 Capital Budget vs. Actual Spending
Page Two

and delays. Possible construction delays including weather, supply chain issues, and technical issues could extend the project timeline. Federal funding and support may help mitigate these risks.

ATTACHMENT

Attachment A – FY 2024 Capital Program Spending – Projects with FY 2024 Budget Over \$11 Million

**FY 2024 Capital Program Spending
Compared to Draft FY 2024-2029 CTP Budget
Projects with FY 2024 Budget Over \$11 Million**

Project Name	FY 2024 Budget Draft FY24-29 CTP (\$ Million)	FY 2024 Actual thru 06/30/2024 (\$ Million)	FY 2024 4th Qtr Spend Rate
Rehabilitate Decks of Eastbound Span - Phase I	\$83.4	\$79.1	95%
I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	\$68.9	\$60.1	87%
I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	\$62.4	\$56.2	90%
Replace Nice/Middleton Bridge	\$35.5	\$28.1	79%
I-95/Belvidere Road Interchange	\$30.1	\$6.9	23%
I-95 ETL Northbound Extension - MD 24 to Bynum Run	\$27.1	\$0.5	2%
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	\$17.6	\$19.7	112%
I-695 Subgrade Improvements at Bear Creek	\$13.9	\$6.4	46%
10-Year Equipment Budget - FY 2018 - FY 2027	\$12.2	\$3.8	31%
I-95 ETL NB Transition - MD 24 Interchange Reconstruction	\$11.1	\$11.1	100%
Total	\$362.2	\$271.9	75%

ITEM

6



MEMORANDUM

TO: MDTA Finance and Administration Committee
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: Consolidated Transportation Program (CTP) Process/Additions
DATE: October 10, 2024

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to provide the MDTA Finance and Administration Committee with an overview of the MDTA Consolidated Transportation Program (CTP) Process and an update on the additions to the capital program. This information was presented to the Capital Committee on October 2nd and will be presented to the MDTA Board on October 31, 2024.

SUMMARY

Every year the Maryland Transportation Authority (MDTA) releases the CTP, presenting MDTA's ongoing and new capital projects for a six-year period (the current year, the upcoming budget year, and the four succeeding planning years) for all MDTA facilities.

After approval by the MDTA Board in June, the Draft CTP is presented to local elected officials and citizens in September through October throughout Maryland for review and comment. It is then revised and submitted, after MDTA Board approval in November, as the Final CTP as part of the Governor's budget to the Maryland General Assembly in January. This process is required by statute and applies to MDTA as well as the Maryland Department of Transportation (MDOT) business units.

The CTP is separated into three parts, (1) Construction Program - Major projects, (2) Development and Evaluation (D&E) Program - Major projects, and (3) System Preservation - Minor Projects. Major capital projects are listed individually; minor projects are grouped and shown by category of work (e.g., environmental, highway preservation, safety improvements).

The Construction Program – Major Projects and System Preservation – Minor Projects programs include ongoing projects and those projects scheduled to begin construction within the six-year period.

The D&E Program contains those major projects which are being prepared for possible future addition to the Construction Program. Projects are moved from the D&E Program to the Construction Program as funds and resources become available, based on the merits of the projects.

PROJECT SELECTION

MDTA's capital projects originate from a variety of sources.

- Long Range Capital Needs (LRCN) – includes planned rehabilitation or replacement projects based on life cycle. The expected useful life of a component does not provide an exact rehabilitation or replacement date but gives an idea of when the MDTA should begin planning and budgeting to address it.
- Inspection findings - used in tandem with life cycle estimates to confirm rehabilitation or replacement is necessary as scheduled or to expedite a project when it is needed ahead of schedule.
- Regulatory compliance - includes projects for EPA-mandated storm water management.
- Increased capacity needs - based on traffic forecast recommendations.
- Local Priority Letters/Legislative Requests - established each year as counties and Baltimore City are asked to submit a list of priorities for the state transportation system. Generally, these priority letters include the concurrence signatures of the legislative delegation representing that county.

Once identified, projects are prioritized based on customer needs for safety and security, or increased capacity through improvements, or system preservation.

Funding availability to budget for identified projects is based on the MDTA's six-year financial forecast, which considers estimates of traffic and revenue (prepared annually), the operating budget and capital budget, debt service payments, the potential need for future bond sales and toll increases, and compliance with financial standards (Trust Agreement covenant, debt service coverage, unrestricted cash balance).

The FY 2025-2030 Final CTP, to be presented for approval in November, includes eleven new projects. Those projects are detailed in Attachment A.

ATTACHMENT

Attachment A - New Projects Added to the FY 2025-2030 MDTA Capital Program

New Projects Added to the FY 2025-2030 MDTA Capital Program

Replace and Rehabilitate FMT Electrical Switchgear

I-95 Fort McHenry Tunnel (Pin 2615)

\$400,000 (Engineering Only)

FMT East and West Vent Buildings' Medium voltage gears (13.2KV) have aged and require replacement. FMT East and West Vent Buildings' have aged 480/277V, 3PH transformers, substations, panelboards, breakers, and electrical conduit/conductors that were originally installed in 1984. The design is not limited to one-for-one replacement of electrical gears based on aging, but also to correct any code-deficient systems, and prepare a short circuit relay coordination study/arc-flash assessment with labeling.

ICC Sign Panel Replacements

MD 200 Intercounty Connector (Pin 2625)

\$917,000 (Engineering Only)

Sign panel replacement needed due to expired service life of the existing signing.

Multi-Area Bridge Bearings and Joints Rehabilitation

Multi-Area (Pin 2658)

\$400,000 (Engineering Only)

Recently completed study identified and prioritized BHT and JFK bridges in need of bearings and joints replacement prior to failures.

Highways Ramp Rehabilitation and Paving

Multi-Area (Pin 2659)

\$1,000,000 (Engineering Only)

MDTA Lifecycle Management Plan provides performance targets for the highway ramp system. The goal of this project is to address the state of good repair needs across multiple facilities to bring the ramps into compliance with the LMP targets.

FMT Administration Building E-ZPass Renovation

I-95 Fort McHenry Tunnel (Pin 2660)

\$300,000 (Engineering Only)

This project is to renovate FMT Administration Building to provide office space for consolidated E-ZPass staff. Operations would like to have E-ZPass staff in a single location, and identified FMT Administration Building as the best location after AET conversion is complete.

Chesapeake House Water System Repairs

I-95 John F. Kennedy Highway (Pin 2661)

\$2,700,000 (Construction Only)

Emergency and long-term repair of water system at Chesapeake House.

On-Call Facility & Building Repairs

Multi-Area (Pin 2662)

\$706,000 (Engineering Only)

Provide labor, equipment, materials, etc. necessary to perform miscellaneous facility/building and other types of repairs, upgrades, replacements, and new construction. Includes interior and exterior on campus of any MDTA facilities.

I-895 SB Spur Approach Bridge Replacement

I-895 Baltimore Harbor Tunnel (Pin 2663)

\$410,000 (Engineering Only)

This project is for the replacement of Bridge AAY060001. Bridge was identified for replacement based on inspection reports and a bridge tour in the spring of 2024.

I-95 SB Bridges over Big and Little Gunpowder

I-95 John F. Kennedy Highway (Pin 2664)

\$5,500,000 (Engineering Only)

Replacement of I-95 SB Bridges over the Big and Little Gunpowder as part of MDTA's System Preservation Program.

Remodel Southern AOC at Bay Bridge

US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge (Pin 2666)

\$100,000 (Engineering Only)

Reconfigure MDTA southern Authority Operation Center (AOC) at the Bay Bridge to fit current occupancy needs.

FMT Facility Roof Replacements

I-95 Fort McHenry Tunnel (Pin 2667)

\$51,000 (Engineering Only)

Replace aging roofs at various buildings located at the FMT facility.

ITEM

7



MEMORANDUM

TO: MDTA Finance and Administration Committee
FROM: Director of Revenue Cheryl Lewis-Orr
SUBJECT: Fiscal Year 2024 Traffic and Revenue Performance
DATE: October 10, 2024

PURPOSE OF MEMORANDUM

To provide the Maryland Transportation Authority (MDTA) Finance and Administration Committee with a semi-annual and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast.

KEY TAKEAWAYS

- During the first half of FY 2024, passenger vehicle traffic consistently reached pre-pandemic levels and has matched or exceeded FY 2023 levels during much of the fiscal year.
- During FY 2024, commercial vehicle traffic continues to outperform traffic trends observed prior to the pandemic.
- Following the allision of the M/V DALI causing the collapse of the Francis Scott Key Bridge (FSK), commercial vehicle traffic declined beginning in the fourth quarter. An updated forecast was prepared in June 2024 to reflect the significant decrease in toll revenue on the FSK. This report compares actual traffic and revenue trends to the June 2024 updated forecast.
- *E-ZPass*[®] revenue continued to exceed the forecast due to higher than forecasted daily average traffic for FY 2024.
- Video toll Notices-of-Toll-Due (NOTDs) and Central Collection Unit collections were lower than forecasted.
- Administrative toll revenue was below the forecast mostly due to lower than anticipated revenue collections associated with civil penalties.

ANALYSIS

This semi-annual and year-to-date review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts. CDM Smith tracks and evaluates the performance of traffic at the lane level and traffic and revenue collected on a cash basis.

FY 2024 Actuals compared to FY 2023 Actuals and FY 2024 Forecast compared to FY2024 Actuals

Combined Facilities (including Administrative Revenue)														
TRANSACTIONS (in Millions)								REVENUE (in Millions)						
	FY23	FY24			FY24			FY23	FY24			FY24		
	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff
Jul - Dec 2023	86.2	81.6	(4.5)	-5.3%	82.8	(1.2)	-1.4%	\$405.78	\$405.01	\$(0.77)	-0.2%	\$404.99	\$ 0.02	0.0%
Jan - June 2024	76.5	76.5	0.1	0.1%	77.8	(1.2)	1.6%	371.7	378.0	6.3	1.7%	386.8	(8.8)	-2.3%
YTD Totals	162.6	158.2	(4.5)	-2.7%	160.6	(2.4)	-1.5%	\$ 777.5	\$ 783.0	\$ 5.5	0.7%	\$ 791.8	\$ (8.8)	-1.1%

*Note: Numbers may not sum due to rounding

As shown in the Table above, for the period ended June 30, 2024, year-to-date (YTD) systemwide transactions totaled 158.2 million and collected revenue, including administrative revenue, totaled \$783.0 million. Transactions decreased 4.5 million, or 2.7%, compared to the same period last year. The variation in transactions were mainly due to the Customer Assistance Plan in the first half of FY 2023, which resulted in an influx of video transactions which did not occur in FY 2024. This caused a year-over-year decrease due to back office transaction processing that is not influenced by in-lane traffic. Revenue increased by \$5.5 million, or 0.7%, compared to the same period last year. In-lane toll revenue followed a similar pattern as in-lane traffic. However, the inclusion of administrative revenue, which is transaction neutral, resulted in total revenue exceeding the prior year.

For the period ended June 30, 2024, traffic was 2.4 million, or 1.5%, less than the updated June 2024 forecast. Actual toll revenue (in-lane and toll administrative) was below the forecast by \$8.8 million, or 1.1%. The variance in actual versus forecasted revenue was due to several factors including higher than forecasted *E-ZPass*[®] daily average traffic (equating to \$6.6 million), reduced revenue due to an *E-ZPass*[®] ICC Processing delay (\$2.6 million), lower than forecasted video toll collections (\$6.1 million), lower than forecasted Central Collection Unit (CCU) collections (\$2.4 million), and lower than forecasted administrative revenue (\$3.6 million).

ATTACHMENTS

- Attachment A: Summary of Revenue
- Attachment B: Comparison of Official Forecast to Actual Toll Revenue Performance
- Attachment C: Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
- Attachment D: FY 2024 Forecast vs Actual Revenue – by Facility
- Attachment E: FY 2024 Forecast vs. Actual Revenue – By Payment Method
- Fiscal Year 2024 Semi-Annual Traffic and Revenue Performance Report

Attachment A

**Summary of Revenue
July 1, 2023 to June 30, 2024**

	E-ZPass®	Video, Administrative ¹ & Pay-By-Plate	Total
Forecast Revenue	\$617,089,781	\$174,691,883	\$791,781,664
<i>less</i> Actual Revenue	621,076,242	161,953,803	783,030,045
Difference	\$3,986,461	(\$12,738,080)	(\$8,751,619)

¹ Includes items such as Hatem Bridge discount plan (\$20.00 annual plan), oversize permit fees, transponder sales, civil penalties, unused trips, commercial post-usage discount & monthly account fees (non-Maryland addresses).

Attachment B

**Comparison of Official Forecast to Actual Toll Revenue Performance
July 1, 2023 to June 30, 2024**

Toll Revenue Forecast:		\$791,781,664
Actual Revenue:		
<i>E-ZPass</i>	621,076,242	79%
Pay-By-Plate	4,886,609	1%
Video Toll	85,828,329	11%
Administrative Toll	71,238,865	9%
Total Actual Revenue		783,030,045
Actual Revenue <i>less</i> Forecasted Revenue		(8,751,619)

Attachment C

**Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
July 1, 2023 to June 30, 2024**

Difference (Forecast less Adjusted Actual Revenue)	\$ (8,751,618.76)
Forecast Assumption Differences:	
<i>E-ZPass</i> Daily Average Traffic Higher than Forecasted (FY2024) - ongoing	6,623,959
<i>E-ZPass</i> ICC Processing Delay 6/13-6/30: Processed in July 2024 (Timing) - one time	(2,637,498)
<i>Pay-By-Plate</i> Usage Higher than Forecasted (FY2024) - ongoing	24,861
<i>Video Toll</i> Collections Lower than Forecasted (FY2024) - ongoing	(6,090,403)
<i>Video Toll</i> CCU Collections Lower than Forecasted - one time	(2,364,475)
<i>Video Toll</i> CCU File Processing Delay: Processed in July 2024 (Timing) - one time	(180,149)
<i>Administrative Toll Revenue</i> Lower than Forecasted (FY2024) - one time (CPFs -\$4.8M)	(3,359,514)
<i>Administrative Toll Revenue</i> CCU File Processing Delay: Processed in July 2024 (Timing) - one time	(768,399)
Total Forecast Assumption Differences	\$ (8,751,619)

Semi-Annual and Fiscal Year 2024 Traffic and Revenue Performance Report
Page Six

Attachment D

**FY 2024 Forecast vs. Actual Revenue – By Facility
July 1, 2023 to June 30, 2024**

Legacy Facilities														
		July	August	September	October	November	December	January	February	March	April	May	June	Total
E-ZPass	Forecast	\$ 48,295,743	\$ 46,386,213	\$ 48,540,704	\$ 48,401,597	\$ 45,740,910	\$ 44,671,949	\$ 41,893,237	\$ 41,315,036	\$ 44,631,104	\$ 43,050,034	\$ 46,786,971	\$ 44,707,084	\$ 544,420,583
	Actual	48,295,743	46,386,206	48,540,707	48,401,597	45,740,938	44,671,949	41,893,237	41,315,017	44,631,104	43,050,017	48,639,024	46,580,287	\$ 548,145,826
	Difference	0	(8)	3	-	28	(0)	0	(19)	(0)	(17)	1,852,053	1,873,203	\$ 3,725,243
Video, Pay-By-Plate & Other	Forecast	13,281,821	10,952,322	11,228,404	13,804,965	14,283,325	11,696,439	11,727,190	10,765,797	13,750,647	9,151,797	14,578,071	14,673,107	\$ 149,893,883
	Actual	13,281,821	10,952,322	11,228,404	13,804,965	14,283,325	11,696,439	11,727,190	10,765,797	13,750,647	9,151,797	12,190,080	8,282,099	\$ 141,114,884
	Difference	-	-	-	-	-	-	-	-	-	-	(2,387,991)	(6,391,008)	\$ (8,778,999)
Total	Forecast	61,577,565	57,338,535	59,769,107	62,206,562	60,024,235	56,368,388	53,620,427	52,080,833	58,381,751	52,201,831	61,365,042	59,380,191	\$ 694,314,466
	Actual	61,577,565	57,338,527	59,769,110	62,206,562	60,024,263	56,368,387	53,620,427	52,080,814	58,381,751	52,201,814	60,829,104	54,862,386	\$ 689,260,711
	Difference	\$ 0	\$ (8)	\$ 3	\$ -	\$ 28	\$ (0)	\$ 0	\$ (19)	\$ (0)	\$ (17)	\$ (535,937)	\$ (4,517,805)	\$ (5,053,756)
Intercounty Connector														
		July	August	September	October	November	December	January	February	March	April	May	June	Total
E-ZPass	Forecast	\$ 5,030,627	\$ 4,490,200	\$ 5,709,722	\$ 5,363,891	\$ 4,567,039	\$ 4,572,561	\$ 4,479,522	\$ 4,114,300	\$ 4,965,664	\$ 4,982,690	\$ 5,605,495	\$ 5,149,686	\$ 59,031,395
	Actual	5,030,627	4,490,200	5,709,718	5,611,820	4,594,063	5,002,562	1,978,501	7,147,723	5,666,800	5,243,447	5,604,201	3,484,851	\$ 59,564,511
	Difference	-	(0)	(3)	247,929	27,024	430,001	(2,501,021)	3,033,424	701,136	260,756	(1,293)	(1,664,835)	\$ 533,116
Video, Pay-By-Plate & Other	Forecast	1,566,283	1,398,278	1,500,087	1,935,598	2,247,992	1,990,506	2,157,735	1,970,704	2,498,358	1,853,133	2,474,754	2,398,124	\$ 23,991,551
	Actual	1,566,283	1,398,278	1,500,087	1,941,222	2,049,109	1,734,656	1,641,259	1,536,416	2,191,151	1,434,880	1,881,147	1,263,343	\$ 20,137,830
	Difference	-	-	-	5,624	(198,882)	(255,850)	(516,476)	(434,288)	(307,207)	(418,253)	(593,607)	(1,134,780)	\$ (3,853,720)
Total	Forecast	6,596,910	5,888,478	7,209,808	7,299,489	6,815,031	6,563,066	6,637,257	6,085,004	7,464,022	6,835,823	8,080,249	7,547,810	\$ 83,022,946
	Actual	6,596,910	5,888,478	7,209,805	7,553,042	6,643,172	6,737,217	3,619,760	8,684,139	7,857,951	6,678,326	7,485,349	4,748,194	\$ 79,702,342
	Difference	\$ -	\$ (0)	\$ (3)	\$ 253,553	\$ (171,859)	\$ 174,151	\$ (3,017,497)	\$ 2,599,135	\$ 393,928	\$ (157,497)	\$ (594,900)	\$ (2,799,616)	\$ (3,320,604)
I-95 Express Toll Lanes														
		July	August	September	October	November	December	January	February	March	April	May	June	Total
E-ZPass	Forecast	\$ 1,149,440	\$ 1,188,892	\$ 1,105,930	\$ 1,188,490	\$ 1,161,118	\$ 1,122,331	\$ 976,042	\$ 907,765	\$ 1,111,562	\$ 1,227,887	\$ 1,248,424	\$ 1,249,921	\$ 13,637,803
	Actual	1,149,440	1,188,900	1,105,930	1,083,229	1,082,390	1,093,317	949,096	980,402	1,096,965	1,176,535	1,260,934	1,198,766	\$ 13,365,905
	Difference	-	8	-	(105,261)	(78,728)	(29,014)	(26,946)	72,637	(14,597)	(51,352)	12,510	(51,155)	\$ (271,898)
Video, Pay-By-Plate & Other	Forecast	78,610	56,477	66,349	78,139	71,087	68,805	57,530	50,034	61,513	70,318	71,363	76,225	\$ 806,449
	Actual	78,610	56,477	66,350	66,108	71,482	57,153	53,528	52,725	51,093	51,181	50,262	46,122	\$ 701,088
	Difference	-	-	1	(12,031)	395	(11,653)	(4,002)	2,690	(10,421)	(19,137)	(21,101)	(30,103)	\$ (105,361)
Total	Forecast	1,228,049	1,245,369	1,172,279	1,266,629	1,232,205	1,191,137	1,033,573	957,799	1,173,076	1,298,205	1,319,786	1,326,146	\$ 14,444,252
	Actual	1,228,049	1,245,377	1,172,280	1,149,337	1,153,872	1,150,470	1,002,624	1,033,127	1,148,058	1,227,716	1,311,195	1,244,888	\$ 14,066,993
	Difference	\$ -	\$ 8	\$ 1	\$ (117,292)	\$ (78,333)	\$ (40,667)	\$ (30,948)	\$ 75,328	\$ (25,018)	\$ (70,489)	\$ (8,591)	\$ (81,258)	\$ (377,259)
All Facilities														
		July	August	September	October	November	December	January	February	March	April	May	June	Total
Forecast	\$ 69,402,524	\$ 64,472,382	\$ 68,151,194	\$ 70,772,680	\$ 68,071,470	\$ 64,122,591	\$ 61,291,256	\$ 59,123,636	\$ 67,018,849	\$ 60,335,859	\$ 70,765,077	\$ 68,254,146	\$ 791,781,664	
Actual	69,402,524	64,472,382	68,151,195	70,908,941	67,821,307	64,256,075	58,242,811	61,798,080	67,387,760	60,107,856	69,625,648	60,855,467	\$ 783,030,045	
Difference	\$ 0	\$ 0	\$ 1	\$ 136,261	\$ (250,163)	\$ 133,484	\$ (3,048,445)	\$ 2,674,444	\$ 368,911	\$ (228,003)	\$ (1,139,429)	\$ (7,398,679)	\$ (8,751,619)	

Semi-Annual and Fiscal Year 2024 Traffic and Revenue Performance Report
Page Seven

Attachment E

**FY 2024 Forecast vs. Actual Revenue – By Payment Method
July 1, 2023 to June 30, 2024**

E-ZPass														
	July	August	September	October	November	December	January	February	March	April	May	June	Total	
Forecast	Legacy	48,295,743	46,386,213	48,540,704	48,401,597	45,740,910	44,671,949	41,893,237	41,315,036	44,631,104	43,050,034	46,786,971	44,707,084	\$ 544,420,583
	ICC	5,030,627	4,490,200	5,709,722	5,363,891	4,567,039	4,572,561	4,479,522	4,114,300	4,965,664	4,982,690	5,605,495	5,149,686	\$ 59,031,395
	ETL	1,149,440	1,188,892	1,105,930	1,188,490	1,161,118	1,122,331	976,042	907,765	1,111,562	1,227,887	1,248,424	1,249,921	\$ 13,637,803
	Total	54,475,810	52,065,306	55,356,356	54,953,978	51,469,068	50,366,842	47,348,801	46,337,100	50,708,330	49,260,611	53,640,889	51,106,691	\$ 617,089,781
Actual	Legacy	48,295,743	46,386,206	48,540,707	48,401,597	45,740,938	44,671,949	41,893,237	41,315,017	44,631,104	43,050,017	48,639,024	46,580,287	\$ 548,145,826
	ICC	5,030,627	4,490,200	5,709,718	5,611,820	4,594,063	5,002,562	1,978,501	7,147,723	5,666,800	5,243,447	5,604,201	3,484,851	\$ 59,564,511
	ETL	1,149,440	1,188,900	1,105,930	1,083,229	1,082,390	1,093,317	949,096	980,402	1,096,965	1,176,535	1,260,934	1,198,766	\$ 13,365,905
	Total	54,475,810	52,065,306	55,356,355	55,096,646	51,417,392	50,767,828	44,820,834	49,443,142	51,394,869	49,469,999	55,504,159	51,263,904	\$ 621,076,242
Difference	\$ 0	\$ 0	\$ (0)	\$ 142,668	\$ (51,676)	\$ 400,986	\$ (2,527,967)	\$ 3,106,042	\$ 686,539	\$ 209,387	\$ 1,863,270	\$ 157,213	\$ 3,986,461	

Video, Pay-By-Plate & Other														
	July	August	September	October	November	December	January	February	March	April	May	June	Total	
Forecast	Legacy	13,281,821	10,952,322	11,228,404	13,804,965	14,283,325	11,696,439	11,727,190	10,765,797	13,750,647	9,151,797	14,578,071	14,673,107	\$ 149,893,883
	ICC	1,566,283	1,398,278	1,500,087	1,935,598	2,247,992	1,990,506	2,157,735	1,970,704	2,498,358	1,853,133	2,474,754	2,398,124	\$ 23,991,551
	ETL	78,610	56,477	66,349	78,139	71,087	68,805	57,530	50,034	61,513	70,318	71,363	76,225	\$ 806,449
	Total	14,926,714	12,407,076	12,794,839	15,818,701	16,602,403	13,755,750	13,942,455	12,786,536	16,310,519	11,075,248	17,124,187	17,147,455	\$ 174,691,883
Actual	Legacy	\$ 13,281,821	\$ 10,952,322	\$ 11,228,404	\$ 13,804,965	\$ 14,283,325	\$ 11,696,439	\$ 11,727,190	\$ 10,765,797	\$ 13,750,647	\$ 9,151,797	\$ 12,190,080	\$ 8,282,099	\$ 141,114,884
	ICC	1,566,283	1,398,278	1,500,087	1,941,222	2,049,109	1,734,656	1,641,259	1,536,416	2,191,151	1,434,880	1,881,147	1,263,343	\$ 20,137,830
	ETL	78,610	56,477	66,350	66,108	71,482	57,153	53,528	52,725	51,093	51,181	50,262	46,122	\$ 701,088
	Total	14,926,714	12,407,076	12,794,840	15,812,295	16,403,915	13,488,247	13,421,977	12,354,938	15,992,890	10,637,857	14,121,489	9,591,564	\$ 161,953,803
Difference	\$ -	\$ -	\$ 1	\$ (6,407)	\$ (198,487)	\$ (267,503)	\$ (520,478)	\$ (431,598)	\$ (317,628)	\$ (437,390)	\$ (3,002,698)	\$ (7,555,891)	\$ (12,738,080)	

All Revenue													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
Forecast	\$ 69,402,524	\$ 64,472,382	\$ 68,151,194	\$ 70,772,680	\$ 68,071,470	\$ 64,122,591	\$ 61,291,256	\$ 59,123,636	\$ 67,018,849	\$ 60,335,859	\$ 70,765,077	\$ 68,254,146	\$ 791,781,664
Actual	69,402,524	64,472,382	68,151,195	70,908,941	67,821,307	64,256,075	58,242,811	61,798,080	67,387,760	60,107,856	69,625,648	60,855,467	\$ 783,030,045
Difference	\$ 0	\$ 0	\$ 1	\$ 136,261	\$ (250,163)	\$ 133,484	\$ (3,048,445)	\$ 2,674,444	\$ 368,911	\$ (228,003)	\$ (1,139,429)	\$ (7,398,679)	\$ (8,751,619)



Ms. Deborah Sharpless
September 6, 2024
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FINAL

Ms. Deborah Sharpless
Chief Financial Officer
Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

Subject: **FINAL** Fiscal Year 2024 Semi-Annual Traffic and Revenue Performance Report

Dear Ms. Sharpless:

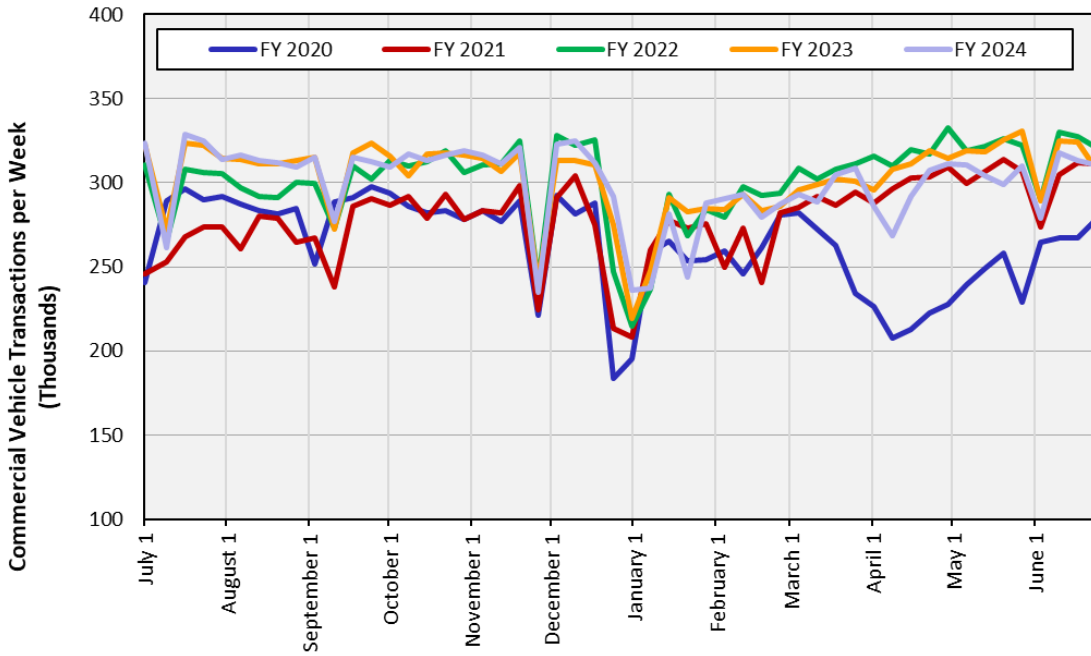
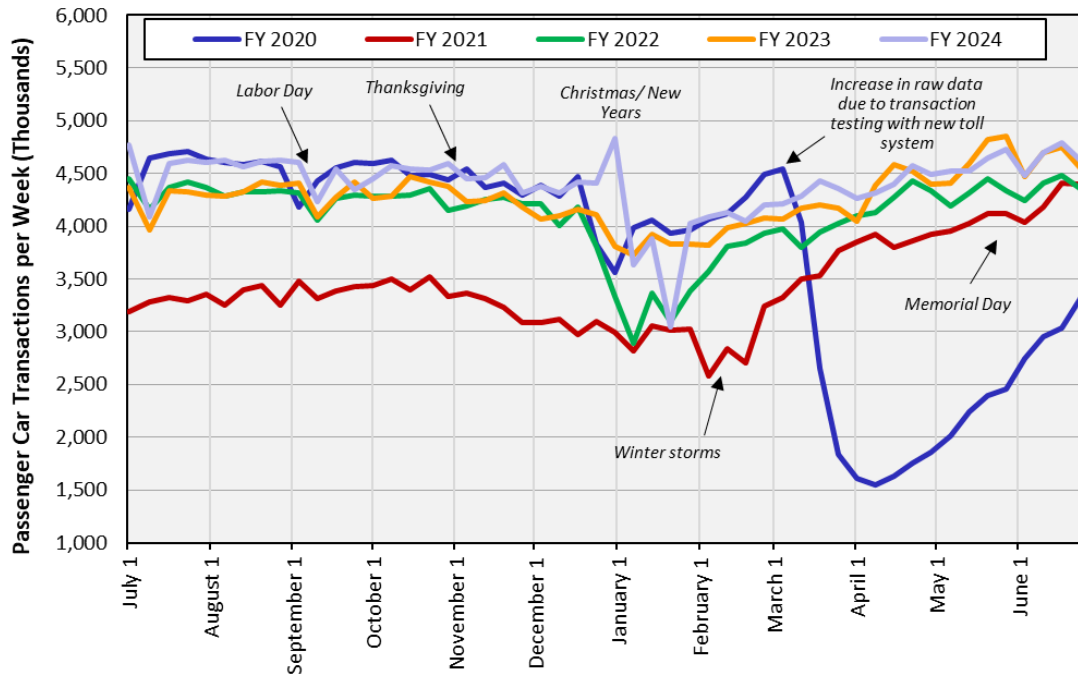
This letter report provides a summary of historical monthly transaction and toll revenue performance on the MDTA system using available data in Fiscal Year (FY) 2024, ending June 30, 2024. The historical performance is also compared to an updated forecast from June 2024 accounting for the loss of the Francis Scott Key Bridge which collapsed March 26, 2024, and summarized in the “Francis Scott Key Bridge Collapse Forecast Update”, (June 2024 forecast report) dated June 6, 2024. This comparison is provided separately for the Legacy system, Intercounty Connector (ICC), and I-95 Express Toll Lanes (ETLs), as well as for the total system. A summary of the forecast methodology and an analysis of the variations in actual experience compared to forecast is also provided.

Recent Trends

Since FY 2020 when the pandemic began, CDM Smith has tracked the performance on the system through two sources: the Kapsch 3G toll collection system data reports and the Traffic Volume Income (TVI) reports. The 3G reports provide the raw, in-lane data which records the daily traffic at the roadside, independent of toll collections. TVI reports provide collected transactions and revenue on the system on a cash basis, where a transaction and the associated revenue is reported in the month the toll is paid. In-lane data still provides another perspective on system performance.

Figure 1 shows the systemwide traffic on the total MDTA system for passenger cars and commercial vehicles from July 2019 through June 2024, using the daily in-lane data. Passenger car transaction volumes for FY 2023 were similar to FY 2022 in both volume and weekly variation and had not yet returned to pre-pandemic levels. In the first half of FY 2024, passenger cars consistently reached levels prior to the pandemic and has matched or exceeded FY 2023 levels in the second half of the fiscal year. Commercial vehicle traffic continued to outperform traffic trends observed prior to the pandemic but remained stagnant in the first half of FY 2024 compared to FY 2023. Since the collapse of the Francis Scott Key Bridge (FSK) on March 26th, 2024, commercial vehicles have started to decline year over year in the fourth quarter due to the proximity of the crossing to the Port of Baltimore.

Figure 1 – Total Systemwide Traffic Per Week by Fiscal Year



Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

Monthly transactions for FY 2023 and FY 2024 for the total system are presented in **Table 1** by vehicle type and payment method. This table and the remaining tables in this report will present TVI report data and represent transactions and associated revenue in the month the toll is paid. Significant monthly variations can be observed in transaction totals, and the distribution of transactions by payment method. These variations are the result of the timing of transaction processing in the back office, and not reflective of variations in traffic on MDTA system facilities. Total passenger car transactions for FY 2024 were 2.5 percent lower than FY 2023. The first half of FY 2024 was 5.1 percent lower than the same period in FY 2023, and second half transactions were 0.4 percent higher. This change in trend in the first half of the fiscal year was largely due to the termination of the Customer Assistance Plan (CAP), which was active from February 24, 2022 through December 14, 2022, resulting in an influx of video transactions for the month of November that did not occur in the first half of FY 2024. This causes a year-over-year decrease that is not influenced by in-lane traffic but rather the back-office processing. In the last quarter of the fiscal year, both passenger cars and commercial vehicles transactions declined, partially due to the FSK bridge collapse. Overall, commercial vehicle transactions for FY 2024 were 5.0 percent lower than FY 2023. The first half of the fiscal year was lower than FY 2023 by 7.0 percent and the second half by 2.8 percent compared to FY 2023. Overall, total system transactions in FY 2024 were 2.7 percent lower than FY 2023.

Monthly collected toll revenue for FY 2023 and FY 2024 for the total system are provided in **Table 2**. **Figure 2** is a graphical depiction of the share of toll revenue by method of payment and vehicle class for the same period. Systemwide toll revenue trends for passenger cars were down 6.4 percent in the first half of FY 2024 but increased 1.8 percent in the second half over the same period in FY 2023. Revenue for commercial vehicles followed a different trend, largely due to video collections, and were down by 8.9 percent and 5.5 percent, respectively, for the first and second halves of the fiscal year, and down by 8.4 percent for total FY 2024. Overall, FY 2024 toll revenue (excluding other revenue) decreased 4.3 percent compared with the same period in FY 2023. The year-over-year decreases are largely influenced by the backlog transactions that were paid in FY 2023 that did not occur in FY 2024.



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 September 6, 2024
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Table 1 - Systemwide Collected Transactions by Month

Month	Passenger Car Transactions								
	ETC			Video (1)			Total		
	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change
July	11,011,206	11,682,373	6.1	1,652,370	1,602,686	(3.0)	12,663,576	13,285,059	4.9
August	9,697,973	11,045,527	13.9	1,492,051	1,224,588	(17.9)	11,190,024	12,270,115	9.7
September	14,263,062	11,861,361	(16.8)	1,150,642	1,079,384	(6.2)	15,413,703	12,940,745	(16.0)
October	12,164,519	11,750,437	(3.4)	1,142,429	1,393,763	22.0	13,306,949	13,144,200	(1.2)
November	11,233,629	10,644,808	(5.2)	3,496,870	1,402,211	(59.9)	14,730,499	12,047,019	(18.2)
December	10,637,858	10,781,950	1.4	1,842,587	1,217,638	(33.9)	12,480,446	11,999,588	(3.9)
January	9,622,696	8,760,794	(9.0)	1,319,049	1,088,568	(17.5)	10,941,744	9,849,362	(10.0)
February	8,981,934	11,241,557	25.2	919,079	1,081,739	17.7	9,901,013	12,323,296	24.5
March	10,873,081	11,177,855	2.8	1,213,227	1,231,064	1.5	12,086,308	12,408,919	2.7
April	11,102,509	11,084,820	(0.2)	952,990	950,989	(0.2)	12,055,499	12,035,809	(0.2)
May	12,440,898	11,916,940	(4.2)	747,470	1,011,654	35.3	13,188,368	12,928,594	(2.0)
June	11,587,050	10,543,413	(9.0)	932,400	881,665	(5.4)	12,519,450	11,425,078	(8.7)
Jul - Dec 2023	69,008,247	67,766,456	(1.8)	10,776,950	7,920,270	(26.5)	79,785,197	75,686,726	(5.1)
Jan - June 2024	64,608,168	64,725,379	0.2	6,084,214	6,245,679	2.7	70,692,382	70,971,058	0.4
FY Total	133,616,415	132,491,835	(0.8)	16,861,164	14,165,949	(16.0)	150,477,578	146,657,784	(2.5)
Month	Commercial Vehicle Transactions								
	ETC			Video (1)			Total		
	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change
July	971,874	923,222	(5.0)	75,556	59,713	(21.0)	1,047,430	982,935	(6.2)
August	888,580	918,075	3.3	83,576	45,294	(45.8)	972,156	963,369	(0.9)
September	1,242,309	1,009,023	(18.8)	47,063	41,661	(11.5)	1,289,372	1,050,684	(18.5)
October	1,121,140	1,002,028	(10.6)	43,044	50,857	18.1	1,164,184	1,052,885	(9.6)
November	904,763	900,561	(0.5)	95,296	52,860	(44.5)	1,000,059	953,421	(4.7)
December	869,679	909,093	4.5	52,876	37,019	(30.0)	922,556	946,112	2.6
January	852,448	837,377	(1.8)	45,739	34,686	(24.2)	898,187	872,063	(2.9)
February	782,255	913,777	16.8	28,144	31,312	11.3	810,399	945,089	16.6
March	986,064	933,471	(5.3)	43,418	31,029	(28.5)	1,029,482	964,500	(6.3)
April	933,041	881,133	(5.6)	36,982	27,975	(24.4)	970,023	909,108	(6.3)
May	1,009,833	967,546	(4.2)	25,346	27,122	7.0	1,035,178	994,668	(3.9)
June	969,731	883,616	(8.9)	39,785	25,532	(35.8)	1,009,515	909,148	(9.9)
Jul - Dec 2023	5,998,345	5,662,002	(5.6)	397,412	287,404	(27.7)	6,395,757	5,949,406	(7.0)
Jan - June 2024	5,533,372	5,416,920	(2.1)	219,414	177,656	(19.0)	5,752,785	5,594,576	(2.8)
FY Total	11,531,717	11,078,922	(3.9)	616,825	465,060	(24.6)	12,148,542	11,543,982	(5.0)
Month	Total Transactions								
	ETC			Video (1)			Total		
	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change
July	11,983,080	12,605,595	5.2	1,727,927	1,662,399	(3.8)	13,711,006	14,267,994	4.1
August	10,586,553	11,963,602	13.0	1,575,627	1,269,882	(19.4)	12,162,180	13,233,484	8.8
September	15,505,371	12,870,384	(17.0)	1,197,705	1,121,045	(6.4)	16,703,075	13,991,429	(16.2)
October	13,285,659	12,752,465	(4.0)	1,185,474	1,444,620	21.9	14,471,132	14,197,085	(1.9)
November	12,138,392	11,545,369	(4.9)	3,592,166	1,455,071	(59.5)	15,730,558	13,000,440	(17.4)
December	11,507,538	11,691,043	1.6	1,895,464	1,254,657	(33.8)	13,403,001	12,945,700	(3.4)
January	10,475,144	9,598,171	(8.4)	1,364,788	1,123,254	(17.7)	11,839,932	10,721,425	(9.4)
February	9,764,188	12,155,334	24.5	947,223	1,113,051	17.5	10,711,412	13,268,385	23.9
March	11,859,145	12,111,326	2.1	1,256,644	1,262,093	0.4	13,115,790	13,373,419	2.0
April	12,035,550	11,965,953	(0.6)	989,972	978,964	(1.1)	13,025,522	12,944,917	(0.6)
May	13,450,731	12,884,486	(4.2)	772,816	1,038,776	34.4	14,223,547	13,923,262	(2.1)
June	12,556,781	11,427,029	(9.0)	972,184	907,197	(6.7)	13,528,965	12,334,226	(8.8)
Jul - Dec 2023	75,006,592	73,428,458	(2.1)	11,174,361	8,207,674	(26.5)	86,180,954	81,636,132	(5.3)
Jan - June 2024	70,141,539	70,142,299	0.0	6,303,628	6,423,335	1.9	76,445,167	76,565,634	0.2
FY Total	145,148,131	143,570,757	(1.1)	17,477,989	14,631,009	(16.3)	162,626,120	158,201,766	(2.7)

(1) Pay-by-plate transactions are included with video transactions.



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Table 2 - Systemwide Collected Toll Revenue by Month

Month	Passenger Car Toll Revenue								
	ETC			Video (1)			Total		
	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change
July	\$ 31,841,940	\$ 34,662,389	8.9	\$ 9,574,478	\$ 9,257,522	(3.3)	\$ 41,416,418	\$ 43,919,911	6.0
August	28,158,615	32,311,712	14.7	8,542,920	6,979,369	(18.3)	36,701,536	39,291,081	7.1
September	41,026,423	33,551,958	(18.2)	6,073,232	6,075,110	0.0	47,099,655	39,627,068	(15.9)
October	34,075,217	33,532,627	(1.6)	6,308,110	7,784,030	23.4	40,383,327	41,316,656	2.3
November	32,018,938	31,642,376	(1.2)	19,415,845	7,799,232	(59.8)	51,434,784	39,441,608	(23.3)
December	29,550,545	30,685,485	3.8	10,738,284	6,691,775	(37.7)	40,288,829	37,377,260	(7.2)
January	26,640,613	25,679,228	(3.6)	8,073,338	6,117,651	(24.2)	34,713,950	31,796,879	(8.4)
February	24,456,720	29,776,505	21.8	5,359,676	5,922,917	10.5	29,816,396	35,699,422	19.7
March	29,520,290	31,145,538	5.5	6,687,680	6,705,592	0.3	36,207,970	37,851,130	4.5
April	31,694,820	31,610,169	(0.3)	5,203,062	5,146,937	(1.1)	36,897,882	36,757,107	(0.4)
May	35,215,458	34,408,185	(2.3)	3,994,307	5,501,782	37.7	39,209,766	39,909,967	1.8
June	32,784,052	31,681,218	(3.4)	5,047,662	4,795,258	(5.0)	37,831,714	36,476,477	(3.6)
Jul - Dec 2023	196,671,680	196,386,546	(0.1)	60,652,869	44,587,038	(26.5)	257,324,549	240,973,584	(6.4)
Jan - June 2024	180,311,954	184,300,843	2.2	34,365,725	34,190,138	(0.5)	214,677,679	218,490,981	1.8
FY Total	376,983,633	380,687,390	1.0	95,018,594	78,777,175	(17.1)	472,002,228	459,464,565	(2.7)
Month	Commercial Vehicle Toll Revenue								
	ETC			Video (1)			Total		
	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change
July	\$ 21,281,363	\$ 19,813,421	(6.9)	\$ 2,083,976	\$ 1,624,608	(22.0)	\$ 23,365,339	\$ 21,438,029	(8.2)
August	19,814,475	19,753,594	(0.3)	2,218,608	982,477	(55.7)	22,033,083	20,736,071	(5.9)
September	27,236,078	21,804,398	(19.9)	1,228,007	1,105,301	(10.0)	28,464,085	22,909,699	(19.5)
October	24,738,385	21,564,019	(12.8)	1,074,945	1,258,243	17.1	25,813,330	22,822,263	(11.6)
November	19,947,590	19,775,016	(0.9)	2,412,969	1,374,267	(43.0)	22,360,559	21,149,282	(5.4)
December	19,308,066	20,082,343	4.0	1,399,620	959,764	(31.4)	20,707,686	21,042,107	1.6
January	19,376,538	19,141,606	(1.2)	1,244,312	912,502	(26.7)	20,620,849	20,054,108	(2.7)
February	17,724,879	19,666,637	11.0	831,365	806,318	(3.0)	18,556,244	20,472,955	10.3
March	22,096,619	20,249,332	(8.4)	1,249,913	791,683	(36.7)	23,346,532	21,041,014	(9.9)
April	20,556,170	17,859,830	(13.1)	1,143,823	753,250	(34.1)	21,699,993	18,613,080	(14.2)
May	22,042,169	21,095,974	(4.3)	712,389	715,411	0.4	22,754,559	21,811,385	(4.1)
June	21,305,664	19,582,685	(8.1)	1,104,794	653,938	(40.8)	22,410,459	20,236,623	(9.7)
Jul - Dec 2023	132,325,956	122,792,791	(7.2)	10,418,125	7,304,660	(29.9)	142,744,081	130,097,451	(8.9)
Jan - June 2024	123,102,039	117,596,063	(4.5)	6,286,596	4,633,101	(26.3)	129,388,635	122,229,164	(5.5)
FY Total	255,427,995	240,388,854	(5.9)	16,704,721	11,937,762	(28.5)	272,132,716	252,326,615	(7.3)
Month	Total Toll Revenue								
	ETC			Video (1)			Total		
	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change
July	\$ 53,123,304	\$ 54,475,810	2.5	\$ 11,658,453	\$ 10,882,130	(6.7)	\$ 64,781,757	\$ 65,357,940	0.9
August	47,973,090	52,065,306	8.5	10,761,528	7,961,846	(26.0)	58,734,619	60,027,152	2.2
September	68,262,501	55,356,356	(18.9)	7,301,239	7,180,411	(1.7)	75,563,739	62,536,767	(17.2)
October	58,813,602	55,096,646	(6.3)	7,383,055	9,042,273	22.5	66,196,657	64,138,919	(3.1)
November	51,966,528	51,417,392	(1.1)	21,828,814	9,173,498	(58.0)	73,795,342	60,590,890	(17.9)
December	48,858,611	50,767,828	3.9	12,137,904	7,651,540	(37.0)	60,996,515	58,419,368	(4.2)
January	46,017,150	44,820,834	(2.6)	9,317,649	7,030,152	(24.6)	55,334,800	51,850,987	(6.3)
February	42,181,599	49,443,141	17.2	6,191,041	6,729,236	8.7	48,372,640	56,172,377	16.1
March	51,616,908	51,394,869	(0.4)	7,937,593	7,497,275	(5.5)	59,554,502	58,892,144	(1.1)
April	52,250,990	49,470,000	(5.3)	6,346,885	5,900,187	(7.0)	58,597,875	55,370,187	(5.5)
May	57,257,628	55,504,158	(3.1)	4,706,697	6,217,193	32.1	61,964,325	61,721,351	(0.4)
June	54,089,716	51,263,904	(5.2)	6,152,457	5,449,196	(11.4)	60,242,173	56,713,099	(5.9)
Jul - Dec 2023	328,997,636	319,179,337	(3.0)	71,070,994	51,891,698	(27.0)	400,068,630	371,071,035	(7.2)
Jan - June 2024	303,413,992	301,896,906	(0.5)	40,652,322	38,823,239	(4.5)	344,066,314	340,720,145	(1.0)
FY Total	632,411,628	621,076,244	(1.8)	111,723,315	90,714,937	(18.8)	744,134,944	711,791,180	(4.3)

(1) Pay-by-plate revenue is included with video revenue.

Figure 2 – Total System Collected Revenue by Payment Type and Vehicle Class

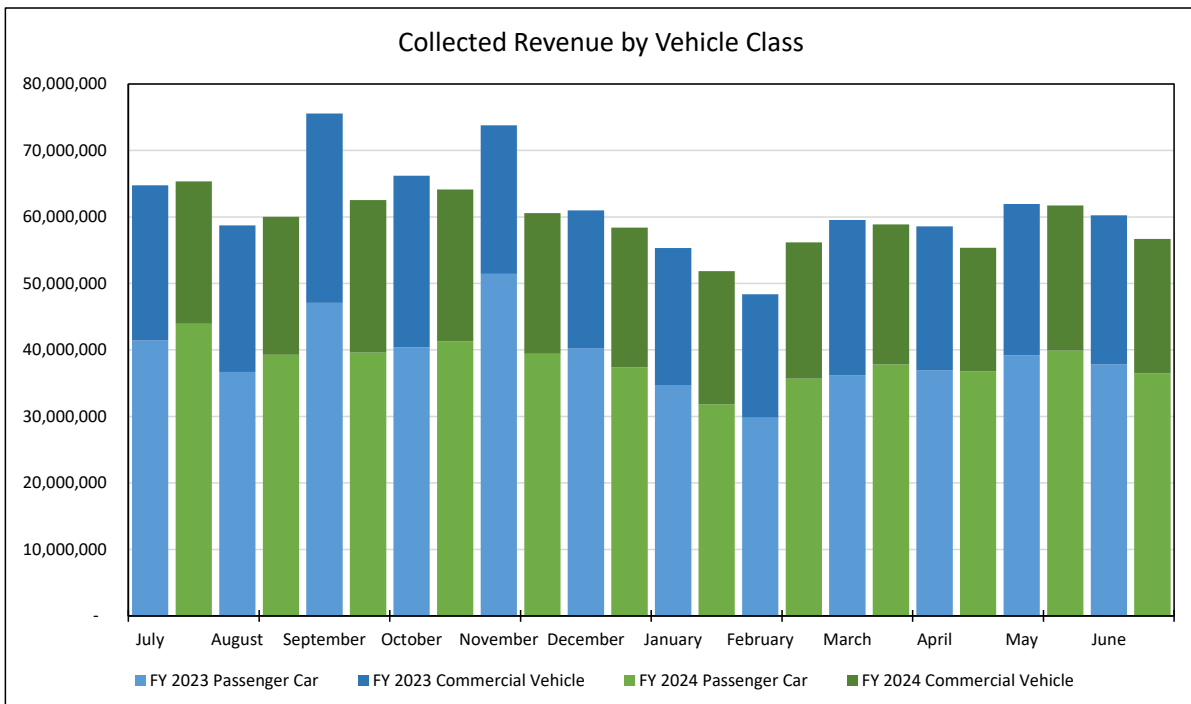
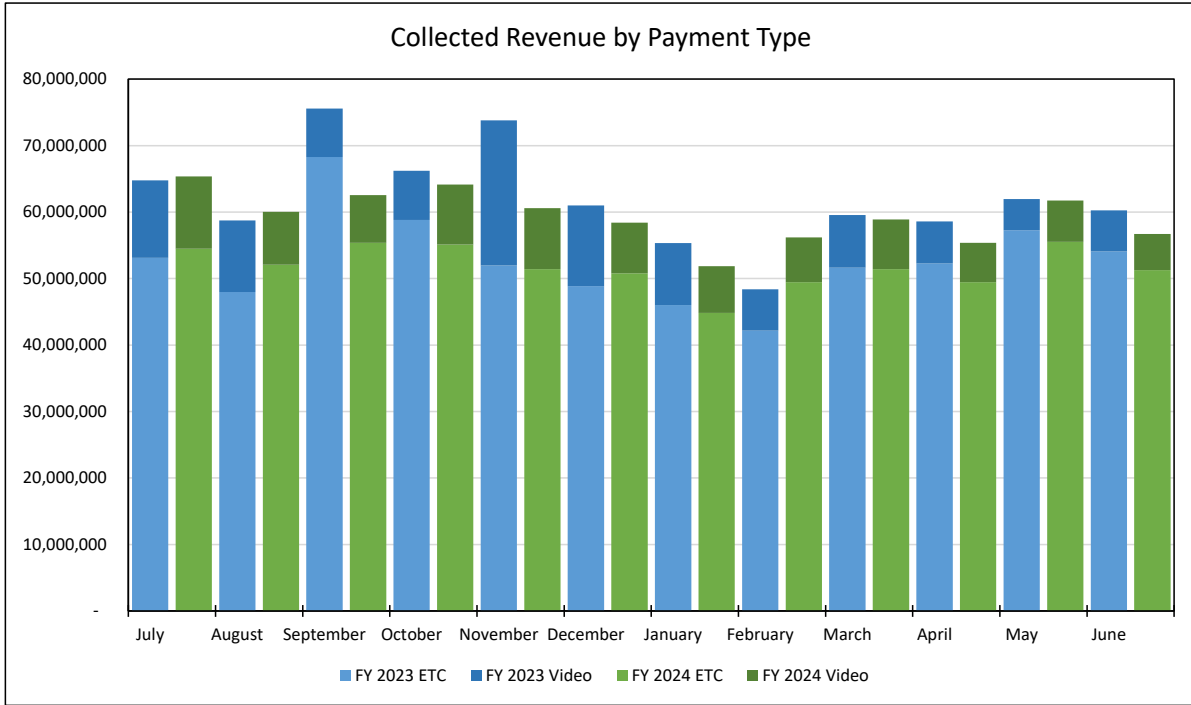




Table 3 provides the same monthly trend comparison for other revenue. Other revenue comprises revenue from unused commuter and shopper plan trips, E-ZPass transponder sales, Hatem E-ZPass programs, civil penalties from violation recovery, and commercial vehicle fees and discounts. The commercial vehicle revenue comes from post-usage discounts, high frequency discounts, and over-size permit fees. Since this revenue is associated with collected transactions and revenue, and therefore the delayed NOTDs in FY 2023, year-over-year trends vary greatly on a monthly basis. Overall, other revenue increased significantly for FY 2024 over FY 2023. This is primarily the result of increases in violation recovery following the termination of the CAP.

Table 3 – Other Revenue Trends by Month

Month	Service Fees and Sales ⁽¹⁾			Violation Recovery ⁽²⁾			Commercial Vehicles ⁽³⁾			Total Other Revenue		
	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change	FY 2023	FY 2024	% Change
July	\$ 2,216,221	\$ 2,003,246	(10.6)	\$ 34,164	\$ 2,710,118	98.7	\$ (789,381)	\$ (669,035)	18.0	\$ 1,461,004	\$ 4,044,328	63.9
August	1,306,590	1,845,291	29.2	42,198	3,222,552	98.7	(760,892)	(621,552)	22.4	587,896	4,446,291	86.8
September	2,366,155	2,022,259	(17.0)	(2,603,092)	4,224,149	161.6	(1,045,889)	(631,108)	65.7	(1,282,826)	5,615,300	122.8
October	1,797,673	1,614,217	(11.4)	44,165	5,976,866	99.3	(361,299)	(820,982)	(56.0)	1,480,539	6,770,101	78.1
November	1,708,802	2,132,203	19.9	90,464	5,710,692	98.4	(692,987)	(612,678)	13.1	1,106,278	7,230,216	84.7
December	1,705,114	1,454,075	(17.3)	1,513,157	5,072,297	70.2	(755,417)	(689,953)	9.5	2,462,854	5,836,419	57.8
January	1,568,979	2,380,911	34.1	3,160,082	5,050,532	37.4	(632,127)	(1,040,561)	(39.3)	4,096,934	6,390,882	35.9
February	1,708,262	1,691,932	(1.0)	3,566,585	4,569,152	21.9	(534,943)	(636,710)	(16.0)	4,739,904	5,624,374	15.7
March	1,829,754	1,353,272	(35.2)	3,775,392	7,812,729	51.7	(708,755)	(671,545)	5.5	4,896,391	8,494,456	42.4
April	1,623,962	2,469,094	34.2	2,726,011	2,885,378	5.5	(608,373)	(617,478)	(1.5)	3,741,600	4,736,995	21.0
May	1,838,356	2,004,287	8.3	4,542,108	6,489,653	30.0	(686,962)	(590,165)	16.4	5,693,502	7,903,775	28.0
June	<u>2,029,657</u>	<u>1,943,555</u>	(4.4)	<u>2,997,385</u>	<u>2,795,509</u>	(7.2)	<u>(651,542)</u>	<u>(597,164)</u>	9.1	<u>4,375,500</u>	<u>4,141,899</u>	(5.6)
Jul - Dec 2023	11,100,556	11,071,290	(0.3)	(878,945)	26,916,674	3,162.4	(4,405,866)	(4,045,309)	8.2	5,815,745	33,942,655	483.6
Jan - June 2024	10,598,970	11,843,051	11.7	20,767,563	29,602,954	42.5	(3,822,701)	(4,153,624)	(8.7)	27,543,832	37,292,381	35.4
FY Total	21,699,526	22,914,341	5.6	19,888,618	56,519,628	184.2	(8,228,568)	(8,198,933)	(0.4)	33,359,576	71,235,036	113.5

(1) Service fees and sales includes unused pre-paid trip revenue, transponder sales, and the Hatem E-ZPass discount plans.

(2) Violation recovery is civil penalties collected on unpaid notices of toll due.

(3) Commercial vehicles include post-usage discounts, high frequency discounts, and oversize permit fees.

Lastly, **Table 4** provides the monthly trend comparison for total revenue. The total revenue is the combination of toll revenue for all MDTA facilities and the other revenue shown in Table 3. Total revenue for FY 2024 was 0.7 percent higher than FY 2023. In the first half of the fiscal year revenue declined by 0.2 percent, whereas the second half increased 1.7 percent year over year. The monthly variation is largely influenced by timing of other revenue, particularly violation recovery, and the influence of the CAP in FY 2023.

Table 4 – Total Revenue Trends by Month

Month	Total System Revenue		
	FY 2023	FY 2024	% Change
July	\$ 66,242,761	\$ 69,402,268	4.6
August	59,322,515	64,473,442	8.0
September	74,280,913	68,152,067	(9.0)
October	67,677,196	70,909,020	4.6
November	74,901,621	67,821,107	(10.4)
December	63,459,369	64,255,787	1.2
January	59,431,734	58,241,868	(2.0)
February	53,112,544	61,796,751	14.1
March	64,450,893	67,386,600	4.4
April	62,339,475	60,107,181	(3.7)
May	67,657,826	69,625,127	2.8
June	<u>64,617,673</u>	<u>60,854,999</u>	(6.2)
Jul - Dec 2023	405,884,374	405,013,690	(0.2)
Jan - June 2024	371,610,146	378,012,526	1.7
FY Total	777,494,520	783,026,216	0.7

Forecast Versus Actual

In June 2024, CDM Smith analyzed the traffic and revenue impacts of the Francis Scott Key Bridge collapse and developed an update of the November 2023 traffic and revenue forecast that includes both a re-benchmarking based on the latest actual data as well as the impact of the bridge collapse. Cumulatively from the date of collapse to the assumed reopening in the fall of 2028, CDM Smith estimated the lost revenue to be \$143.9 million. This is based on an estimated 40 percent combined recapture rate for passenger and commercial vehicles diverting from the Key Bridge to the two adjacent Patapsco River tunnels.

In this section, the actual collected transactions and revenue are compared to the June 2024 forecast for each of the facilities. **Table 5** provides the comparison for the Legacy System transactions by vehicle type and method of payment and **Table 6** shows the same comparison for collected toll revenue.

In the first half of FY 2024, passenger cars were 2.3 percent below forecast and commercial vehicles were 6.2 percent above forecast. In the second half of FY 2024, passenger cars and commercial vehicles were 18.0 and 23.7 percent below forecast, respectively. Total FY 2024 transactions overall were 1.8 percent below forecast, with ETC transactions falling 1.3 percent below forecast and video transactions falling 7.0 percent below forecast. These trends were caused by reduced video transaction collections compared to what was assumed in the forecast for May and June 2024, as well as changes to the reporting of image-based transactions (I-Tolls). This reporting change was performed after the completion of the June forecast and impacts MD E-ZPass transactions but does not impact the toll revenue.

As shown in Table 6, collected toll revenue on the Legacy System showed a different trend versus forecast as those seen in transactions, due to the reporting change only impacting transactions and not revenue. Due to this, the only months for comparison of forecast versus actual are May and June. Passenger car revenue was 1.0 percent above forecast in May and 0.3 percent below forecast for June, yielding a 0.1 percent shortfall for FY 2024 passenger car toll revenue compared to forecast for FY total. Commercial vehicle revenue was 1.5 percent and 6.1 percent below forecast for May and June, respectively. Overall, FY 2024 collected revenue totals were 0.2 percent below forecast. This is, in part, due to the timing of paid video transactions deviating from forecast, and the overperformance of ETC passenger car revenue.



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Table 5 - Comparison of FY 2024 Forecast and Actual Transactions - Legacy System

Month	FY 2024 Passenger Car Transactions ⁽¹⁾								
	ETC			Video ⁽²⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,685,379	8,417,488	(3.1)	1,186,955	1,236,392	4.2	9,872,335	9,653,880	(2.2)
August	8,222,529	7,965,035	(3.1)	903,798	939,312	3.9	9,126,327	8,904,347	(2.4)
September	8,579,024	8,364,472	(2.5)	798,711	826,650	3.5	9,377,735	9,191,122	(2.0)
October	8,565,531	8,299,731	(3.1)	1,014,997	1,053,211	3.8	9,580,527	9,352,942	(2.4)
November	8,178,391	7,922,156	(3.1)	1,013,302	1,049,474	3.6	9,191,693	8,971,630	(2.4)
December	7,820,091	7,590,898	(2.9)	866,211	898,069	3.7	8,686,302	8,488,967	(2.3)
January	7,283,584	7,078,819	(2.8)	801,696	831,151	3.7	8,085,279	7,909,970	(2.2)
February	7,297,947	7,082,953	(3.0)	776,250	810,524	4.4	8,074,197	7,893,477	(2.2)
March	7,962,058	7,742,630	(2.8)	872,872	897,837	2.9	8,834,930	8,640,467	(2.2)
April	7,924,480	7,696,320	(2.9)	658,946	676,748	2.7	8,583,426	8,373,068	(2.5)
May	7,966,457	8,313,109	4.4	1,230,852	748,280	(39.2)	9,197,310	9,061,389	(1.5)
June	7,529,736	8,064,051	7.1	1,273,771	640,439	(49.7)	8,803,507	8,704,490	(1.1)
Jul - Dec 2023	50,050,945	48,559,780	(3.0)	5,783,973	6,003,108	3.8	55,834,918	54,562,888	(2.3)
Jan - June 2024	45,964,262	45,977,882	0.0	5,614,386	4,604,979	(18.0)	51,578,648	50,582,861	(1.9)
FY Total	96,015,207	94,537,662	(1.5)	11,398,359	10,608,087	(6.9)	107,413,566	105,145,749	(2.1)

Month	FY 2024 Commercial Vehicle Transactions ⁽¹⁾								
	ETC			Video ⁽²⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	784,153	789,688	0.7	51,508	53,017	2.9	835,661	842,705	0.8
August	778,718	786,319	1.0	32,257	39,605	22.8	810,976	825,924	1.8
September	857,622	862,581	0.6	33,991	35,818	5.4	891,613	898,399	0.8
October	853,135	857,747	0.5	41,595	43,179	3.8	894,730	900,926	0.7
November	782,383	785,954	0.5	43,519	44,561	2.4	825,902	830,515	0.6
December	776,015	779,534	0.5	31,019	32,117	3.5	807,034	811,651	0.6
January	753,189	758,372	0.7	29,339	30,286	3.2	782,527	788,658	0.8
February	748,243	752,195	0.5	26,380	27,326	3.6	774,623	779,521	0.6
March	786,242	790,913	0.6	25,855	26,536	2.6	812,097	817,449	0.7
April	677,778	744,809	9.9	23,677	24,426	3.2	701,455	769,235	9.7
May	798,152	821,643	2.9	48,580	23,810	(51.0)	846,731	845,453	(0.2)
June	770,797	772,384	0.2	48,679	22,151	(54.5)	819,476	794,535	(3.0)
Jul - Dec 2023	4,832,026	4,861,823	0.6	233,890	248,297	6.2	5,065,916	5,110,120	0.9
Jan - June 2024	4,534,400	4,640,316	2.3	202,509	154,535	(23.7)	4,736,909	4,794,851	1.2
FY Total	9,366,426	9,502,139	1.4	436,399	402,832	(7.7)	9,802,825	9,904,971	1.0

Month	FY 2024 All Vehicle Transactions ⁽¹⁾								
	ETC			Video ⁽²⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	9,469,533	9,207,176	(2.8)	1,238,463	1,289,409	4.1	10,707,996	10,496,585	(2.0)
August	9,001,247	8,751,354	(2.8)	936,056	978,917	4.6	9,937,303	9,730,271	(2.1)
September	9,436,646	9,227,053	(2.2)	832,702	862,468	3.6	10,269,348	10,089,521	(1.8)
October	9,418,665	9,157,478	(2.8)	1,056,592	1,096,390	3.8	10,475,257	10,253,868	(2.1)
November	8,960,774	8,708,110	(2.8)	1,056,821	1,094,035	3.5	10,017,595	9,802,145	(2.2)
December	8,596,106	8,370,432	(2.6)	897,230	930,186	3.7	9,493,336	9,300,618	(2.0)
January	8,036,772	7,837,191	(2.5)	831,035	861,437	3.7	8,867,807	8,698,628	(1.9)
February	8,046,190	7,835,148	(2.6)	802,629	837,850	4.4	8,848,819	8,672,998	(2.0)
March	8,748,300	8,533,543	(2.5)	898,727	924,373	2.9	9,647,027	9,457,916	(2.0)
April	8,602,258	8,441,129	(1.9)	682,623	701,174	2.7	9,284,881	9,142,303	(1.5)
May	8,764,609	9,134,752	4.2	1,279,432	772,090	(39.7)	10,044,041	9,906,842	(1.4)
June	8,300,533	8,836,435	6.5	1,322,450	662,590	(49.9)	9,622,983	9,499,025	(1.3)
Jul - Dec 2023	54,882,971	53,421,603	(2.7)	6,017,863	6,251,405	3.9	60,900,835	59,673,008	(2.0)
Jan - June 2024	50,498,662	50,618,198	0.2	5,816,895	4,759,514	(18.2)	56,315,557	55,377,712	(1.7)
FY Total	105,381,633	104,039,801	(1.3)	11,834,759	11,010,919	(7.0)	117,216,392	115,050,720	(1.8)

⁽¹⁾ Differences in forecast and actual for the first quarter of FY 2024 are due to reporting changes of ITOL transactions in TVI reports.

⁽²⁾ Pay-by-plate transactions are included with video transactions.



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Table 6 - Comparison of FY 2024 Forecast and Actual Toll Revenue - Legacy System

Month	FY 2024 Passenger Car Revenue								
	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$29,300,598	\$29,300,598	-	\$ 8,266,848	\$ 8,266,848	-	\$37,567,446	\$37,567,446	-
August	27,381,346	27,381,346	-	6,215,127	6,215,127	-	33,596,473	33,596,473	-
September	27,668,183	27,668,183	-	5,395,171	5,395,171	-	33,063,353	33,063,353	-
October	27,743,797	27,743,797	-	6,846,800	6,846,800	-	34,590,597	34,590,597	-
November	26,729,304	26,729,304	-	6,830,534	6,830,534	-	33,559,837	33,559,837	-
December	25,418,358	25,418,358	-	5,813,666	5,813,666	-	31,232,024	31,232,024	-
January	23,152,542	23,152,542	-	5,415,073	5,415,073	-	28,567,615	28,567,615	-
February	22,718,401	22,718,401	-	5,206,167	5,206,167	-	27,924,568	27,924,568	-
March	25,314,457	25,314,457	-	5,772,907	5,772,907	-	31,087,364	31,087,364	-
April	26,035,896	26,035,896	-	4,396,946	4,396,946	-	30,432,842	30,432,842	-
May	26,826,175	28,434,819	6.0	6,047,616	4,776,563	(21.0)	32,873,791	33,211,382	1.0
June	25,348,731	27,660,768	9.1	6,539,655	4,131,104	(36.8)	31,888,386	31,791,872	(0.3)
Jul - Dec 2023	164,241,586	164,241,586	-	39,368,145	39,368,145	-	203,609,731	203,609,731	-
Jan - June 2024	149,396,201	153,316,882	2.6	33,378,364	29,698,760	(11.0)	182,774,565	183,015,643	0.1
FY Total	313,637,786	317,558,468	1.3	72,746,509	69,066,906	(5.1)	386,384,296	386,625,373	0.1

Month	FY 2024 Commercial Vehicle Revenue								
	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$18,995,145	\$18,995,145	-	\$ 1,575,340	\$ 1,575,340	-	\$20,570,485	\$20,570,485	-
August	19,004,867	19,004,867	-	956,841	956,841	-	19,961,707	19,961,707	-
September	20,872,521	20,872,521	-	1,058,559	1,058,559	-	21,931,080	21,931,080	-
October	20,657,800	20,657,800	-	1,200,740	1,200,740	-	21,858,540	21,858,540	-
November	19,011,607	19,011,607	-	1,303,832	1,303,832	-	20,315,439	20,315,439	-
December	19,253,591	19,253,591	-	919,065	919,065	-	20,172,656	20,172,656	-
January	18,740,695	18,740,695	-	876,321	876,321	-	19,617,017	19,617,017	-
February	18,596,635	18,596,635	-	775,368	775,368	-	19,372,003	19,372,003	-
March	19,316,647	19,316,647	-	752,819	752,819	-	20,069,467	20,069,467	-
April	17,014,139	17,014,139	-	725,797	725,797	-	17,739,936	17,739,936	-
May	19,960,796	20,204,189	1.2	1,441,464	691,471	(52.0)	21,402,260	20,895,660	(2.4)
June	19,358,353	18,919,519	(2.3)	1,467,107	628,203	(57.2)	20,825,460	19,547,722	(6.1)
Jul - Dec 2023	117,795,531	117,795,531	-	7,014,376	7,014,376	-	124,809,908	124,809,908	-
Jan - June 2024	112,987,265	112,791,824	(0.2)	6,038,876	4,449,980	(26.3)	119,026,142	117,241,804	(1.5)
FY Total	230,782,797	230,587,355	(0.1)	13,053,253	11,464,357	(12.2)	243,836,050	242,051,712	(0.7)

Month	FY 2024 All Vehicle Revenue								
	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$48,295,743	\$48,295,743	-	\$ 9,842,188	\$ 9,842,188	-	\$58,137,931	\$58,137,931	-
August	46,386,213	46,386,213	-	7,171,967	7,171,967	-	53,558,181	53,558,181	-
September	48,540,704	48,540,704	-	6,453,730	6,453,730	-	54,994,433	54,994,433	-
October	48,401,597	48,401,597	-	8,047,540	8,047,540	-	56,449,137	56,449,137	-
November	45,740,910	45,740,910	-	8,134,366	8,134,366	-	53,875,276	53,875,276	-
December	44,671,949	44,671,949	-	6,732,731	6,732,731	-	51,404,681	51,404,681	-
January	41,893,237	41,893,237	-	6,291,395	6,291,395	-	48,184,632	48,184,632	-
February	41,315,036	41,315,036	-	5,981,535	5,981,535	-	47,296,571	47,296,571	-
March	44,631,104	44,631,104	-	6,525,726	6,525,726	-	51,156,830	51,156,830	-
April	43,050,034	43,050,034	-	5,122,743	5,122,743	-	48,172,778	48,172,778	-
May	46,786,971	48,639,008	4.0	7,489,080	5,468,034	(27.0)	54,276,051	54,107,042	(0.3)
June	44,707,084	46,580,287	4.2	8,006,762	4,759,307	(40.6)	52,713,846	51,339,595	(2.6)
Jul - Dec 2023	282,037,117	282,037,117	-	46,382,522	46,382,522	-	328,419,639	328,419,639	-
Jan - June 2024	262,383,466	266,108,706	1.4	39,417,241	34,148,741	(13.4)	301,800,707	300,257,447	(0.5)
FY Total	544,420,583	548,145,823	0.7	85,799,762	80,531,262	(6.1)	630,220,345	628,677,085	(0.2)

(1) Pay-by-plate revenue is included with video revenue.

Table 7 provides the comparison for trips and collected toll revenue on the ICC by method of payment. The ICC trended similarly to the Legacy system with trips and revenue. As shown, FY 2024 trips were 0.4 percent below forecast and collected revenue was 3.8 percent below forecast, primarily due to underperformance in video toll revenue throughout the fiscal year. The difference in impacts between transactions and revenue indicates the transactions that were paid have a lower average toll than was assumed in the forecast.

Table 8 shows the comparison for total transactions and collected toll revenue for the I-95 ETLs. FY 2024 transactions and toll revenue were 1.0 and 2.6 below forecast, respectively. This amounts to a negative forecast variance of approximately 133,000 transactions and \$377,000 for FY 2024. The deviation of actual transactions from forecast is in part due to raw in-lane traffic remaining unchanged or lower in FY 2024 over the same period in FY 2023, which deviates from the assumption in the forecast.

Table 9 provides a comparison for the MDTA other revenue to forecast, and **Table 10** provides a comparison for the total MDTA system transactions and revenue, including all facilities and other revenue. Other revenue fell below forecast due to underperformance of civil penalty collection compared to the forecast for June. When considering the systemwide performance in Table 10, transactions in the second half of FY 2024 were below forecast by 1.6 percent. The associated collected toll and other revenue in the second half of FY 2024 was 2.3 percent below forecast, in part due to underperformance of collected video toll revenue and civil penalties in May and June. Overall, FY 2024 actual transactions and revenue were 1.5 and 1.1 percent below forecast, respectively.

Table 7 – Comparison of FY 2024 Forecast and Actual Monthly Collected Trips and Toll Revenue, Intercounty Connector

Month	FY 2023 Trips ⁽¹⁾								
	ETC			Video ⁽²⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	2,626,455	2,622,628	(0.2)	337,150	338,377	0.4	2,963,605	2,961,005	(0.1)
August	2,413,436	2,411,226	(0.1)	263,955	263,955	-	2,677,391	2,675,181	(0.1)
September	2,932,905	2,930,505	(0.1)	230,593	230,593	-	3,163,498	3,161,098	(0.1)
October	2,715,662	2,892,869	6.5	325,680	318,384	(2.2)	3,041,342	3,211,253	5.6
November	2,374,180	2,123,796	(10.6)	317,004	330,013	4.1	2,691,183	2,453,809	(8.8)
December	2,349,771	2,601,304	10.7	302,022	299,113	(1.0)	2,651,793	2,900,417	9.4
January	2,326,765	1,151,314	(50.5)	328,281	238,150	(27.5)	2,655,046	1,389,464	(47.7)
February	2,096,610	3,696,511	76.3	301,756	251,230	(16.7)	2,398,366	3,947,741	64.6
March	2,552,927	2,861,963	12.1	335,651	315,196	(6.1)	2,888,578	3,177,159	10.0
April	2,522,641	2,742,381	8.7	309,406	255,133	(17.5)	2,832,047	2,997,514	5.8
May	2,880,212	2,909,603	1.0	333,891	243,961	(26.9)	3,214,103	3,153,564	(1.9)
June	2,641,816	1,780,768	(32.6)	340,038	223,272	(34.3)	2,981,854	2,004,040	(32.8)
Jul - Dec 2023	15,412,408	15,582,328	1.1	1,776,404	1,780,435	0.2	17,188,812	17,362,763	1.0
Jan - June 2024	15,020,971	15,142,540	0.8	1,949,023	1,526,942	(21.7)	16,969,994	16,669,482	(1.8)
FY Total	30,433,379	30,724,868	1.0	3,725,427	3,307,377	(11.2)	34,158,806	34,032,245	(0.4)

Month	FY 2023 Collected Toll Revenue								
	ETC			Video ⁽²⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$ 5,030,627	\$ 5,030,627	-	\$ 961,332	\$ 961,332	-	\$ 5,991,959	\$ 5,991,959	-
August	4,490,200	4,490,200	-	733,402	733,402	-	5,223,602	5,223,602	-
September	5,709,722	5,709,722	-	660,333	660,333	-	6,370,055	6,370,055	-
October	5,363,891	5,611,820	4.6	923,001	928,625	0.6	6,286,892	6,540,445	4.0
November	4,567,039	4,594,063	0.6	1,166,533	967,651	(17.1)	5,733,572	5,561,714	(3.0)
December	4,572,561	5,002,562	9.4	1,117,506	861,656	(22.9)	5,690,066	5,864,217	3.1
January	4,479,522	1,978,501	(55.8)	1,201,705	685,229	(43.0)	5,681,227	2,663,731	(53.1)
February	4,114,300	7,147,722	73.7	1,129,264	694,976	(38.5)	5,243,564	7,842,698	49.6
March	4,965,664	5,666,800	14.1	1,227,664	920,456	(25.0)	6,193,327	6,587,256	6.4
April	4,982,690	5,243,427	5.2	1,144,516	726,263	(36.5)	6,127,207	5,969,690	(2.6)
May	5,605,495	5,604,217	(0.0)	1,227,966	698,897	(43.1)	6,833,461	6,303,114	(7.8)
June	5,149,686	3,484,851	(32.3)	1,225,669	643,767	(47.5)	6,375,355	4,128,617	(35.2)
Jul - Dec 2023	29,734,039	30,438,993	2.4	5,562,107	5,112,999	(8.1)	35,296,147	35,551,992	0.7
Jan - June 2024	29,297,356	29,125,519	(0.6)	7,156,786	4,369,588	(38.9)	36,454,141	33,495,107	(8.1)
FY Total	59,031,395	59,564,512	0.9	12,718,893	9,482,587	(25.4)	71,750,288	69,047,099	(3.8)

⁽¹⁾ Differences in forecast and actual for the first quarter of FY 2024 are due to reporting changes of ITOL transactions in TVI reports.

⁽²⁾ Pay-by-plate transactions are included with video transactions.



Table 8 – Comparison of FY 2024 Forecast and Actual Monthly Collected Transactions and Toll Revenue, I-95 Express Toll Lanes

Month	Transactions ⁽¹⁾			Revenue		
	Forecast	Actual	% Change	Forecast	Actual	% Change
July	810,672	810,404	(0.0)	\$ 1,228,049	\$ 1,228,049	-
August	828,389	828,032	(0.0)	1,245,369	1,245,369	-
September	741,174	740,810	(0.1)	1,172,279	1,172,279	-
October	801,746	731,964	(8.7)	1,266,629	1,149,337	(9.3)
November	785,615	744,486	(5.2)	1,232,205	1,153,900	(6.4)
December	754,447	744,665	(1.3)	1,191,137	1,150,470	(3.4)
January	641,454	633,333	(1.3)	1,033,573	1,002,624	(3.0)
February	597,530	647,646	8.4	957,799	1,033,108	7.9
March	731,878	738,344	0.9	1,173,076	1,148,058	(2.1)
April	834,675	805,100	(3.5)	1,298,205	1,227,719	(5.4)
May	837,923	862,856	3.0	1,319,786	1,311,195	(0.7)
June	843,579	831,161	(1.5)	1,326,146	1,244,888	(6.1)
Jul - Dec 2023	4,722,043	4,600,361	(2.6)	7,335,668	7,099,404	(3.2)
Jan - June 2024	4,487,039	4,518,440	0.7	7,108,584	6,967,592	(2.0)
FY Total	9,209,082	9,118,801	(1.0)	14,444,252	14,066,996	(2.6)

⁽¹⁾ Differences in forecast and actual for the first quarter of FY 2024 are due to reporting changes of ITOL transactions in TVI reports.

Table 9 – Comparison of FY 2024 Forecast and Actual Other Revenue

Month	Other Revenue		
	Forecast	Actual	% Change
July	\$ 4,044,584	\$ 4,044,584	-
August	4,445,230	4,445,230	-
September	5,614,428	5,614,428	-
October	6,770,022	6,770,022	-
November	7,230,417	7,230,417	-
December	5,836,708	5,836,708	-
January	6,391,825	6,391,825	-
February	5,625,702	5,625,702	-
March	8,495,616	8,495,616	-
April	4,737,670	4,737,670	-
May	8,335,779	7,904,296	(5.2)
June	7,838,799	4,142,368	(47.2)
Jul - Dec 2023	33,941,388	33,941,388	0.0
Jan - June 2024	41,425,390	37,297,477	(10.0)
FY Total	75,366,779	71,238,865	(5.5)

⁽¹⁾ Other revenue forecast does not include E-Zpass discrepancies.



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Table 10 – Comparison of FY 2024 Forecast and Actual Monthly Collected Transactions and Total Revenue, Total Systemwide

Month	Transactions ⁽¹⁾				Total Revenue ⁽²⁾			
	Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%
July	14,482,273	14,267,994	(214,279)	(1.5)	\$ 69,402,524	\$ 69,402,524	\$ -	-
August	13,443,083	13,233,484	(209,599)	(1.6)	64,472,382	64,472,382	-	-
September	14,174,020	13,991,429	(182,591)	(1.3)	68,151,194	68,151,194	-	-
October	14,318,345	14,197,085	(121,261)	(0.8)	70,772,680	70,908,941	136,261	0.2
November	13,494,393	13,000,440	(493,953)	(3.7)	68,071,470	67,821,307	(250,163)	(0.4)
December	12,899,576	12,945,700	46,124	0.4	64,122,591	64,256,075	133,484	0.2
January	12,164,307	10,721,425	(1,442,882)	(11.9)	61,291,256	58,242,811	(3,048,445)	(5.0)
February	11,844,715	13,268,385	1,423,670	12.0	59,123,636	61,798,079	2,674,443	4.5
March	13,267,483	13,373,419	105,936	0.8	67,018,849	67,387,760	368,911	0.6
April	12,951,603	12,944,917	(6,686)	(0.1)	60,335,859	60,107,857	(228,002)	(0.4)
May	14,096,067	13,923,262	(172,805)	(1.2)	70,765,077	69,625,648	(1,139,429)	(1.6)
June	13,448,415	12,334,226	(1,114,189)	(8.3)	68,254,146	60,855,467	(7,398,679)	(10.8)
Jul - Dec 2023	82,811,690	81,636,132	(1,175,558)	(1.4)	404,992,842	405,012,424	19,582	0.0
Jan - June 2024	77,772,591	76,565,634	(1,206,957)	(1.6)	386,788,822	378,017,622	(8,771,200)	(2.3)
FY Total	160,584,280	158,201,766	(2,382,515)	(1.5)	791,781,664	783,030,046	(8,751,618)	(1.1)

⁽¹⁾ Differences in forecast and actual for the first quarter of FY 2024 are due to reporting changes of ITOL transactions in TVI reports.

⁽²⁾ Total revenue includes toll revenue and other revenue.



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We appreciate the opportunity to monitor traffic and revenue trends and forecasting performance on the MDTA facilities. Do not hesitate to contact us should you require additional background information on the analysis presented in this report.

Very truly yours,

A handwritten signature in black ink that reads "Adam Aceto".

Adam Aceto
Project Manager
CDM Smith Inc.

A handwritten signature in black ink that reads "Kelly Morison".

Kelly Morison
Task Manager
CDM Smith Inc.

ITEM

8



MEMORANDUM

TO: MDTA Finance and Administration Committee
FROM: Director Human Resources and Workforce Development Tonya J. Dorsey
SUBJECT: Human Resources and Information System Implementation
DATE: October 10, 2024

PURPOSE OF MEMORANDUM

The purpose of this Memorandum is to provide an update regarding the implementation of the new MDOT Human Resources and Information System (MDOT HRIS).

SUMMARY

MDOT's Human Resources Information System was outdated and in dire need of replacement. The Secretary's Office in conjunction with the modes, worked for more than a year to develop the new MDOT HRIS to meet the needs of the Department. This required dedicated support from the Human Resources, Information Technology and the Environment, Safety and Risk Management teams to ensure that the new system contained the necessary data to ensure a smooth upgrade.

ANALYSIS

The old system was closed for new data on September 10, 2024, and all personnel actions effective September 11th or later were held to allow for system testing and data validation. The new system was rolled out on September 18, 2024, to Human Resources and Payroll employees. It was fully launched on September 25, 2024. The benefits of MDOT HRIS include an Employee space which allows employees to make changes to their name, address and emergency contacts. The Manager space allows managers to have easy access to information regarding their team and provides them with the capability of requesting actions within the system instead of via email. These actions include requesting corrective actions for employees, acting capacity requests and reclassifications. The Human Resources team can provide data analytics and enter data in real time instead of waiting for overnight processing. The MDOT HRIS provides a central repository for employee data and allows for ease of tracking requests. The Department is fortunate to have procured this new product and we look forward to exploring all of its capabilities.

ITEM

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MEMORANDUM

TO: MDTA Finance and Administration Committee
FROM: Chief Administrative Officer Dr. Percy E. Dangerfield
Special Projects Manager Darryl Campbell
SUBJECT: Buddy Program and Stay Interview Program Update
DATE: October 10, 2024

PURPOSE OF MEMORANDUM

This memorandum aims to update the Maryland Transportation Authority (MDTA) Board on the Buddy Program and Stay Interview Program.

SUMMARY

Buddy Program:

The MDTA Buddy Program is an onboarding and knowledge-sharing program designed to orient new employees. A new employee is assigned a buddy who serves as a dependable and knowledgeable point of contact, offering ongoing support, guidance, and general resources during their first four months of employment.

Stay Interview Program:

The Stay Interview Program aims to assess employee job satisfaction and retention by engaging current employees at all levels in proactive discussions about their experiences at MDTA to understand what is working well and identify areas of improvement. Through this program, a division or team participates in an in-person Stay Interview session consisting of an anonymous survey captured in SurveyMonkey, a review of survey responses as a group, small and large group discussions, and a mock strategies session. Following the session, the division is provided with a summary of the stay interview session, themes identified, and considerations for further discussion.

ANALYSIS

The first Buddy Program cohort began on March 20, 2024, through July 20, 2024, with six buddies and six new hires. The buddies participated in an informational session and were provided a buddy manual to guide them through the periodic meetings with their assigned new

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employees. On August 7, the buddies and new employees participated in a closeout session. The new employees reported that the program was highly beneficial and appreciated the ongoing support from their Buddies.

Stay interviews were initially conducted on October 31, 2023, at the Department of Administration's training retreat consisting of over 100 employees from the Office of Safety and Risk Management, Office of Human Resources and Workforce Development, Civil Rights and Fair Practices, Division of Information Technology and Administrative Services. Participants completed a 14-question survey and engaged in small and large group discussions with the guidance of a facilitator. A summary of the stay interview data was distributed to all attendees with considerations for further discussion among each division.

On June 21, 2024, stay interviews were conducted during the Finance and Administration retreat with 46 employees in attendance. Participants completed and reviewed the survey results and engaged in breakout sessions to discuss four key questions:

1. How can we better recognize and appreciate your contributions?
2. How can we foster a sense of belonging for individuals with unique backgrounds?
3. What improvements can make your work experience better?
4. What suggestions do you have for enhancing teamwork and collaboration?

Next Steps:

We plan to expand the Stay Interview sessions to other Divisions beginning in 2025. This initiative will help each division highlight its team successes, identify areas for improvement, and brainstorm strategies as a group to address concerns.

The Buddy program is continuing to accept nominations for new Buddies, and we are currently modifying program materials to prepare for the next cohort.