



Maryland Transportation Authority

FINANCE COMMITTEE

THURSDAY, FEBRUARY 8, 2024

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HWY
BALTIMORE, MD 21224

FINANCE COMMITTEE MEETING AGENDA

February 8, 2024 – 9:00 a.m.

This meeting will be livestreamed on the [MDTA Finance Committee Page](#)

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 cdickinson@mdta.state.md.us no later than noon on Wednesday, February 7, 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. **Approval** – January 11, 2024 - Open Meeting Minutes Chairman von Paris 5 min.
2. **Approval** – Investment Committee Report – Quarterly update on the investment of MDTA’s funds Allen Garman 20 min.
Clayton Viehweg
3. **Update** – FY 2025 Preliminary Operating Budget - DBM Rate Changes Jeffrey Brown 5 min.
4. **Update** – 2nd Quarter Budget Comparison – Review of actual vs. projected spending for the FY 2024 operating budget Jeffrey Brown 10 min.
5. **Update** – 2nd Quarter Budget Comparison – Review of actual vs. projected spending for the FY 2024 capital budget Jennifer Stump 10 min.
6. **Update** – Quarterly Update on Traffic and Revenue – Update on the actual performance of traffic and revenue compared to the forecast through December 31, 2023 Cheryl Lewis-Orr 10 min.

Vote to Adjourn

ITEM

1

FINANCE COMMITTEE MONTHLY MEETING
THURSDAY, JANUARY 11, 2024
OPEN MEETING VIA LIVESTREAMING

OPEN SESSION

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

STAFF ATTENDING: Yaw Berkoh
 Erika Brantley
 Percy Dangerfield
 Jeff Davis
 Cheryl Dickinson
 Donna DiCerbo
 Allen Garman
 Chantelle Green
 Natalie Henson
 Richard Jaramillo
 Selena McKissick
 Kimberly Millender, Esq.
 Ken Montgomery
 Mary O’Keeffe
 Tim Sheets

OTHERS ATTENDING: James Walsh – MDOT MAA

At 9:00 a.m., Member John von Paris, Chair of the Finance Committee, called the Finance Committee Meeting to order.

APPROVAL – OPEN SESSION MEETING MINUTES FROM DECEMBER 7, 2023 MEETING

Member von Paris called for the approval of the Open Session Meeting minutes of the Finance Committee meeting held on December 7, 2023. Member Jeffrey Rosen made the motion, and Member Dontae Carroll seconded the motion, which was unanimously approved.

APPROVAL – CONTRACT NO. MT-00210896 – JANITORIAL SERVICES – FSK MEMORIAL BRIDGE FACILITIES

Ms. Donna DiCerbo requested a recommendation of approval from the Finance Committee to present Contract No. MT-00210896, Janitorial Services – FSK Memorial Bridge Facilities, to the full Maryland Transportation Authority (MDTA) Board at its next scheduled meeting.

This contract provides comprehensive janitorial services including supervision, supplies, labor, and equipment at the Francis Scott Key (FSK) Memorial Bridge facilities. This contract will be performed by a Community Service Provider: Alliance, Inc. The Pricing and Selection Committee approved the rates for these services on December 21, 2023. Janitorial supplies are included in the contract total and the contract specifies that supplies be purchased from Blind Industries of Maryland, also a Community Service Provider.

The total cost of the five-year contract is \$2,068,596.34, with the base three-year cost of \$1,213,252.70 and a two-year renewal of \$855,343.64. This is a preferred provider, and a bid justification is not required.

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

APPROVAL – TOLL REVENUE BONDS REFINANCING

Mr. Allen Garman requested a recommendation of approval from the Finance Committee to authorize the issuance of toll revenue bonds to refinance a portion of outstanding debt for economic savings. The refinancing authority granted in Resolution No. 23-02 will be expanded in a new resolution to increase the authorized par and include tender candidates from other bond series. A formal resolution will be presented to the full MDTA Board at its next meeting.

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

UPDATE – NON-RECOURSE FINANCINGS & LOANS

Mr. Allen Garman, Mr. Yaw Berkoh, and Mr. James Walsh (MDOT-MAA) provided an update to the Finance Committee on non-recourse debt issued by the MDTA on behalf of others. The update provided a required update on contracts and project improvements at BWI Marshall Airport that are funded from pledged passenger enplanement fees and consolidated rental car facility fees, as well as the status of the loan by the MDTA to the MAA.

UPDATE – CREDIT RATINGS UPDATE

Mr. Allen Garman updated the Finance Committee on recent rating agency affirmations of the MDTA's double-A credit ratings with stable outlooks. Both Fitch and Moody's affirmed the MDTA's ratings at AA and Aa2, respectively. Within Moody's Toll Sector universe of more than 50 rated credits, the MDTA remains among the five highest rated agencies that are solely toll supported.

There being no further business, the meeting of the Finance Committee adjourned at 9:52 a.m., following a motion by Member Carroll, and seconded by Member Rosen.

John von Paris, Chairman

ITEM

2



MEMORANDUM

TO: Finance Committee
FROM: Clayton D. Viehweg, Investment Administrator
Allen W. Garman, Deputy Director Finance
SUBJECT: Investment Report
DATE: January 8, 2024

PURPOSE OF MEMORANDUM

Complete required quarterly review of investment report for the three-month period ended December 31, 2023 and request recommendation of the Finance Committee to present to the full Board for approval of a continuation of investment strategy and associated benchmarks.

SUMMARY

On a quarterly basis, MDTA's Investment Committee reports to the Finance Committee on investment related activities. The Investment Committee will review market conditions, portfolio strategies, and total return performance. The Committee will also discuss certain market drivers that may influence portfolio performance in coming months, including the economy, fiscal policy, and Federal Reserve monetary policy.

Key Points

- Diversified investment portfolio remains in compliance with the Investment Policy and Trust Agreement.
- Matched Funded accounts are benefitting from higher prevailing rates for short-term instruments.
- Total Return Investment Strategies
 - Systematic rate rise impacted bond market investors in the form of mark-to-market price declines and negative total returns in calendar year 2022; recent stabilization of rates has led to positive total returns for 2023.
 - Long-term reserve account strategies should remain consistent despite periods of short-term return volatility associated with rising interest rate environments.
 - Multi-year returns for longer term reserves align with the financial forecast and approximate the starting rolling yields.

Investment Report
Page Two

RECOMMENDATION

The Investment Committee requests the Finance Committee's concurrence and recommendation to move to the full board for continuation of investment strategy and benchmarks.

ATTACHMENT

Performance Report Finance Committee 12 31 23



Maryland
Transportation
Authority

Investment Portfolio Management & Performance

Period Ended – December 31, 2023

Meeting Date – February 8, 2024

Agenda & Key Points

Agenda

- Market Update
- Portfolio Composition & Compliance
- Strategy
- Total Return Performance
- Strategy & Benchmark Approval

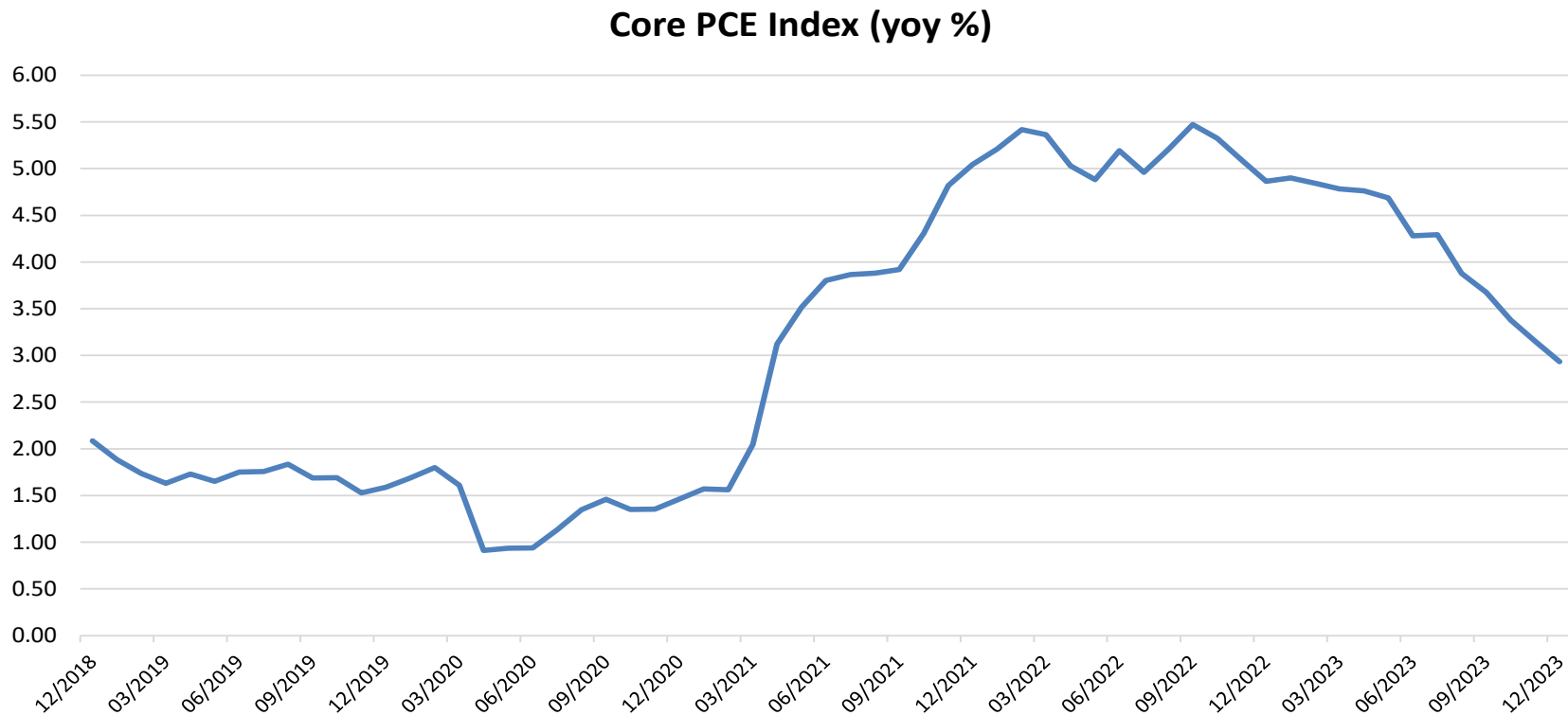
Key Points

- Diversified investment portfolio remains in compliance with the Investment Policy and Trust Agreement.
- Matched Funded accounts are benefitting from higher prevailing rates for short-term instruments.
- Total Return Investment Strategies
 - Systematic rate rise has impacted all bond market investors in the form of mark-to-market price declines.
 - Strategies for long-term reserve accounts should remain consistent, despite short-term return volatility associated with the rising interest rate environment.
 - Multi-year average returns for long term reserves align with financial forecast and approximate the starting rolling yields.

Market Update – Economy, Federal Reserve & Bond Market

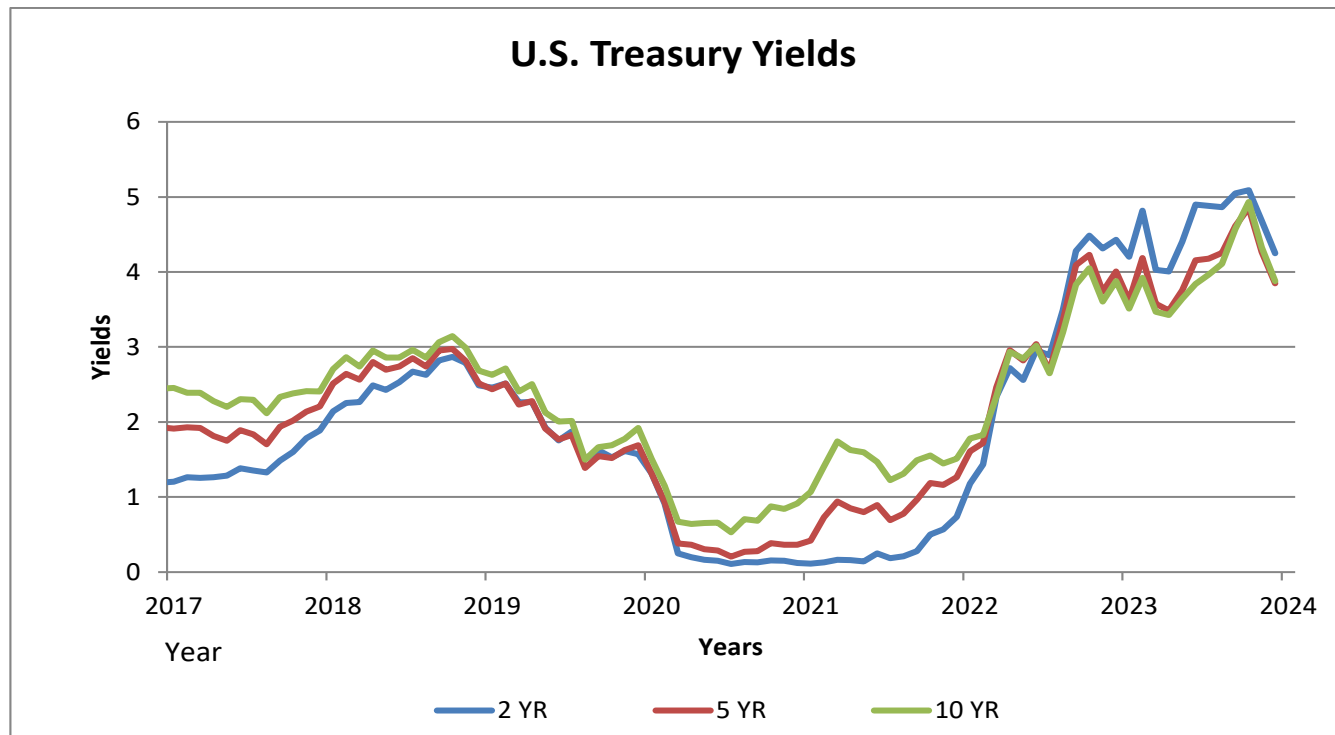
- Federal Reserve’s preferred measure of inflation, Core PCE, continues to show inflation moderation.
- Commodity price declines over the past several months demonstrate some degree of post pandemic supply normalization and that the Federal Reserve’s monetary policy tightening is impacting demand. Feedstock price declines should flow through to the PCE index.

Core Personal Consumption Expenditures Index - measures the prices paid by consumers for goods and services without the volatility caused by movements in food and energy prices to reveal underlying inflation trends.



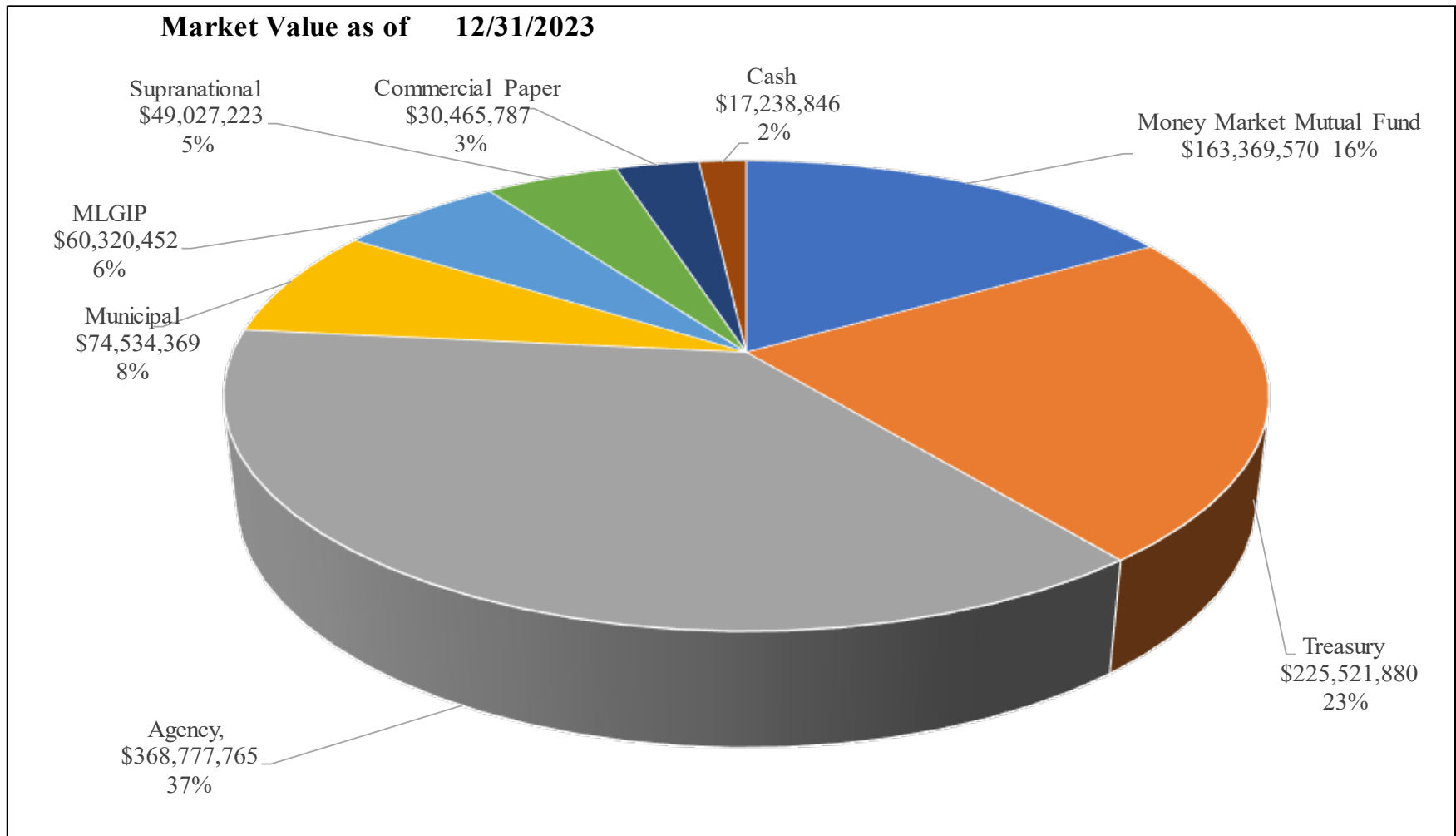
- **Economy:** Modest growth in spending and production, slowing inflation, employment strength.

	<u>Q4 2023</u>	<u>Q3 2023</u>	<u>Q2 2023</u>	<u>Q1 2023</u>	<u>Q4 2022</u>	<u>Q3 2022</u>	<u>Q2 2022</u>	<u>Q1 2022</u>	<u>Q4 2021</u>
Real GDP (YOY)	3.10%	2.90%	2.40%	1.70%	0.70%	1.70%	1.90%	3.60%	5.40%
Core PCE Inflation (YOY)	2.93%	3.59%	4.28%	4.78%	4.87%	5.47%	5.19%	5.55%	5.24%
Unemployment	3.70%	3.80%	3.60%	3.50%	3.50%	3.50%	3.60%	3.60%	3.90%

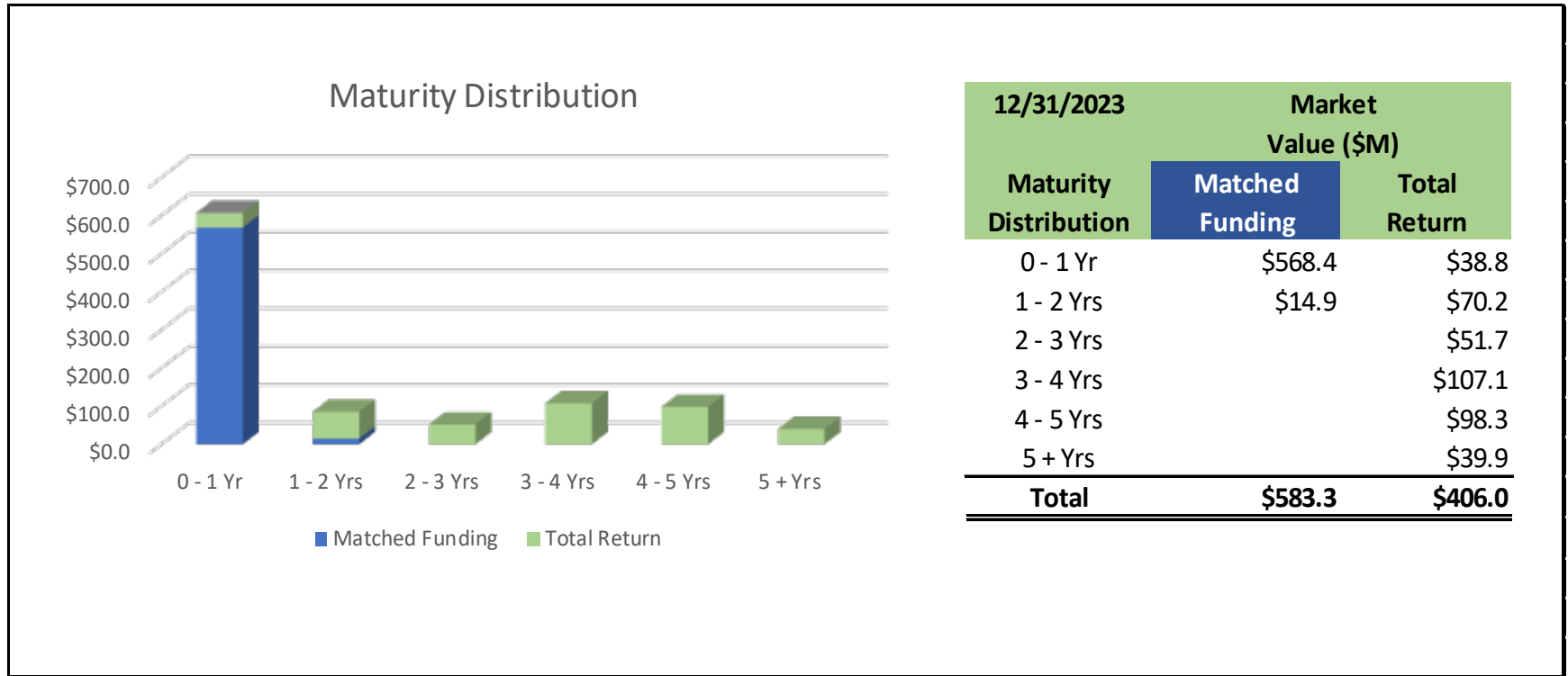


- **Federal Reserve:** Tightening monetary policy to combat inflation in excess of 2% objective.
 - Increased federal funds rate 525 bps since 1/1/22.
 - Balance sheet reductions, \$95 billion monthly.

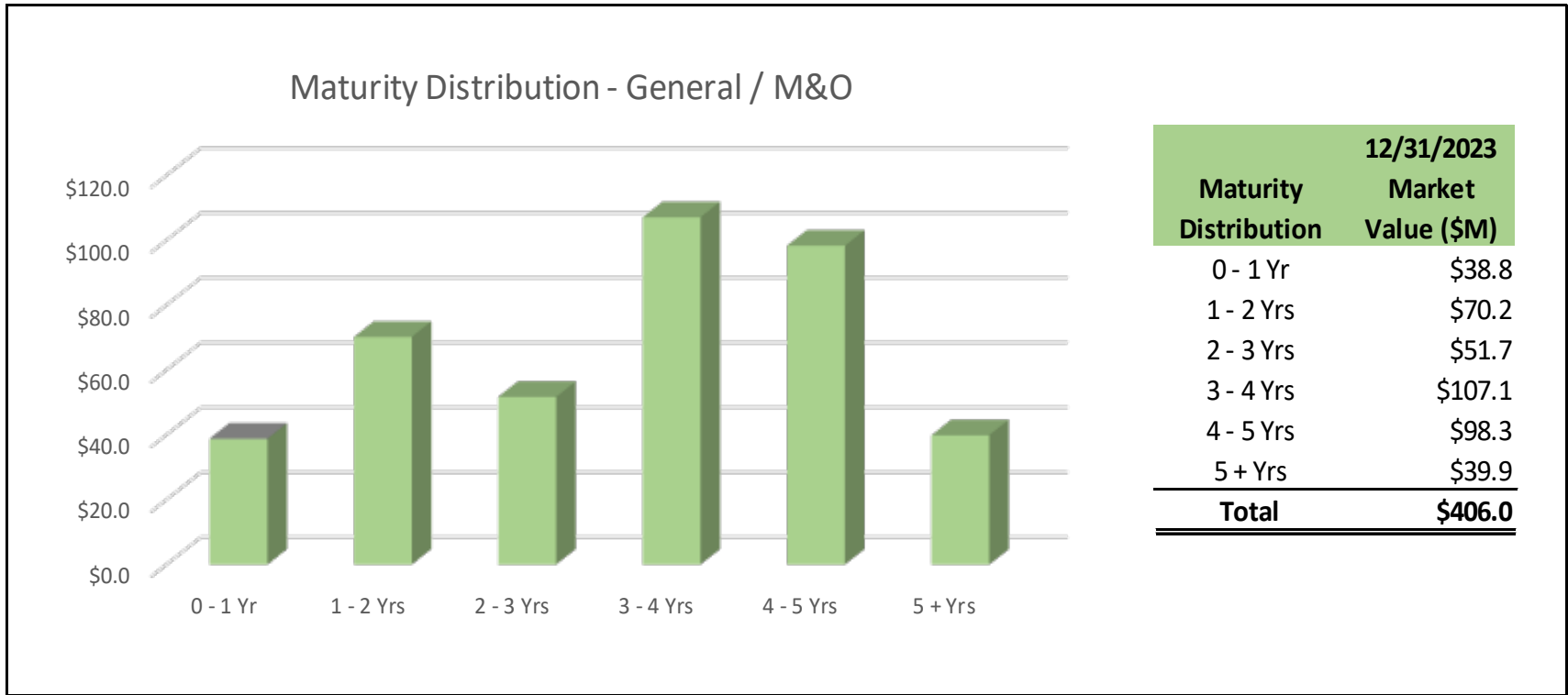
- High quality and diversified portfolio
 - Capitalizing on relative value opportunities
 - Higher yield for similar maturities and credit risk
 - Aligning with cash flow needs
 - Minimizing credit risks associated with ratings downgrades and/or defaults



Portfolio Composition & Compliance – Maturity Distribution (All Accounts) ⁶



- Match Funded accounts necessitate maturities heavily weighted within 1 year.
 - Driven by cashflow schedule for debt service, operating expenses, and capital spending.
 - Debt service: \$83M
 - Operating: \$37M
 - Capital: \$462M



- Total Return reserve accounts align durations with benchmark indices.
 - Dispersion of maturities—reduces yield curve concentration risk & benchmark tracking error.
 - General Account: Staggered maturities, 1-month to 5-years.
 - M&O Account: Staggered maturities, 1-month to 15-years.

Portfolio Composition & Compliance – Compliance Report

- Portfolio complied with all legal and policy limitations throughout the reporting period of 9/30/23 through 12/31/23
 - Investment holdings above minimum credit ratings.
 - Investment concentrations below required limits.
 - Conformed to maturity limitations.

Maturity Limits			Longest Maturity (# of years)	Policy Limit (# of years)	Compliance With Investment Policy			
Account Types								
Bond Service Accounts			0.5	1	Yes			
Unrestricted (General) *			5.0	5	Yes			
Unrestricted (M&O)			14.0	15	Yes			
* Investment Policy permits maturities to 15 years, longer if approved by CFO. Maturity Limits measured on Settlement Date basis.								
			Credit Ratings		Market	Investment	Compliance	
			S&P	Moody's	Market Value (\$)	% of Total	Policy Limit	With Investment Policy
Cash					17,238,846	1.7%		
Money Market Mutual Funds								
- Goldman Sachs Financial Square Gov't FGTX	AAA	Am	Aaa	-mf	146,133,334	14.8%	50%	Yes
- MLGIP	AAA	Am	NR		60,320,452	6.1%	50%	Yes
- Dreyfus Gov't Cash DGCXX	AAA	Am	Aaa	-mf	17,236,236	1.7%	50%	Yes
Sub-Total Money Market Mutual Funds					223,690,023	22.6%	100%	Yes
U.S. Treasuries			AA+	Aaa	225,521,880	22.8%	100%	Yes
Federal Agencies								
- Fannie Mae	AA+		Aaa		36,033,393	3.6%	50%	Yes
- Federal Farm Credit Bank	AA+		Aaa		91,458,788	9.2%	50%	Yes
- Federal Home Loan Bank	AA+		Aaa		221,948,764	22.4%	50%	Yes
- Freddie Mac	AA+		Aaa		19,336,820	2.0%	50%	Yes
Sub-Total Federal Agencies					368,777,765	37.3%	100%	Yes

Portfolio Composition & Compliance – Compliance Report (continued)

	Credit Ratings		Market Value (\$)	Market % of Total	Investment Policy Limit	Compliance With Investment Policy
	S&P	Moody's				
Municipal Debt						
- Austin, TX Comm Coll	AA+	Aa1	807,960	0.1%	5%	Yes
- Bergen County, NJ	NR	Aaa	2,685,455	0.3%	5%	Yes
- Boston, City of	AAA	Aaa	1,449,908	0.1%	5%	Yes
- Contra Costa Comm, CA	AA+	Aa1	2,001,840	0.2%	5%	Yes
- Emeryville, CA	AAA	NR	8,930,881	0.9%	5%	Yes
- Hawaii, State	AA+	Aa2	5,070,604	0.5%	5%	Yes
- Marin County, CA	AAA	Aaa	1,581,774	0.2%	5%	Yes
- Martinsville Independent School	AAA	NR	1,022,930	0.1%	5%	Yes
- Massachusetts, Commonwealth of	AA+	Aa1	6,316,020	0.6%	5%	Yes
- Multnomah County, OR	AAA	Aaa	1,403,088	0.1%	5%	Yes
- New York, State	AA+	Aa1	8,724,768	0.9%	5%	Yes
- New York City	AA	Aa2	1,224,636	0.1%	5%	Yes
- Ohlone Comm College	AA+	Aa1	935,502	0.1%	5%	Yes
- Oregon Local Govts	NR	Aa2	1,879,034	0.2%	5%	Yes
- Oregon School Board	AA	Aa2	10,734,608	1.1%	5%	Yes
- Oregon, State of	AA+	Aa1	7,163,310	0.7%	5%	Yes
- Santa Clara County	AAA	NR	726,740	0.1%	5%	Yes
- Solano County Community	AA	Aa2	907,709	0.1%	5%	Yes
- Texas, State of	AAA	Aaa	1,027,290	0.1%	5%	Yes
- Travis County Health, Texas	NR	Aa2	2,122,554	0.2%	5%	Yes
- Tulsa ISD, OK	NR	Aa2	4,864,034	0.5%	5%	Yes
- Westchester County, NY	AA+	Aa1	788,930	0.1%	5%	Yes
- Wisconsin, State of	AA+	Aa1	2,164,796	0.2%	5%	Yes
Sub-Total Municipal			74,534,369	7.5%	20%	Yes
Supranationals						
- Asian Development Bank	AAA	Aaa	12,466,990	1.3%	10%	Yes
- International Bank for Reconstruction & Development	NR	Aaa	21,754,833	2.2%	10%	Yes
- Inter-American Development Bank	AAA	Aaa	14,805,400	1.5%	10%	Yes
Sub-Total Supranationals			49,027,223	5.0%	30%	Yes
Commercial Paper						
- Toyota Motor Credit	A-1+	P-1	30,465,787	3.1%	5%	Yes
Sub-Total Commercial Paper			30,465,787	3.1%	20%	Yes
Grand Total			989,255,893	100.0%		

After reviewing the investment activity for the month ended December 31, 2023, we have not identified any instances of material non-compliance with the Investment Policy.

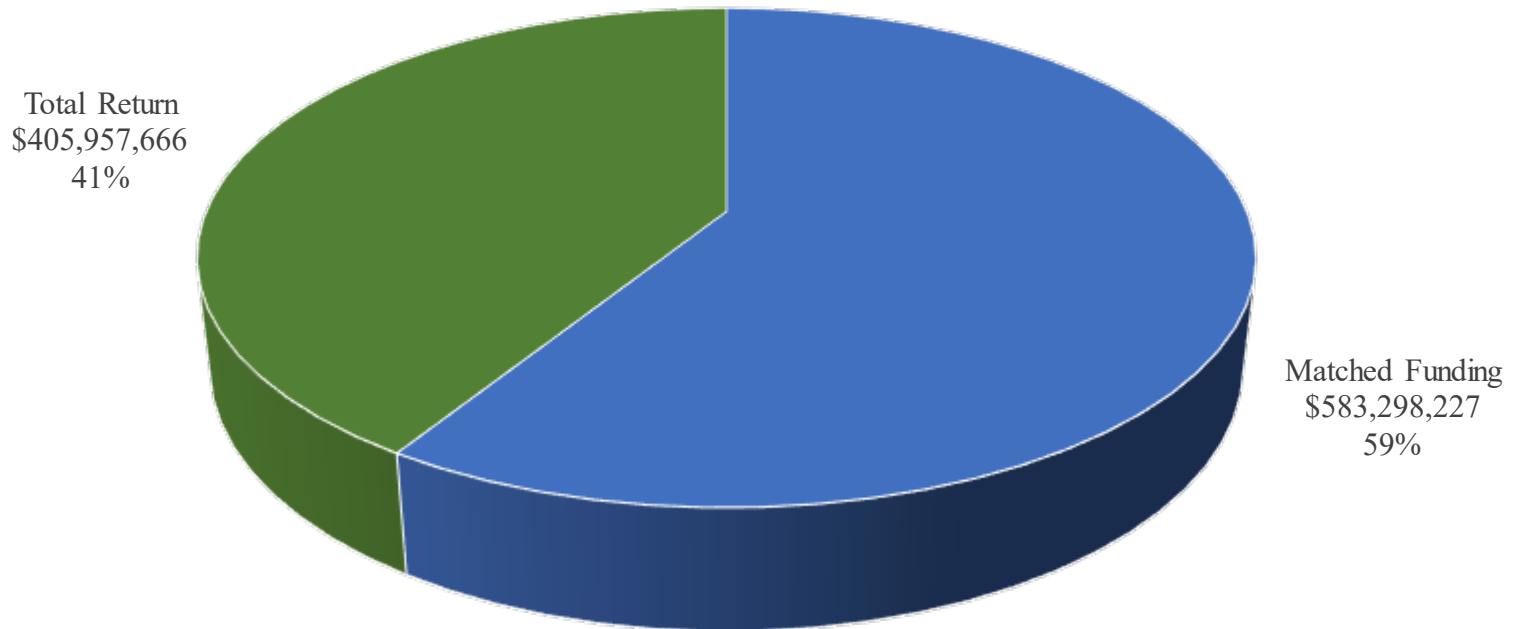
Trade Allocation by Dealer

Trade Allocation - Trailing 12 Month Period Ended 12/31/2023								
Broker Name	# Trades	% Trades	\$ Purchase	% Purchas	\$ Sale	% Sale	\$ Total	% Total
FHN Financial	36	24%	\$ 232,174,234.33	28%	\$ 14,600,816.60	14%	\$ 246,775,050.93	27%
Piper Jaffray	23	15%	\$ 155,922,838.84	19%	\$ 10,514,878.16	10%	\$ 166,437,717.00	18%
Wells Fargo Securities	19	13%	\$ 32,893,189.83	4%	\$ 26,541,401.44	26%	\$ 59,434,591.27	6%
Janney Montgomery	17	11%	\$ 60,096,271.38	7%	\$ 7,999,673.90	8%	\$ 68,095,945.28	7%
Jefferies & Co	14	9%	\$ 58,401,468.83	7%	\$ -	0%	\$ 58,401,468.83	6%
BNY Mellon	13	9%	\$ 67,614,592.98	8%	\$ 9,237,512.64	9%	\$ 76,852,105.62	8%
Cantor Fitzgerald	11	7%	\$ 83,655,986.02	10%	\$ 23,551,473.04	23%	\$ 107,207,459.06	12%
Toyota Motor Credit [D]	10	7%	\$ 44,323,146.68	5%	\$ -	0%	\$ 44,323,146.68	5%
Bank of America Securities	6	4%	\$ 40,642,763.17	5%	\$ 7,425,191.11	7%	\$ 48,067,954.28	5%
Stifel Nicolaus	2	1%	\$ 43,150,000.00	5%	\$ 2,409,946.67	2%	\$ 45,559,946.67	5%
Academy Securities	0	0%	\$ -	0%	\$ -	0%	\$ -	0%
Total	151	100%	\$ 818,874,492.06	100%	\$ 102,280,893.56	100%	\$ 921,155,385.62	100%

*** Broker/Dealers are reviewed annually for competitiveness by the Investment Committee. Dealer suspensions and additions may result from trailing twelve-month performance.

- Matched Funding accounts for Construction, Operations, and Debt Service comprise the majority of the MDTA portfolio.
 - Short-term investments matched to projected spending.
- Total Return reserves represent long-term core funds, with long investment horizons.

Market Value as of 12/31/2023



Strategy – Previous & Current Quarter

Purpose	% of Portfolio	Strategy for Prior Quarter			Strategy for Current Quarter		
		Benchmarks	Duration	% Target	Benchmarks	Duration	% Target
Capital / Operating / Debt Long Term Reserves ⁽¹⁾	59%	Matched Funding	N/A	N/A	Matched Funding	N/A	N/A
General	41%	50% ML 1-3 YR & 50% ML 3-5 YR	~3 Yrs	100%	50% ML 1-3 YR & 50% ML 3-5 YR	~3 Yrs	100%
M&O Reserve		U.S. Treasury Strips 1-13 YR	~7 Yrs	100%	U.S. Treasury Strips 1-13 YR	~7 Yrs	100%

(1) - Unrestricted cash in the combined General & M&O Reserve that exceeds the \$350 million target is transferred to the Capital account to fund capital expenditures.

- **Matched Funding Accounts:** Policy and Trust Agreement Directives/Limitations
 - Capital (Pay-Go & Bond Proceeds), Operating & Debt Service Accounts – Investment maturities precede or coincide with expected spending.

Returns: Investment returns are a function of prevailing interest rates for short-term investments such as Money Market Mutual Funds, MLGIP, Agency/Supranational Discount Notes, and Commercial Paper.

- **Total Return Accounts:** Board Approved Benchmarks
 - M&O Reserve – Staggered maturities, 0-15 years
 - General Account – Staggered maturities, 0-5-years

Returns: Longer duration indices benefit from higher average annual returns over multiyear periods and experience greater return volatility associated with mark-to-market relative to shorter-term duration indices.

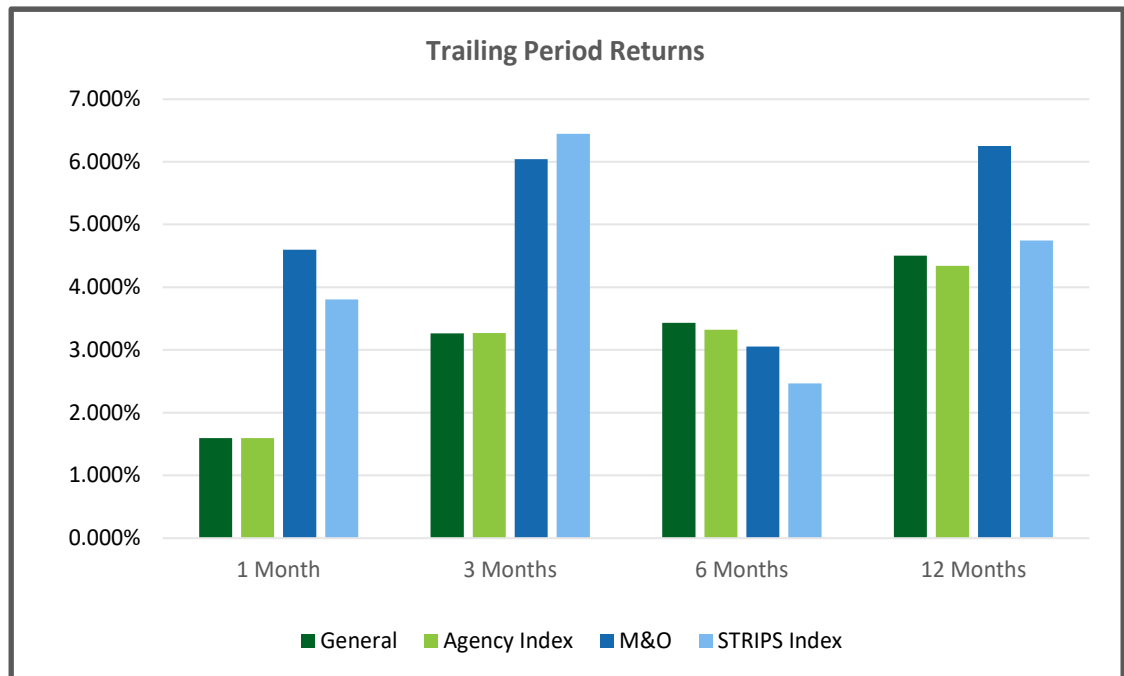
Total Return Performance – Matched Funding & Total Return

Maryland Transportation Authority

Total Return as of Period Ending 12/31/2023

	Trailing Period				Ending Market Value
	1 Month	3 Months	6 Months	12 Months	
<i>Combined Accounts Weighted Average</i>	0.98%	2.21%	2.85%	4.68%	\$ 955,977,265
MATCHED FUNDING					
Capital	0.32%	1.29%	2.53%	4.75%	\$ 464,038,052
Bond Service	0.41%	1.40%	2.76%	5.23%	\$ 83,141,117
TOTAL RETURN					
Reserves General / M&O	2.02%	3.66%	3.39%	4.77%	\$ 408,798,097
Composite Agency / STRIPS Index	1.91%	3.71%	3.21%	4.41%	

- Shorter term Matched Funded accounts for Capital/Construction & Bond Service continue to benefit from higher interest rates at the short-end.
- All trailing period returns are positive with relatively stable interest rates.
- Total Return Reserves – Interest rate stability and higher accruals generated strong positive total returns in calendar 2023.
- Note: Table provides weighted returns for the combined M&O / General accounts & the respective indices. Graph shows individual portfolio total returns.



**The Investment Committee requests the Finance Committee's
Concurrence and Recommendation to move to the full Board
for approval of the continuation of investment
strategy/benchmarks.**

Supplemental Information

Supplemental Information – Investment Considerations

Portfolio

12/31/2023

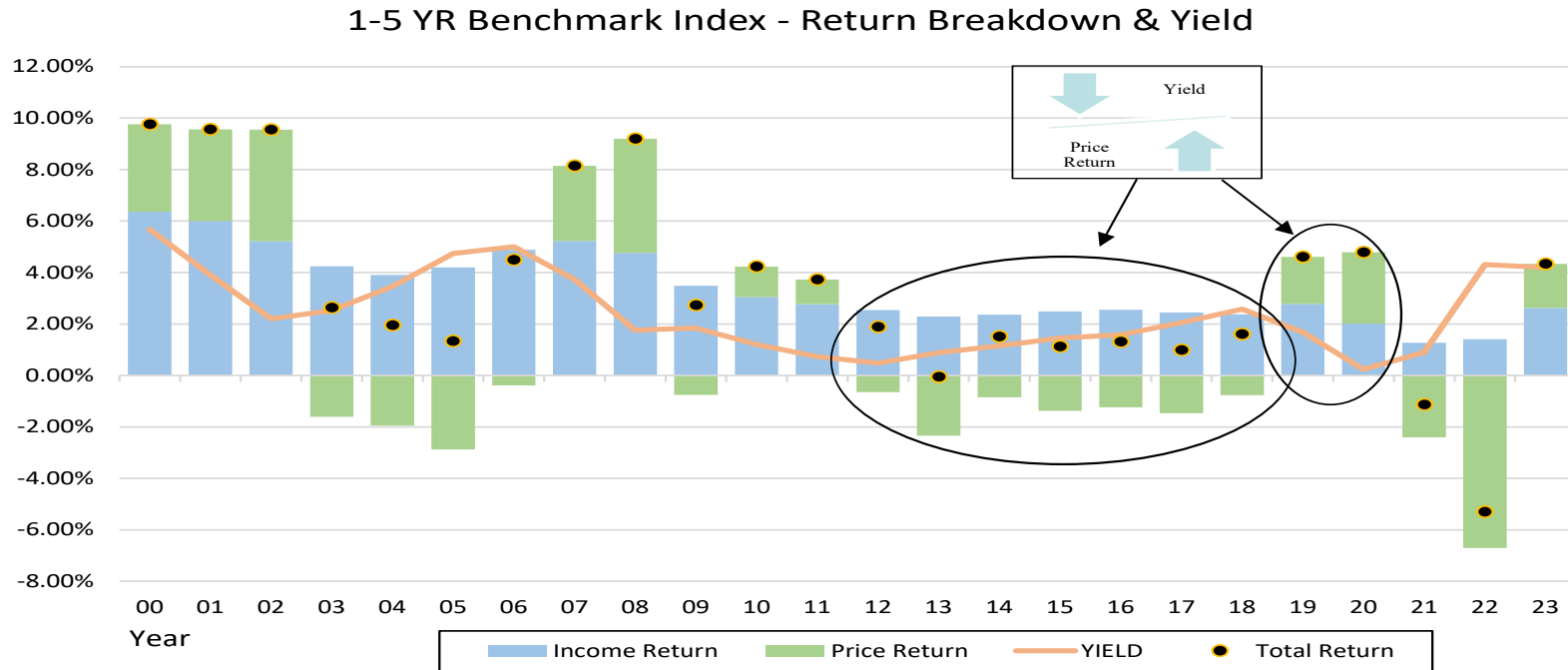
(\$ in millions at market)

Account	Purpose	Balance (millions)	Maturity Limitations*	Investment Policy Limitations	Bond Indenture Limitations	Recommendation
Operating Checking 2335 / 7654 / 85549	Working Capital	\$37.4	Toll revenue generated working capital for operating expenses, excess funds are swept monthly to bond service & General accounts.	1 Year	1 Year - Section 5.02	N/A - Liquid
General Account 241430	Unencumbered Funds	\$354.6	May provide liquidity to capital program. Cash flow needs subject to timing of bond issuances, capital plan spending rate & Capital account balance.	5 Years - Exceptions with prior approval of the CFO.	No Limitation - Section 5.02	Target effective duration of the Composite ⁽¹⁾ Index.
M&O 241427	Operating & Maintenance	\$51.3	Reserve for extraordinary maintenance. No anticipated liquidity needs.	15 Years	15 Years - Section 5.02	Target effective duration of the Composite ⁽²⁾ Index.
Capital Account 241428	Capital Expenditures	\$462.8	Portion of funds to be spent in current year, high liquidity & matched funding.	5 Years - Exceptions with prior approval of the CFO. Matched Funding	No Limitation - Section 5.02	Maturity profile structured to meet anticipated expenditures.
Bond Service Subaccounts 110378 / 241308 / 241859 / 241870 / 241874 / 241877 / 463864 / 486115 / 952837 / 984563	Debt Service	\$83.1	Pays debt service semi-annually.	1 Year	Match Funded - Maturity cannot exceed P&I payment dates.	Maturity profile to meet semi-annual debt service payments. Funded monthly in 1/6 & 1/12 increments.
Total		\$989.3				

* Maturity limitations dictated by cash flow needs, Investment Policy & Trust Agreement.

(1) Composite Index is a 50/50 blend of the ML 1-3 Yr Bullet Agency & the 3-5 Yr Bullet Agency indices.

(2) Composite Index is comprised of the 1 -13 year U.S. Treasury STRIPS CMI indices.

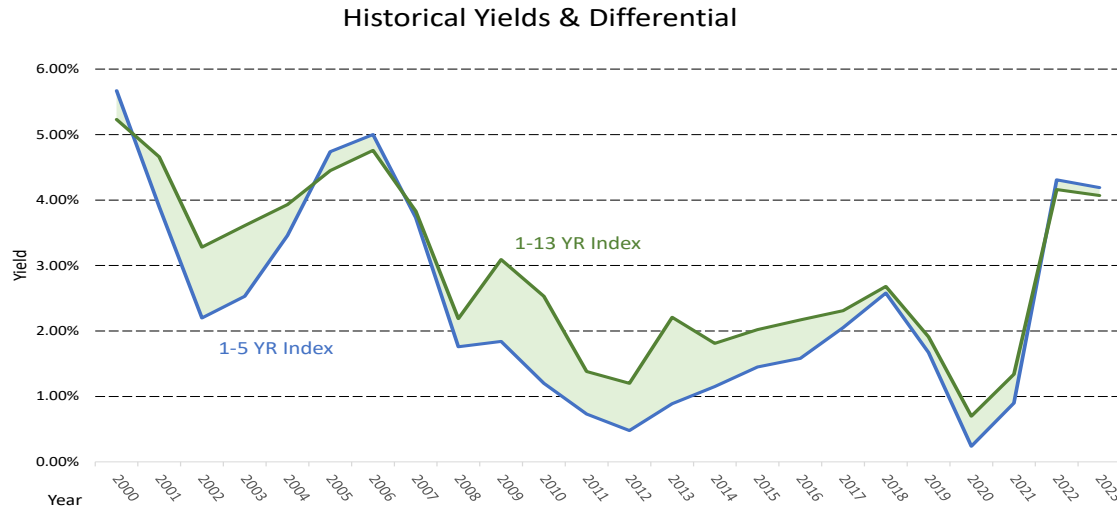


Total Return portfolios require:

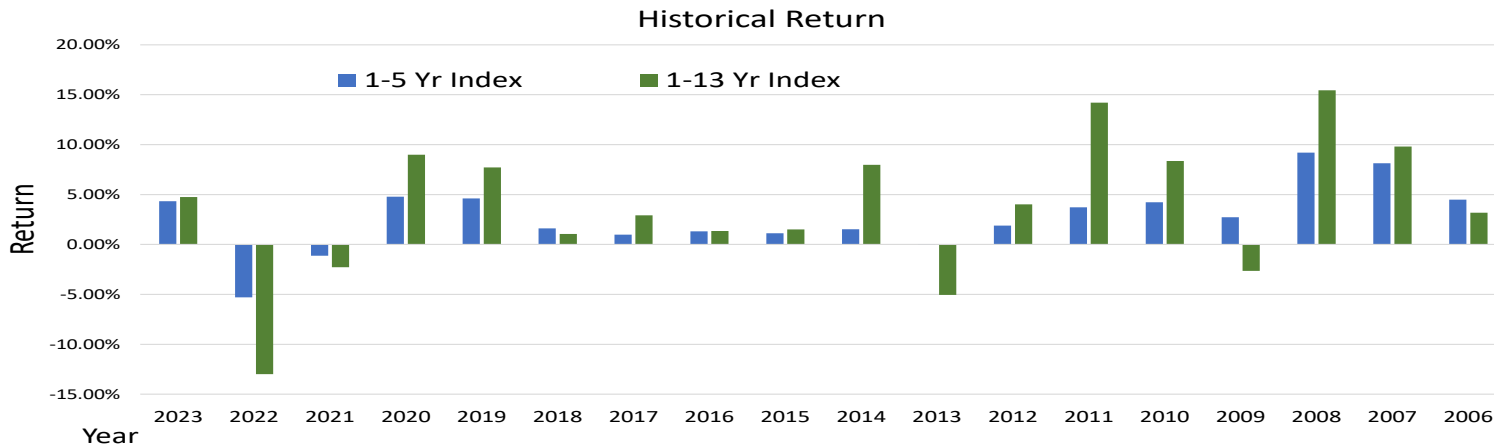
- A long-term (multiyear) average annual return perspective to smooth out short-term volatility
 - Over long-term, duration targeted portfolio returns tend to converge back towards the starting rolling yield (multiyear returns \approx beginning period yields at purchase)
- Discipline to remain committed to strategies adopted based on risk tolerance
 - Shifting strategies during downturns results in missed opportunities for subsequent gains
 - Higher relative yields and decades of data demonstrate higher multiyear average returns for longer duration portfolios

Income Return	=	Coupon Income
Price Return	=	Mark-to-market price changes
Yield	=	Prevailing market rates
Total Return (single years)	=	Income Return +/- Price Return

Continued Acceptance of Increased Mark-to-Market Swings in Exchange for Higher Average Annual Returns



- \$400M unencumbered / unrestricted cash policy
 - Stable target regardless of bond market conditions
 - Negative return temporarily reduces cash balance
- Benchmarks approved by Board based on risk tolerance to remain within financial policies and achieve reasonable multiyear returns
 - Longer duration and increased volatility accepted for M&O Reserve Account¹
 - 12.5% of Total Return accounts



Note 1: Composite of 1-13 year Treasury Strip indices approximates the effective duration of a laddered portfolio of 0-15-year coupon bearing securities and aligns with chosen strategy.

Note 2: See Supplemental information for further information on multi-year perspective.

Supplemental Reference – Security Types

Relative Value & Benchmark Implications

The securities contained in the current benchmark indices consist of U.S. Treasury and Government Agency debentures. MDTA's allocation to other sectors such as Supranational, Municipal, and Commercial Paper may help performance over time, but may cause tracking error relative to the indices.

Supranational

- Supranational bonds were added to the Investment Policy in December 2016, with a sector limitation of 30% and a single issuer limitation of 10%.
- At times, Triple-A rated Supranational bonds, such as the World Bank, offer relative value versus comparable maturity agency debentures. Target spreads are approximately 10-15 basis points over comparable maturity agencies.

Municipal

- Municipal bonds are limited by policy to 20% of the portfolio, with a single issuer limitation of 5%.
- Triple-A taxable bonds are sought with spreads near 20 basis points relative to comparable maturity agencies.
- Municipals defeased with treasury securities are not subject to the policy limitation, as they are considered government securities. Target spreads are approximately 15 basis points over comparable maturity agencies.

Commercial Paper

- CP is limited by policy to 20% of the portfolio, with a single issuer limitation of 5%.
- Three-month Tier-1 rated CP offered a 15 bp premium to agencies at the end of the quarter.

ITEM

3



MEMORANDUM

TO: Finance Committee
FROM: Jeffrey Brown, Director of Budget
SUBJECT: FY 2025 Preliminary Operating Budget - DBM Changes
DATE: February 8, 2024

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to update the Finance Committee on the impact of DBM fringe benefit changes to the Preliminary FY 2025 Operating Budget.

SUMMARY

Following the MDTA Board's contingent approval of the preliminary FY 2025 Operating Budget (contingent upon updated DBM fringe benefit rates and costs), DBM provided updated fringe benefit rates and charges. As a result of these changes, the budget has been decreased by \$0.7 million, from \$421.4 million to \$420.7 million. The detail by sub-object is provided in Figure 1 below. In summary:

- Employee Retirement System (Object 0161) – rates increased from 21.42% to 21.54% resulting in an increase of \$0.1 million.
- Law Enforcement Pension (Object 0169) – rates decreased from 46.3% to 46.0% resulting in a decrease of \$0.1 million.
- Workers' Compensation (Object 0175) – the amount allocated to the MDTA decreased by \$1.2 million.
- State Paid Telecommunications (Object 0305) – the State Radio Invoice increased \$0.3 million.
- Insurance Coverage (Object 1302) – Insurance payments made to the State Treasurer's Office increased \$0.3 million.

FY 2025 Preliminary Operating Budget - DBM Changes

Page Two

- Other changes – the remaining adjustments (detailed in Figure 1) account for a \$0.1 million reduction.

Figure 1 summarizes the DBM changes.

SubObject	Description	FY25 Prelim	FY25 DBM	Difference
				O/(U)
0161	Employees Retirement System	17,220,265	17,316,086	95,821
0169	LEOPS	23,183,046	23,032,833	(150,213)
0175	Workers Compensation	4,196,741	3,010,078	(1,186,663)
0305	State Paid Telecommunications	1,659,000	2,001,477	342,477
0704	Vehicle Insurance	407,863	347,163	(60,700)
0874	OAG Administrative Fee	43,526	43,411	(115)
0875	Retirement Agency Admin Fee	251,556	233,463	(18,093)
0876	DOIT Services Allocation	81,000	60,962	(20,038)
0894	Statewide Personnel Sys Allocation	55,667	40,535	(15,132)
0897	Statewide Enterprise Budget System	27,646	12,110	(15,536)
1302	Insurance Coverage Paid To STO	492,273	815,850	323,577
	Total DBM Changes	47,618,583	46,913,968	(704,615)
	Total Budget	421,371,839	420,667,224	(704,615)

ITEM

4



MEMORANDUM

TO: Finance Committee
FROM: Jeffrey Brown, Director of Budget
SUBJECT: FY 2024 Operating Budget vs. Actual Spending Review
DATE: February 8, 2024

PURPOSE

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

KEY TAKEAWAYS

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

- As of December 31, 2023, 39% of the budget was spent compared to a target of 49%.
- Object 13 is overbudget at a 147% spend rate due to higher insurance premiums.
- All other Objects are at or below the targeted spending level.
- The primary variance drivers include personnel vacancies, higher insurance premiums due to market pressures, and the seasonality of expenses.
- Identified risks associated with areas of overspending are expected to be fully offset by underspending in other categories, so no budget amendment is anticipated at this time.

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) are at targeted spending levels with a 46% spend rate when compared to the projected spend rate of 49%.

- Communications (Object 03) is below budget with a 21% spend rate.
 - State Paid Telecommunications (0305) is 0% of the budget and accounts for most of the underspending in Object 03. This item contains the annual State Radio System budget expense of \$1.6 million that has not been invoiced.
- Travel (Object 4) is below budget at 33% spend rate.
- Fuel and Utilities (Object 06) is slightly below budget with a 42% spend rate.
- Motor vehicle operations and maintenance (Object 07) is on budget with a 45% spend rate.
 - Vehicle Purchases (Object 0701) are above budget with a 71% spend rate due payments coinciding with current year deliveries.
 - Vehicles Gas & Oil (Object 0702) is below budget with a 23% spend rate due to the easing of gas prices.
 - All other major sub-objects are at or below budget – at this point these sub-objects are expected to be near target.
- Contractual Services (Object 08) are below budget with a 25% spend rate. Significant spending variances include:
 - Advertising (0801) is at a 21% spend rate due to public outreach activity typically occurring in the spring and early summer months.
 - Engineers (0807) is below budget at a 22% spend rate. Activity is typically heavier in the third and fourth quarters. This line item is expected to be on budget for the full fiscal year.
 - Equipment Repairs & Maintenance (0809) is below budget with a 2% spend rate due to the seasonality of activity. Heavier activity occurs on the third and fourth quarters.
 - Building/Road Repairs & Maintenance (0812) is below budget at a 22% spend rate due to the seasonality of activity.
 - Education & Training (0819) is below budget with a 21% spend rate due to the timing of activity.
 - Management Studies (0821) is below budget with a 12% spend rate. The timing of the study activity will determine when funds are spent. This is expected to be on budget for the full fiscal year.
 - Security Services (0823) is below budget with a 38% spend rate.
 - IT related costs (Objects 0841 to 0869) are below budget at a 30% spend rate due to the seasonality of the IT expenses. This is expected to be on budget.
 - *E-ZPass*[®] Service Center Costs (0873) is under budget with a 21% spend rate mostly due to delayed invoicing. The MDTA is continuing to monitor activity associated with this line item.

- Supplies & Materials (Object 09) is slightly below budget at a 33% spend rate.
 - Roadway Maintenance (0905) is below budget with 38% spend rate. This is expected to be on budget for the full fiscal year, as spending is concentrated in the spring and early summer.
 - Salt (0906) is at a 0% spend rate due the seasonality of usage.
 - Uniforms (0912) is below budget with 38% spend rate.
 - Transponders (0951) is below budget with 30% spend rate.
- Replacement Equipment (Object 10) is below budget at a 16% spend rate.
 - Replacement Maintenance & Building Equipment (1013) is below budget with a 6% spend rate due to payments coinciding with realized deliveries.
 - Replacement Computer Equipment (1033) is below budget with a 2% spend rate due to payments coinciding with realized deliveries.
- Additional Equipment (Object 11) is below budget at a 12% spend rate. Expected to be on budget, awaiting delivery/payment.
- Fixed Costs (Object 13) is over budget at a 147% spend rate.
 - Insurance (1309) is over budget at a 173% spend rate due to increased premium rates.

RISKS & OPPORTUNITIES

Fiscal year-to-date overspending of \$3.5 million, primarily insurance premiums, is anticipated to be fully offset by underspending in other categories, so no budget amendment is currently needed. Other factors to consider include:

- The MDTA maintains significant financial flexibility to manage through unexpected increases in operating expenses as a function of its net revenue generation targeted to exceed two-times annual debt service.
- When necessary, budget amendments are permissible to upwardly revise spending for realized costs during the fiscal year.
- Quarterly budget meetings and variances serve to inform future budgets and are quickly incorporated into the six-year financial forecast. Large budget items or increasing costs generate opportunities to revisit current practices and seek opportunities for cost savings through analysis of alternatives.

ATTACHMENT

Budget vs Actual by Object 1st Qtr. FY 2024

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Six Months Ending Sunday, December 31, 2023

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
OBJECT 01 Salaries and Wages					
0101 REGULAR EARNINGS	\$8,038,610	\$135,139,681	\$49,951,199	\$85,188,482	36.96%
0102 ADDITIONAL ASSISTANCE		194,092		194,092	0.00%
0104 OVERTIME EARNINGS	440,115	4,998,396	2,827,397	2,170,999	56.57%
0104 OVERTIME EARNINGS - SNOW	7,041	1,338,168	9,376	1,328,792	0.70%
0105 SHIFT DIFFERENTIAL	11,132	978,410	26,527	951,884	2.71%
0110 MISCELLANEOUS P/R ADJUSTMENTS	13,500	198,768	92,786	105,982	46.68%
0111 ACCRUED LEAVE PAYMENTS		196,471	361,986	(165,515)	184.24%
0112 RECLASSIFICATIONS		410,058		410,058	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS	17,562	9,645,927	43,291	9,602,636	0.45%
0152 HEALTH INSURANCE	105,960	19,174,953	232,360	18,942,593	1.21%
0154 RETIREE'S HLTH INSURANCE PREM	79,987	11,735,068	178,587	11,556,481	1.52%
0161 EMPLOYEES RETIREMENT SYSTEM	16,244	16,575,238	39,725	16,535,513	0.24%
0165 STATE POLICE RETIREMENT SYSTEM	441,614	3,463,737	1,077,937	2,385,800	31.12%
0169 LAW ENFORCEMNT OFF PENSION SYS		22,964,855		22,964,855	0.00%
0171 BURDEN EXPENSE	6,996,644		46,251,250	(46,251,250)	0.00%
0172 DEFERRED COMPENSATION MATCH	75		2,400	(2,400)	0.00%
0174 UNEMPLOYMENT COMPENSATION	2,334	378,386	5,805	372,581	1.53%
0175 WORKERS COMPENSATION		4,196,741		4,196,741	0.00%
0189 TURNOVER		(12,655,816)		(12,655,816)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		856,750	364,900	491,850	42.59%
Total Object 01	16,170,817	219,789,884	101,465,526	118,324,358	46.16%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	10,000	150,000	46,000	104,000	30.67%
0208 TRAINING AND STAFF DEVELOPMENT	580		580	(580)	0.00%
0209 ADMIN/MGMT SERVICES SUPPORT	483		1,285	(1,285)	0.00%
0211 EMPLOYEE AWARDS		1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL		625,409		625,409	0.00%
Total Object 02	11,063	776,409	47,865	728,544	6.16%
Object 03 Communications					
0301 POSTAGE	1,244	72,584	5,177	67,407	7.13%
0302 TELEPHONE	28,479	253,569	127,286	126,283	50.20%
0303 TELECOMMUNICATIONS	33,727	821,482	344,891	476,591	41.98%
0305 STATE PAID TELECOMMUNICATIONS		1,604,611		1,604,611	0.00%
0306 CELL PHONE EXPENDITURES	40,758	425,657	178,742	246,915	41.99%
Total Object 03	104,209	3,177,903	656,096	2,521,807	20.65%
Object 04 Travel					
0401 IN STATE/ROUTINE OPERTN TRAVEL	2,848	43,120	11,159	31,961	25.88%
0402 INSTATE/CONF/SEMNR/TRNG TRAVEL	2,839	101,704	32,342	69,362	31.80%
0403 OUTSTATE/ROUTINE OPERTN TRAVEL	60	55,064	975	54,088	1.77%
0404 OUTSTATE/CONF/SEMNR/TRNG TRAVL	9,804	313,680	127,437	186,243	40.63%
Total Object 04	15,552	513,568	171,913	341,654	33.47%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2	9,490	135,200	29,232	105,968	21.62%
0606 FUEL-NATURAL GAS/PROPANE	33,194	355,613	52,279	303,333	14.70%
0620 UTILITIES-ELECTRICITY	282,071	3,514,116	1,607,746	1,906,370	45.75%
0621 UTILITIES-WATER/SEWAGE	25,396	331,206	150,073	181,133	45.31%
Total Object 06	350,151	4,336,135	1,839,331	2,496,804	42.42%
Object 07 Motor Vehicle Operations and Maintenance					
0701 PURCH VEH-CAR,LIGHT TRUCK	154,003	4,746,900	3,383,074	1,363,826	71.27%
0702 VEHICLE GAS & OIL	155,936	3,765,454	854,290	2,911,164	22.69%
0703 VEHICLE MAINTENANCE & REPAIR	78,632	1,794,664	647,969	1,146,695	36.11%
0704 INSURANCE		407,863		407,863	0.00%
0721 VEHICLE GAS & OIL - WATERCRAFT	2,819	44,347	9,510	34,837	21.45%
0722 VEHICLE MAINT & REPAIR - WATERCRAFT	2,824	61,431	43,865	17,566	71.40%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,200		4,200	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR			141	(141)	0.00%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Six Months Ending Sunday, December 31, 2023

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
0731 GAS & OIL - OTHER LAND VEHICLES	70,517	1,100,000	400,932	699,068	36.45%
0732 LG VEHICLE MAINT & REPAIR	110,648	2,000,000	924,365	1,075,635	46.22%
0789 COMMUTER CHARGE	(603)	(5,000)	(6,432)	1,432	128.63%
0799 OTHER MOTOR VEHICLE CHARGES		50,000		50,000	0.00%
Total Object 07	574,777	13,969,859	6,257,715	7,712,144	44.79%
Object 08 Contractual Services					
0801 ADVERTISING/LEGAL PUBLICATION	269,516	3,064,353	644,859	2,419,494	21.04%
0802 APPLICATIONS SOFTWARE MAINTENANCE	8,925	100,000	29,210	70,790	29.21%
0804 PRINTING/REPRODUCTION	1,020	43,200	1,242	41,958	2.87%
0807 ENGINEERS	142,534	2,650,000	749,275	1,900,725	28.27%
0807 ENGINEERS - Environmental (MA0967)	364,726	3,655,000	1,059,196	2,595,804	28.98%
0807 ENGINEERS - Highways (MA0983)		210,000	4,877	205,123	2.32%
0807 ENGINEERS - Architectural (MA2395)	13,961	200,000	109,111	90,889	54.56%
0807 ENGINEERS - ITS/Electrical (MA2226)	64,172	855,000	218,259	636,741	25.53%
0807 ENGINEERS - Structural (MA2055)	155,233	1,500,000	343,187	1,156,813	22.88%
0807 ENGINEERS - Traffic (MA2181)	127,863	1,500,000	306,308	1,193,692	20.42%
0807 ENGINEERS - Asset Mgmt (MA2869)	59,567	700,000	92,122	607,878	13.16%
0807 ENGINEERS - On-Call (All MR)	679,814	6,415,000	2,037,051	4,377,949	31.75%
0807 ENGINEERS - Annual Inspections (MA2471)	704,163	14,015,000	1,986,090	12,028,910	14.17%
0808 EQUIPMENT RENTAL	43,719	490,131	199,529	290,602	40.71%
0809 EQUIPMENT REPAIRS & MAINT	509	1,654,264	27,342	1,626,922	1.65%
0810 EXTERMINATION	695	16,771	1,733	15,038	10.33%
0812 BUILDING/ROAD REPAIRS & MAINT	274,896	16,882,158	1,220,654	15,661,504	7.23%
0812 BUILDING/ROAD REPAIRS & MAINT - On-Call	371,047		2,566,398	(2,566,398)	0.00%
0813 JANITORIAL SERVICES	74,889	1,473,540	687,222	786,318	46.64%
0814 GROUNDS MAINTENANCE	1,688	45,482	8,426	37,056	18.53%
0815 LAUNDRY	163	3,199	814	2,385	25.43%
0817 LEGAL SERVICES	9,773	203,300	12,152	191,148	5.98%
0819 EDUCATION/TRAINING CONTRACTS	57,439	1,375,988	292,131	1,083,857	21.23%
0820 MEDICAL CARE	27,253	395,720	225,607	170,113	57.01%
0821 MGMT STUDIES AND CONSULTANTS	206,643	4,398,658	539,706	3,858,953	12.27%
0823 SECURITY SERVICES	46,332	889,560	346,077	543,483	38.90%
0824 LABORATORY SERVICES		45,578	4,260	41,318	9.35%
0825 VETERINARIAN	2,835	31,565	12,943	18,622	41.00%
0826 FREIGHT AND DELIVERY	983	14,497	2,213	12,284	15.27%
0827 TRASH AND GARBAGE REMOVAL	64,509	453,394	319,111	134,283	70.38%
0828 OFFICE ASSISTANCE	773	61,244	4,638	56,606	7.57%
0829 FISCAL SERVICES	494,041	17,960,250	6,235,397	11,724,853	34.72%
0841 DP CENTRAL PROCESS SVC	69,035	1,150,000	275,887	874,113	23.99%
0843 DP COMMUNICATIONS CONTROLLERS SVC	34,322	480,000	137,288	342,712	28.60%
0849 TELECOMM LINES, MODEMS & CONTROLLERS	6,139	95,704	37,760	57,944	39.46%
0854 COMPUTER MAINTENANCE CONTRACTS		185,000	66,900	118,100	36.16%
0858 SOFTWARE LICENSES	14	148,402	22,795	125,607	15.36%
0862 APPL SOFTWARE MAINTENANCE	53,706	1,901,200	369,646	1,531,554	19.44%
0864 SYSTEMS SOFTWARE MAINTENANCE	30,632	500,000	82,313	417,687	16.46%
0865 OUTSIDE SVCS-SYS ANALYSIS&DSGN	691,489	7,465,000	2,702,698	4,762,302	36.20%
0866 OUTSIDE SVCS-PROGRAMMING	82,696	415,000	195,560	219,440	47.12%
0869 OUTSIDE SVCS-COMPUTER USAGE	27,197	775,000	27,197	747,803	3.51%
0873 OUTSIDE SVC - E-Z PASS SVC CENTER	449,715	40,000,000	8,374,862	31,625,138	20.94%
0874 OFFICE OF ATTORNEY GENERAL FEE		43,526		43,526	0.00%
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		55,667	0.00%
0897 STATE ENTERPRISE BUDGET SYSTEM		27,646	14,706	12,940	53.19%
0899 OTHER CONTRACTUAL SVC-NON DP	473,289	2,969,244	1,264,174	1,705,070	42.58%
Total Object 08	6,187,917	137,817,877	34,099,837	103,718,040	24.74%
Object 09 Supplies and Materials					
0901 AGRICULTURE		33,879	20,379	13,500	60.15%
0902 OFFICE SUPPLIES	20,685	394,383	149,345	245,038	37.87%

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Six Months Ending Sunday, December 31, 2023

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
0903 ELECTRICAL MATERIALS	8,436	390,418	241,469	148,949	61.85%
0904 BUILDING & HOUSEHOLD SUPPLIES	26,350	386,011	145,965	240,046	37.81%
0905 ROADWAY MAINT MATERIALS	51,119	619,613	238,912	380,701	38.56%
0906 SALT/SNOW MELTING MATERIALS		1,880,363	1,222	1,879,141	0.06%
0908 HOUSEKEEPING SUPPLIES	384	74,537	17,364	57,173	23.30%
0909 MEDICAL SUPPLIES	66	39,162	8,892	30,270	22.71%
0912 WEARING APPAREL-UNIFORMS EMPL	82,181	1,144,880	642,164	502,716	56.09%
0915 LIBRARY SUPPLIES	1,141	23,675	3,040	20,635	12.84%
0917 SMALL TOOLS	37,475	372,809	111,846	260,963	30.00%
0918 VETERINARY SUPPLIES		28,500	4,768	23,732	16.73%
0920 FOOD	11,619	188,276	37,595	150,681	19.97%
0926 DATA PROCESSING SUPPLIES	1,038	42,522	8,373	34,149	19.69%
0934 AMMO GUNS FIRING RANGE SUPPLIES	312,480	575,549	597,695	(22,146)	103.85%
0951 E-ZPASS TRANSPONDERS		4,450,000	1,335,278	3,114,722	30.01%
0999 OTHER SUPPLIES AND MATERIALS	2,539	315,913	101,904	214,009	32.26%
Total Object 09	555,514	10,960,489	3,666,209	7,294,280	33.45%
Object 10 Replacement Equipment					
1013 REPL MAINTENANCE & BUILDING EQUIP	9,977	505,500	31,003	474,497	6.13%
1015 REPL OFFICE EQUIPMENT	5,707	48,000	21,822	26,178	45.46%
1019 REPL RADIOS & ELECTRONIC EQUIPMENT		226,000	60	225,940	0.03%
1031 REPL DP EQUIP-MAINFRAME		80,000		80,000	0.00%
1033 REPL DP EQUIP-MICROCOMPUTER	309	1,250,000	20,494	1,229,506	1.64%
1099 OTHER REPLACEMENT EQUIPMENT		334,900	312,061	22,839	93.18%
Total Object 10	15,993	2,444,400	385,440	2,058,960	15.77%
Object 11 Additional Equipment					
1102 ADDT'L AUDIO-VISUAL EQUIP		9,500	1,398	8,102	14.72%
1103 ADDT'L CLEANING EQUIPMENT		10,000		10,000	0.00%
1109 ADDT'L HUMAN ENVIRONMENTAL EQUIP		1,000	1,178	(178)	117.81%
1113 ADDT'L MAINTENANCE & BUILDING EQUIP	6,804	242,000	10,414	231,586	4.30%
1115 ADDT'L OFFICE EQUIPMENT	5,989	27,500	11,060	16,440	40.22%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		20,000		20,000	0.00%
1136 ADDT'L DP EQUIP-PERIPHERALS	274		679	(679)	0.00%
1199 OTHER ADDITIONAL EQUIPMENT		459,834	68,743	391,091	14.95%
Total Object 11	13,067	769,834	93,472	676,362	12.14%
Object 13 Fixed Charges					
1301 RENT	105		372	(372)	0.00%
1302 INSURANCE COVERAGE PAID TO STO		490,658		490,658	0.00%
1303 RENT PAID TO DGS		1,100		1,100	0.00%
1304 SUBSCRIPTIONS	60	26,938	3,273	23,665	12.15%
1305 ASSOCIATION DUES	84,388	350,445	53,514	296,932	15.27%
1308 LICENSES	630	7,270	4,043	3,227	55.61%
1309 INSURANCE (NON STO PAYMENTS)	6,596,966	4,667,231	8,068,731	(3,401,500)	172.88%
1320 BAD DEBT EXPENSE			30,248	(30,248)	0.00%
Total Object 13	6,682,149	5,543,642	8,160,180	(2,616,538)	147.20%
Total All Objects	30,681,207	400,100,000	156,843,584	243,256,416	39.20%

ITEM

5



MEMORANDUM

TO: MDTA Finance Committee
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: Second Quarter Review of FY 2024 Capital Budget vs. Actual Spending
DATE: February 8, 2024

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Finance 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 February 29, 2024.

SUMMARY

As of December 31, 2023, 22.7% of the FY 2024 budget was spent as compared to the targeted spending level of 50%. The total budget for FY 2024 is \$539.6 million. The actual spending through the second quarter was \$122.6 million.

ANALYSIS

Nineteen of the 83 projects budgeted in FY 2024 were within the acceptable spending limits of 25% to 75% (plus or minus 25% of the 50% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

Actual spending through the second quarter for ten projects budgeted for more than \$11 million each in FY 2024 was \$84.9 million. The ten projects are detailed in Attachment A.

RISKS & OPPORTUNITIES

Procurement and contractor delays, MBE issues, and supply availability impacted the FY 2024 second quarter spend rate. As the weather improves, construction activity will increase in the third and fourth quarters. Projects beginning construction in the spring include I-695 Subgrade Improvements at Bear Creek, MD 24 NB Auxiliary Lane - MD 924 through Singer Road Intersection, resurfacing north and south of the Baltimore Harbor Tunnel, and an additional phase of work on Rehabilitation of Decks of the Bay Bridge – Eastbound Span.

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 12/31/2023 (\$ Million)	FY 2024 2nd Qtr Spend Rate	FY 2024 Budget Remaining (\$ Million)
Rehabilitate Decks of Eastbound Span - Phase I	\$83.4	\$14.3	17%	\$69.0
I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	\$68.9	\$25.7	37%	\$43.2
I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	\$62.4	\$19.7	32%	\$42.7
Replace Nice/Middleton Bridge	\$35.5	\$16.9	48%	\$18.6
I-95/Belvidere Road Interchange	\$30.1	\$1.9	6%	\$28.2
I-95 ETL Northbound Extension - MD 24 to Bynum Run	\$27.1	\$0.0	0%	\$27.1
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	\$17.6	\$3.4	19%	\$14.2
I-695 Subgrade Improvements at Bear Creek	\$13.9	\$0.1	1%	\$13.9
10-Year Equipment Budget - FY 2018 - FY 2027	\$12.2	\$1.5	12%	\$10.8
I-95 ETL NB Transition - MD 24 Interchange Reconstruction	\$11.1	\$1.4	13%	\$9.7
Total	\$362.2	\$84.9	23%	\$277.4

ITEM

6



Maryland
Transportation
Authority

Wes Moore, Governor
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Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Finance Committee
FROM: Cheryl Lewis-Orr, Director of Revenue
SUBJECT: Second Quarter Fiscal Year 2024 Traffic and Revenue Performance
DATE: February 8, 2024

PURPOSE OF MEMORANDUM

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

KEY TAKEAWAYS

- For the period ended December 31, 2023, actual toll revenue (in-lane and administrative toll) was slightly below the forecast by \$1.3 million, or 0.3%.
- *E-ZPass*[®] revenue continued to exceed the forecast due to higher than forecasted daily average toll revenue.
- Administrative toll revenue and video toll collections (at the Central Collection Unit level) were below the forecast mostly due to lower than anticipated revenue associated with MVA referrals.

ANALYSIS

This quarterly 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														
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
Qtr. 1	42.6	42.1	(0.4)	-1.0%	42.1	-	0.0%	\$ 199.8	\$ 202.0	\$ 2.2	1.1%	\$ 202.0	\$ 0.0	0.0%
Qtr. 2	43.6	40.6	(3.0)	-6.8%	39.1	1.6	4.0%	205.9	203.0	(3.0)	-1.4%	204.2	(1.3)	-0.6%
YTD Totals	86.2	82.8	(3.4)	-4.0%	81.2	1.6	1.9%	405.8	405.0	\$ (0.8)	-0.2%	406.3	(1.3)	-0.3%

*Note: Numbers may not sum due to rounding

As shown in the Table above, for the period ended December 31, 2023, year-to-date (YTD) systemwide transactions totaled 82.8 million and corresponding collected revenue totaled \$405 million. This represents a decrease of 3.4 million transactions, or 4.0%, compared to the same period last year. YTD revenue decreased by \$0.8 million, or 0.2%, compared to the same period last year. This variation was largely due to the termination of the Customer Assistance Plan in the second quarter of FY 2023, which resulted in an influx of video toll transaction payments in November of the prior fiscal year that did not occur this fiscal year.

For the period ended December 31, 2023, while traffic exceeded the forecast by 1.6 million, or 1.9%, actual toll revenue (in-lane and toll administrative) was slightly below the forecast by \$1.3 million, or 0.3%. The variance in actual versus forecasted toll revenue was primarily the net result of higher than forecasted *E-ZPass*[®] revenue (\$4.6 million) that was offset by lower than forecasted administrative toll revenue and video toll collections at the Central Collection Unit (CCU) level (\$5.9 million) mostly due to lower than anticipated revenue associated with the timing of MVA referrals to CCU.

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
- Semi-Annual (Second Quarter) FY 2024 Traffic and Revenue Performance Report

Attachment A
Summary of Revenue
FY2023 Forecasted and Actual Revenue Comparison

	E-ZPass®	Video, Administrative ¹ & Pay-By-Plate	Total
Forecast Revenue	\$314,550,256	\$91,716,850	\$406,267,106
<i>less</i> Actual Revenue	319,179,336	85,834,391	405,013,727
Difference	\$4,629,080	(\$5,882,459)	(\$1,253,379)

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
(In millions)

Jul 1, 2023 to Dec 31, 2023

Toll Revenue Forecast:	\$406,267,106
Actual Revenue:	
<i>E-ZPass</i>	319,179,336
Pay-By-Plate	2,484,634
Video Toll	49,407,065
Administrative Toll	33,942,692
Total Actual Revenue	405,013,727
Actual Revenue <i>less</i> Forecasted Revenue	(1,253,379)

Second Quarter Fiscal Year 2024 Traffic and Revenue Performance Report
Page Four

Attachment C

Jul 1, 2023 to Dec 31, 2023

Difference (Forecast less Actual Revenue)

(\$1,253,379)

Forecast Assumption Differences:

<i>E-ZPass</i> Daily Average Revenue Higher than Forecasted (FY2024) - ongoing	4,629,080
Pay-By-Plate Usage Higher than Forecasted (FY2024) - ongoing	251,699
Video Toll Collections Lower than Forecasted (FY2024) - ongoing	(201,691)
Video Toll CCU Collections Lower than Forecasted (FY2024) - one time	(3,020,447)
Administrative Toll Revenue Lower than Forecasted (FY2024) - one time (CPFs -3.2M)	(2,912,020)
Total Forecast Assumption Differences	-1,253,379

Second Quarter Fiscal Year 2024 Traffic and Revenue Performance Report
Page Five

Attachment D
FY 2024 Forecast vs. Actual Revenue – By Facility

Legacy Facilities									
		July	August	September	October	November	December	Total	
Video, Pay-By-Plate & Other	E-ZPass	Forecast	\$ 48,295,743	\$ 46,386,213	\$ 48,540,704	\$ 51,033,516	\$ 42,794,820	\$ 40,849,018	\$ 277,900,015
		Actual	48,295,743	46,386,206	48,540,707	48,401,597	45,740,938	44,671,949	\$ 282,037,140
		Difference	0	(8)	3	(2,631,919)	2,946,118	3,822,931	\$ 4,137,125
Video, Pay-By-Plate & Other		Forecast	13,281,604	10,953,223	11,228,719	14,959,207	15,177,495	14,622,646	\$ 80,222,894
		Actual	13,281,603	10,953,224	11,229,146	13,805,035	14,283,183	11,696,193	\$ 75,248,383
		Difference	(0)	0	426	(1,154,172)	(894,312)	(2,926,453)	\$ (4,974,511)
Total		Forecast	61,577,347	57,339,437	59,769,423	65,992,723	57,972,315	55,471,664	\$ 358,122,908
		Actual	61,577,347	57,339,429	59,769,852	62,206,632	60,024,121	56,368,142	\$ 357,285,523
		Difference	\$ (0)	\$ (7)	\$ 429	\$ (3,786,091)	\$ 2,051,806	\$ 896,478	\$ (837,385)

Intercounty Connector									
		July	August	September	October	November	December	Total	
Video, Pay-By-Plate & Other	E-ZPass	Forecast	\$ 5,030,627	\$ 4,490,200	\$ 5,709,722	\$ 5,363,891	\$ 4,567,039	\$ 4,572,561	\$ 29,734,039
		Actual	5,030,627	4,490,200	5,709,718	5,611,820	4,594,063	5,002,562	\$ 30,438,989
		Difference	-	(0)	(3)	247,929	27,024	430,001	\$ 704,950
Video, Pay-By-Plate & Other		Forecast	1,566,245	1,398,437	1,500,142	2,184,994	2,256,168	2,168,505	\$ 11,074,491
		Actual	1,566,245	1,398,437	1,500,217	1,941,234	2,049,084	1,734,613	\$ 10,189,830
		Difference	(0)	0	75	(243,760)	(207,083)	(433,893)	\$ (884,661)
Total		Forecast	6,596,872	5,888,637	7,209,864	7,548,885	6,823,207	6,741,066	\$ 40,808,530
		Actual	6,596,872	5,888,637	7,209,935	7,553,054	6,643,147	6,737,174	\$ 40,628,819
		Difference	\$ (0)	\$ (0)	\$ 72	\$ 4,169	\$ (180,060)	\$ (3,892)	\$ (179,711)

I-95 Express Toll Lanes									
		July	August	September	October	November	December	Total	
Video, Pay-By-Plate & Other	E-ZPass	Forecast	\$ 1,149,440	\$ 1,188,892	\$ 1,105,930	\$ 1,188,490	\$ 1,161,118	\$ 1,122,331	\$ 6,916,202
		Actual	1,149,440	1,188,900	1,105,930	1,083,229	1,082,390	1,093,317	\$ 6,703,207
		Difference	-	8	0	(105,261)	(78,728)	(29,014)	\$ (212,995)
Video, Pay-By-Plate & Other		Forecast	78,610	56,477	66,349	78,139	71,087	68,805	\$ 419,466
		Actual	78,610	56,477	66,350	66,108	71,482	57,153	\$ 396,178
		Difference	-	-	1	(12,031)	395	(11,653)	\$ (23,288)
Total		Forecast	1,228,049	1,245,369	1,172,279	1,266,629	1,232,205	1,191,137	\$ 7,335,668
		Actual	1,228,049	1,245,377	1,172,280	1,149,337	1,153,872	1,150,470	\$ 7,099,385
		Difference	\$ -	\$ 8	\$ 1	\$ (117,292)	\$ (78,333)	\$ (40,667)	\$ (236,282)

All Facilities									
		July	August	September	October	November	December	Total	
		Forecast	\$ 69,402,268	\$ 64,473,442	\$ 68,151,565	\$ 74,808,237	\$ 66,027,727	\$ 63,403,867	\$ 406,267,106
		Actual	69,402,268	64,473,443	68,152,067	70,909,023	67,821,140	64,255,786	\$ 405,013,727
		Difference	\$ (0)	\$ 0	\$ 502	\$ (3,899,214)	\$ 1,793,413	\$ 851,919	\$ (1,253,379)

Attachment E

FY 2024 Forecast vs. Actual Revenue – By Payment Method

E-ZPass								
	July	August	September	October	November	December	Total	
Forecast	Legacy	48,295,743	46,386,213	48,540,704	51,033,516	42,794,820	40,849,018	\$ 277,900,015
	ICC	5,030,627	4,490,200	5,709,722	5,363,891	4,567,039	4,572,561	\$ 29,734,039
	ETL	1,149,440	1,188,892	1,105,930	1,188,490	1,161,118	1,122,331	\$ 6,916,202
	Total	54,475,810	52,065,306	55,356,356	57,585,897	48,522,978	46,543,910	\$ 314,550,256
Actual	Legacy	48,295,743	46,386,206	48,540,707	48,401,597	45,740,938	44,671,949	\$ 282,037,140
	ICC	5,030,627	4,490,200	5,709,718	5,611,820	4,594,063	5,002,562	\$ 30,438,989
	ETL	1,149,440	1,188,900	1,105,930	1,083,229	1,082,390	1,093,317	\$ 6,703,207
	Total	54,475,810	52,065,306	55,356,355	55,096,646	51,417,392	50,767,828	319,179,336
Difference	\$ 0	\$ 0	\$ (0)	\$ (2,489,251)	\$ 2,894,414	\$ 4,223,917	\$ 4,629,080	

Video, Pay-By-Plate & Other								
	July	August	September	October	November	December	Total	
Forecast	Legacy	13,281,604	10,953,223	11,228,719	14,959,207	15,177,495	14,622,646	\$ 80,222,894
	ICC	1,566,245	1,398,437	1,500,142	2,184,994	2,256,168	2,168,505	\$ 11,074,491
	ETL	78,610	56,477	66,349	78,139	71,087	68,805	\$ 419,466
	Total	14,926,458	12,408,136	12,795,210	17,222,340	17,504,749	16,859,957	\$ 91,716,850
Actual	Legacy	\$ 13,281,603	\$ 10,953,224	\$ 11,229,146	\$ 13,805,035	\$ 14,283,183	\$ 11,696,193	\$ 75,248,383
	ICC	1,566,245	1,398,437	1,500,217	1,941,234	2,049,084	1,734,613	\$ 10,189,830
	ETL	78,610	56,477	66,350	66,108	71,482	57,153	\$ 396,178
	Total	14,926,458	12,408,137	12,795,712	15,812,377	16,403,748	13,487,959	85,834,391
Difference	\$ (0)	\$ 0	\$ 502	\$ (1,409,963)	\$ (1,101,001)	\$ (3,371,998)	\$ (5,882,459)	

All Revenue							
	July	August	September	October	November	December	Total
Forecast	\$ 69,402,268	\$ 64,473,442	\$ 68,151,565	\$ 74,808,237	\$ 66,027,727	\$ 63,403,867	\$ 406,267,106
Actual	69,402,268	64,473,443	68,152,067	70,909,023	67,821,140	64,255,786	\$ 405,013,727
Difference	\$ (0)	\$ 0	\$ 502	\$ (3,899,214)	\$ 1,793,413	\$ 851,919	\$ (1,253,379)



Ms. Deborah Sharpless
January 30, 2024
Page 1

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:

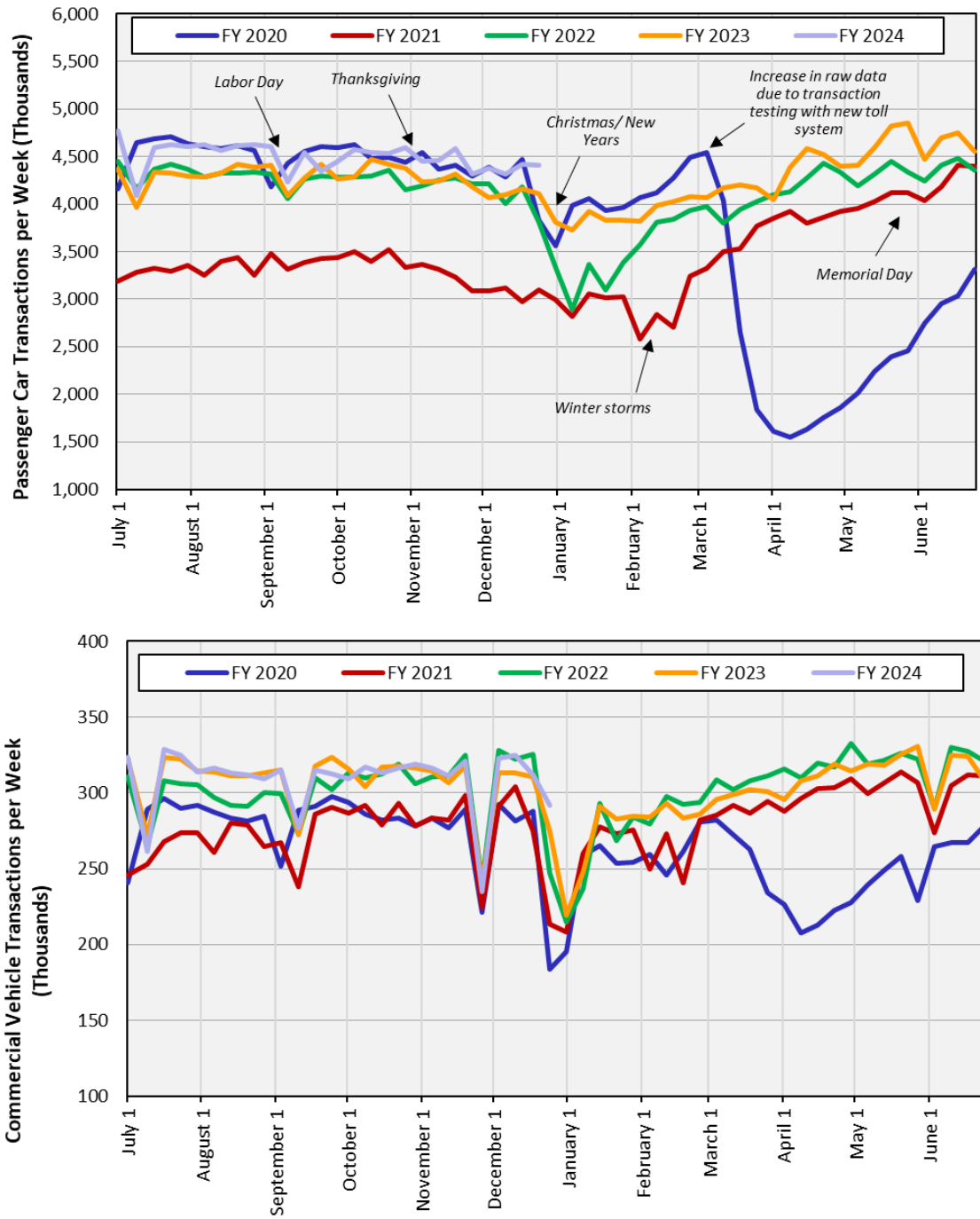
This letter report provides a summary of historical monthly transaction and toll revenue performance on the MDTA system using available data through the first half of Fiscal Year (FY) 2024, ending December 31, 2023. The historical performance is also compared to the most recent forecast developed by CDM Smith and summarized in the "FY 2024 Traffic and Toll Revenue Forecast Update", (November 2023 forecast report) dated November 3, 2023. 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. 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 FY 2024, as the recovery from the COVID-19 pandemic and the customer focused business rule changes implemented by MDTA continue to wane, collections are approaching a more normal trend. However, the 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 December 2023, 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 FY 2024 YTD, passenger cars have consistently reached levels seen in the first half of FY 2020 prior to the pandemic beginning in March 2020. Commercial vehicle traffic continues to outperform traffic trends observed prior to the pandemic but have remained stagnant in FY 2024 YTD compared to FY 2023. This indicates a flattening of commercial vehicle growth post-pandemic, which was anticipated and accounted for in the forecast due to the unsustainable high growth seen immediately following the pandemic.

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 the first quarter in FY 2024 were 0.3 percent lower than the same period in FY 2023, and second quarter transactions were 7.0 percent lower. This change in trend was largely due to the termination of the customer assistance plan in the second quarter of FY 2023, which resulted in an influx of video transactions for the month of November that did not occur this fiscal year. Additionally, both passenger cars and commercial vehicles were impacted in the first quarter by a shift in the number of days processed for ETC transactions in September 2022 which did not occur in September 2023. This causes a year-over-year decrease that is not influenced by in-lane traffic but rather the back-office processing. Commercial vehicle transactions in the first quarter were 10.4 percent lower than FY 2023, and the second quarter was 4.9 percent lower. Overall, total system transactions in Q1 2024 were 1.0 percent lower than 2023 and Q2 was 6.8 percent lower, causing FY 2024 YTD transactions to be 4.0 percent lower than the same period for the prior year.

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 1.9 percent in the first quarter of FY 2024 and 10.6 percent in the second quarter over the same period in FY 2023. Revenue for commercial vehicles followed a different trend, largely due to video collections, and were down by 11.9 percent and 5.6 percent, respectively, for the first and second quarters, and down by 8.9 percent for FY 2024 YTD. Overall, FY 2024 revenue to-date decreased 7.2 percent compared with the same period in FY 2023. The year-over-year decreases are influenced by the backlog transactions that were paid in FY 2023 that will not continue to occur in FY 2024.

Lastly, **Table 3** provides the same monthly trend comparison for other revenue. Other revenue is non-toll revenue collected by the agency that is associated with operations. This revenue comes 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 YTD over FY 2023. This is primarily the result of increases in violation recovery following the termination of the customer assistance plan.



Ms. Deborah Sharpless
 January 30, 2024
 Page 4

FINAL

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	11,955,531	8.6	1,652,370	1,552,022	(6.1)	12,663,576	13,507,554	6.7
August	9,697,973	11,296,665	16.5	1,492,051	1,189,074	(20.3)	11,190,024	12,485,739	11.6
September	14,263,062	12,121,153	(15.0)	1,150,642	1,051,445	(8.6)	15,413,703	13,172,598	(14.5)
October	12,164,519	12,001,229	(1.3)	1,142,429	1,355,549	18.7	13,306,949	13,356,777	0.4
November	11,233,629	10,854,167	(3.4)	3,496,870	1,366,039	(60.9)	14,730,499	12,220,206	(17.0)
December	10,637,858	10,936,484	2.8	1,842,587	1,185,780	(35.6)	12,480,446	12,122,264	(2.9)
January	9,622,696	-	-	1,319,049	-	-	10,941,744	-	-
February	8,981,934	-	-	919,079	-	-	9,901,013	-	-
March	10,873,081	-	-	1,213,227	-	-	12,086,308	-	-
April	11,102,509	-	-	952,990	-	-	12,055,499	-	-
May	12,440,898	-	-	747,470	-	-	13,188,368	-	-
June	11,587,050	-	-	932,400	-	-	12,519,450	-	-
Q1 Total	34,972,240	35,373,349	1.1	4,295,063	3,792,541	(11.7)	39,267,303	39,165,891	(0.3)
Q2 Total	34,036,007	33,791,880	(0.7)	6,481,887	3,907,367	(39.7)	40,517,893	37,699,247	(7.0)
YTD Total	69,008,247	69,165,229	0.2	10,776,950	7,699,908	(28.6)	79,785,197	76,865,137	(3.7)
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	916,513	(5.7)	75,556	58,206	(23.0)	1,047,430	974,719	(6.9)
August	888,580	909,090	2.3	83,576	37,946	(54.6)	972,156	947,037	(2.6)
September	1,242,309	1,002,606	(19.3)	47,063	39,834	(15.4)	1,289,372	1,042,440	(19.2)
October	1,121,140	997,416	(11.0)	42,142	47,973	13.8	1,163,282	1,045,389	(10.1)
November	904,763	896,452	(0.9)	95,296	51,818	(45.6)	1,000,059	948,270	(5.2)
December	869,679	904,301	4.0	52,876	35,921	(32.1)	922,556	940,222	1.9
January	852,448	-	-	45,739	-	-	898,187	-	-
February	782,255	-	-	28,144	-	-	810,399	-	-
March	986,064	-	-	43,418	-	-	1,029,482	-	-
April	933,041	-	-	36,982	-	-	970,023	-	-
May	1,009,833	-	-	25,346	-	-	1,035,178	-	-
June	969,731	-	-	39,785	-	-	1,009,515	-	-
Q1 Total	3,102,763	2,828,209	(8.8)	206,195	135,987	(34.0)	3,308,959	2,964,196	(10.4)
Q2 Total	2,895,582	2,798,169	(3.4)	190,314	135,712	(28.7)	3,085,896	2,933,881	(4.9)
YTD Total	5,998,345	5,626,378	(6.2)	396,510	271,699	(31.5)	6,394,855	5,898,077	(7.8)
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	12,872,045	7.4	1,727,927	1,610,228	(6.8)	13,711,006	14,482,273	5.6
August	10,586,553	12,205,755	15.3	1,575,627	1,227,021	(22.1)	12,162,180	13,432,776	10.4
September	15,505,371	13,123,759	(15.4)	1,197,705	1,091,279	(8.9)	16,703,075	14,215,038	(14.9)
October	13,285,659	12,998,644	(2.2)	1,184,572	1,403,521	18.5	14,470,230	14,402,166	(0.5)
November	12,138,392	11,750,619	(3.2)	3,592,166	1,417,857	(60.5)	15,730,558	13,168,476	(16.3)
December	11,507,538	11,840,785	2.9	1,895,464	1,221,701	(35.5)	13,403,001	13,062,486	(2.5)
January	10,475,144	-	-	1,364,788	-	-	11,839,932	-	-
February	9,764,188	-	-	947,223	-	-	10,711,412	-	-
March	11,859,145	-	-	1,256,644	-	-	13,115,790	-	-
April	12,035,550	-	-	989,972	-	-	13,025,522	-	-
May	13,450,731	-	-	772,816	-	-	14,223,547	-	-
June	12,556,781	-	-	972,184	-	-	13,528,965	-	-
Q1 Total	38,075,004	38,201,559	0.3	4,501,258	3,928,528	(12.7)	42,576,262	42,130,087	(1.0)
Q2 Total	36,931,589	36,590,049	(0.9)	6,672,201	4,043,079	(39.4)	43,603,790	40,633,128	(6.8)
YTD Total	75,006,592	74,791,607	(0.3)	11,173,459	7,971,607	(28.7)	86,180,052	82,763,214	(4.0)

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



Ms. Deborah Sharpless
 January 30, 2024
 Page 5

FINAL

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	-	-	8,073,338	-	-	34,713,950	-	-
February	24,456,720	-	-	5,359,676	-	-	29,816,396	-	-
March	29,520,290	-	-	6,687,680	-	-	36,207,970	-	-
April	31,694,820	-	-	5,203,062	-	-	36,897,882	-	-
May	35,215,458	-	-	3,994,307	-	-	39,209,766	-	-
June	32,784,052	-	-	5,047,662	-	-	37,831,714	-	-
Q1 Total	101,026,979	100,526,058	(0.5)	24,190,630	22,312,001	(7.8)	125,217,609	122,838,059	(1.9)
Q2 Total	95,644,700	95,860,488	0.2	36,462,239	22,275,037	(38.9)	132,106,940	118,135,525	(10.6)
YTD Total	196,671,680	196,386,546	(0.1)	60,652,869	44,587,038	(26.5)	257,324,549	240,973,584	(6.4)
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	-	-	1,244,312	-	-	20,620,849	-	-
February	17,724,879	-	-	831,365	-	-	18,556,244	-	-
March	22,096,619	-	-	1,249,913	-	-	23,346,532	-	-
April	20,556,170	-	-	1,143,823	-	-	21,699,993	-	-
May	22,042,169	-	-	712,389	-	-	22,754,559	-	-
June	21,305,664	-	-	1,104,794	-	-	22,410,459	-	-
Q1 Total	68,331,916	61,371,412	(10.2)	5,530,591	3,712,386	(32.9)	73,862,506	65,083,799	(11.9)
Q2 Total	63,994,041	61,421,378	(4.0)	4,887,534	3,592,274	(26.5)	68,881,575	65,013,652	(5.6)
YTD Total	132,325,956	122,792,791	(7.2)	10,418,125	7,304,660	(29.9)	142,744,081	130,097,451	(8.9)
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	-	-	9,317,649	-	-	55,334,800	-	-
February	42,181,599	-	-	6,191,041	-	-	48,372,640	-	-
March	51,616,908	-	-	7,937,593	-	-	59,554,502	-	-
April	52,250,990	-	-	6,346,885	-	-	58,597,875	-	-
May	57,257,628	-	-	4,706,697	-	-	61,964,325	-	-
June	54,089,716	-	-	6,152,457	-	-	60,242,173	-	-
Q1 Total	169,358,895	161,897,471	(4.4)	29,721,221	26,024,387	(12.4)	199,080,115	187,921,858	(5.6)
Q2 Total	159,638,741	157,281,866	(1.5)	41,349,773	25,867,311	(37.4)	200,988,514	183,149,177	(8.9)
YTD Total	328,997,636	319,179,337	(3.0)	71,070,994	51,891,698	(27.0)	400,068,630	371,071,035	(7.2)

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

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

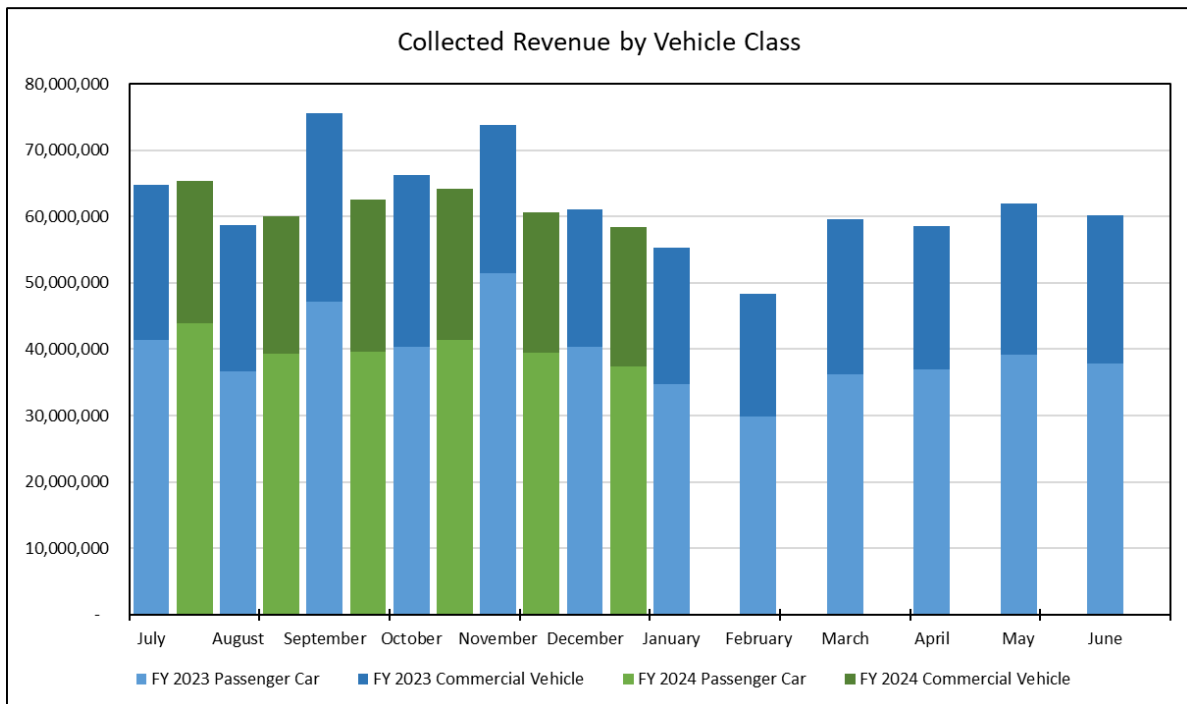
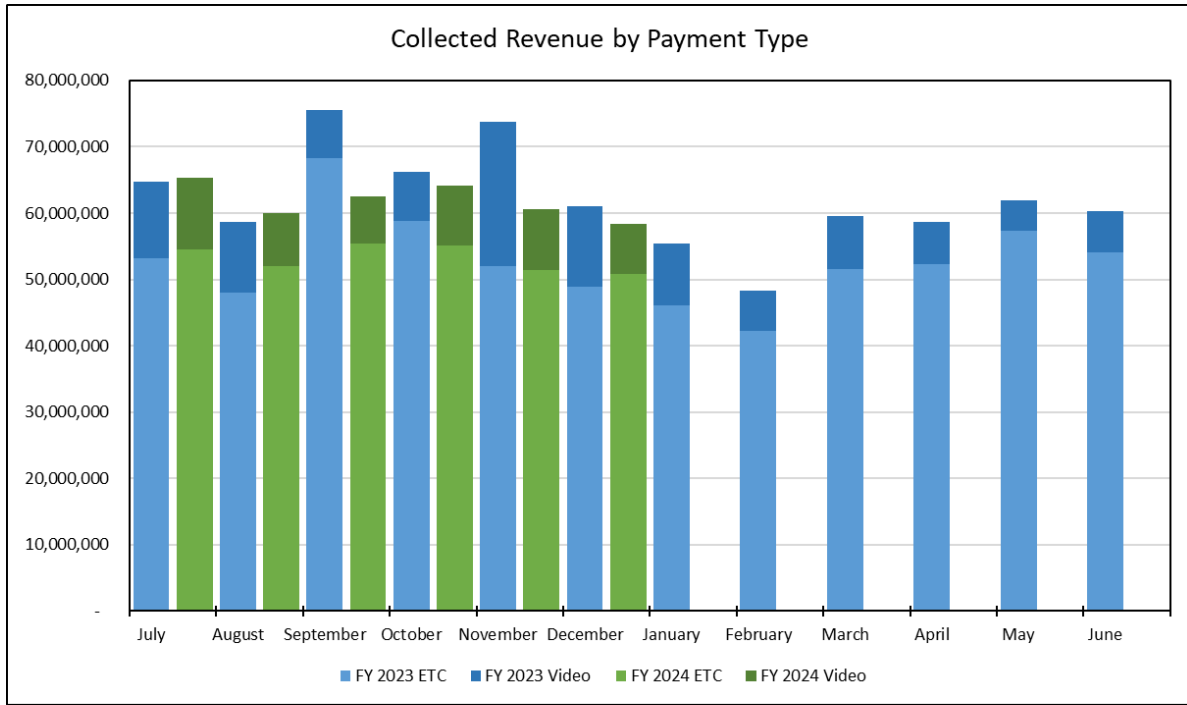




Table 3 – Other Revenue Trends by Month

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	1,614,220	(11.4)	44,165	5,976,866	99.3	(361,299)	(820,982)	(56.0)	1,480,539	6,770,104	78.1
November	1,708,802	2,132,237	19.9	90,464	5,710,692	98.4	(692,987)	(612,678)	13.1	1,106,278	7,230,250	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	-	-	3,160,082	-	-	(632,127)	-	-	4,096,934	-	-
February	1,708,262	-	-	3,566,585	-	-	(534,943)	-	-	4,739,904	-	-
March	1,829,754	-	-	3,775,392	-	-	(708,755)	-	-	4,896,391	-	-
April	1,623,962	-	-	2,726,011	-	-	(608,373)	-	-	3,741,600	-	-
May	1,838,356	-	-	4,542,108	-	-	(686,962)	-	-	5,693,502	-	-
June	2,029,657	-	-	2,997,385	-	-	(651,542)	-	-	4,375,500	-	-
Q1 Total	5,888,967	5,870,795	(0.3)	(2,526,730)	10,156,819	502.0	(2,596,163)	(1,921,695)	26.0	766,074	14,105,919	1,741.3
Q2 Total	5,211,589	5,200,532	(0.2)	1,647,785	16,759,856	917.1	(1,809,703)	(2,123,614)	(17.3)	5,049,671	19,836,773	292.8
YTD Total	11,100,556	11,071,327	(0.3)	(878,945)	26,916,674	(3,162.4)	(4,405,866)	(4,045,309)	(8.2)	5,815,745	33,942,692	483.6

(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.

Forecast Versus Actual

In this section, actual collected transactions and revenue are compared to the November 2022 forecast for each of the facilities. **Table 4** provides the comparison for the Legacy System transactions by vehicle type and method of payment and **Table 5** shows the same comparison for collected toll revenue. As shown in Table 4, the first quarter of the forecast used actual data and therefore has no differences. Second quarter total transactions were 5.1 percent above forecast and FY 2024 YTD was 2.4 percent above forecast. Passenger cars were 5.8 percent above forecast and commercial vehicles were 1.6 percent below forecast in the second quarter.

In the second quarter of FY 2024, variations occurred due to video transactions falling below forecast and ETC transactions coming in above forecast. The underperformance in video transactions is in part due to variation in collection rates from those assumed in the forecast, particularly for video transactions that still remain unpaid and have been sent to collections and motor vehicle registration hold. Video collection trends will likely continue to vary through FY 2024 and will be closely monitored moving forward.



Ms. Deborah Sharpless
 January 30, 2024
 Page 8

FINAL

Table 4 - Comparison of FY 2024 Forecast and Actual Transactions - Legacy System

FY 2024 Passenger Car Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,685,379	8,685,379	0.0	1,186,955	1,186,955	0.0	9,872,335	9,872,335	0.0
August	8,212,222	8,212,222	0.0	903,798	903,798	0.0	9,116,020	9,116,020	0.0
September	8,620,042	8,620,042	0.0	798,711	798,711	0.0	9,418,753	9,418,753	0.0
October	8,234,372	8,510,394	3.4	1,196,528	1,014,997	(15.2)	9,430,901	9,525,390	1.0
November	7,116,572	8,098,370	13.8	1,206,770	1,013,302	(16.0)	8,323,342	9,111,672	9.5
December	6,844,533	7,743,945	13.1	1,161,082	866,211	(25.4)	8,005,615	8,610,156	7.6
January	6,498,882	-	-	1,211,026	-	-	7,709,907	-	-
February	6,144,549	-	-	1,115,736	-	-	7,260,285	-	-
March	7,495,718	-	-	1,247,211	-	-	8,742,929	-	-
April	7,463,543	-	-	1,211,351	-	-	8,674,894	-	-
May	8,087,079	-	-	1,262,154	-	-	9,349,233	-	-
June	7,666,553	-	-	1,306,293	-	-	8,972,846	-	-
Q1 Total	25,517,643	25,517,643	0.0	2,889,464	2,889,464	0.0	28,407,108	28,407,108	0.0
Q2 Total	22,195,477	24,352,709	9.7	3,564,380	2,894,509	(18.8)	25,759,858	27,247,218	5.8
YTD Total	47,713,121	49,870,352	4.5	6,453,844	5,783,973	(10.4)	54,166,965	55,654,325	2.7
FY 2024 Commercial Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	784,153	784,153	0.0	51,508	51,508	(0.0)	835,661	835,661	0.0
August	778,718	778,718	0.0	32,257	32,257	0.0	810,976	810,976	0.0
September	857,622	857,622	(0.0)	33,991	33,991	(0.0)	891,613	891,613	(0.0)
October	957,017	853,135	(10.9)	45,951	40,295	(12.3)	1,002,968	893,430	(10.9)
November	755,187	782,383	3.6	47,340	43,519	(8.1)	802,527	825,902	2.9
December	717,208	776,015	8.2	44,854	31,019	(30.8)	762,063	807,034	5.9
January	730,187	-	-	49,678	-	-	779,865	-	-
February	676,188	-	-	44,804	-	-	720,993	-	-
March	849,631	-	-	52,366	-	-	901,997	-	-
April	791,221	-	-	47,305	-	-	838,526	-	-
May	848,996	-	-	51,390	-	-	900,386	-	-
June	821,495	-	-	51,648	-	-	873,142	-	-
Q1 Total	2,420,493	2,420,493	(0.0)	117,757	117,757	0.0	2,538,250	2,538,250	(0.0)
Q2 Total	2,429,412	2,411,533	(0.7)	138,146	114,833	(16.9)	2,567,558	2,526,366	(1.6)
YTD Total	4,849,905	4,832,026	(0.4)	255,902	232,590	(9.1)	5,105,808	5,064,616	(0.8)
FY 2024 All Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	9,469,533	9,469,533	0.0	1,238,463	1,238,463	0.0	10,707,996	10,707,996	0.0
August	8,990,940	8,990,940	0.0	936,056	936,056	0.0	9,926,996	9,926,996	0.0
September	9,477,664	9,477,664	0.0	832,702	832,702	0.0	10,310,366	10,310,366	0.0
October	9,191,389	9,363,528	1.9	1,242,480	1,055,291	(15.1)	10,433,869	10,418,820	(0.1)
November	7,871,759	8,880,753	12.8	1,254,110	1,056,821	(15.7)	9,125,869	9,937,574	8.9
December	7,561,741	8,519,960	12.7	1,205,936	897,230	(25.6)	8,767,677	9,417,190	7.4
January	7,229,069	-	-	1,260,703	-	-	8,489,772	-	-
February	6,820,738	-	-	1,160,540	-	-	7,981,278	-	-
March	8,345,349	-	-	1,299,577	-	-	9,644,926	-	-
April	8,254,764	-	-	1,258,656	-	-	9,513,420	-	-
May	8,936,074	-	-	1,313,544	-	-	10,249,619	-	-
June	8,488,048	-	-	1,357,940	-	-	9,845,989	-	-
Q1 Total	27,938,137	27,938,137	0.0	3,007,221	3,007,221	0.0	30,945,358	30,945,358	0.0
Q2 Total	24,624,889	26,764,242	8.7	3,702,526	3,009,342	(18.7)	28,327,416	29,773,584	5.1
YTD Total	52,563,026	54,702,378	4.1	6,709,747	6,016,563	(10.3)	59,272,773	60,718,941	2.4

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



Ms. Deborah Sharpless
 January 30, 2024
 Page 9

FINAL

Table 5 - 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	0.0	\$ 8,266,848	\$ 8,266,848	0.0	\$ 37,567,446	\$ 37,567,446	0.0
August	27,381,346	27,381,346	0.0	6,215,127	6,215,127	0.0	33,596,473	33,596,473	0.0
September	27,668,183	27,668,183	0.0	5,395,171	5,395,171	(0.0)	33,063,353	33,063,353	0.0
October	27,446,444	27,743,797	1.1	6,452,944	6,846,800	6.1	33,899,388	34,590,597	2.0
November	24,128,133	26,729,304	10.8	7,610,742	6,830,534	(10.3)	31,738,874	33,559,837	5.7
December	22,725,973	25,418,358	11.9	7,325,659	5,813,666	(20.6)	30,051,632	31,232,024	3.9
January	21,400,992	-	-	7,633,243	-	-	29,034,235	-	-
February	19,605,814	-	-	7,036,468	-	-	26,642,282	-	-
March	24,306,929	-	-	7,830,021	-	-	32,136,951	-	-
April	25,450,280	-	-	7,698,807	-	-	33,149,087	-	-
May	27,420,714	-	-	7,968,668	-	-	35,389,382	-	-
June	25,939,230	-	-	8,286,110	-	-	34,225,340	-	-
Q1 Total	84,350,127	84,350,127	0.0	19,877,145	19,877,145	0.0	104,227,272	104,227,272	0.0
Q2 Total	74,300,549	79,891,459	7.5	21,389,345	19,491,000	(8.9)	95,689,895	99,382,459	3.9
YTD Total	158,650,676	164,241,586	3.5	41,266,491	39,368,145	(4.6)	199,917,167	203,609,731	1.8
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	0.0	\$ 1,575,340	\$ 1,575,340	0.0	\$ 20,570,485	\$ 20,570,485	0.0
August	19,004,867	19,004,867	0.0	956,841	956,841	0.0	19,961,707	19,961,707	0.0
September	20,872,521	20,872,521	0.0	1,058,559	1,058,559	0.0	21,931,080	21,931,080	0.0
October	23,587,072	20,657,800	(12.4)	1,330,819	1,200,740	(9.8)	24,917,892	21,858,540	(12.3)
November	18,666,688	19,011,607	1.8	1,371,307	1,303,832	(4.9)	20,037,994	20,315,439	1.4
December	18,123,045	19,253,591	6.2	1,321,208	919,065	(30.4)	19,444,253	20,172,656	3.7
January	18,456,174	-	-	1,513,760	-	-	19,969,934	-	-
February	16,897,805	-	-	1,344,678	-	-	18,242,484	-	-
March	21,109,815	-	-	1,562,653	-	-	22,672,468	-	-
April	19,519,401	-	-	1,391,444	-	-	20,910,846	-	-
May	20,778,358	-	-	1,496,345	-	-	22,274,703	-	-
June	20,176,841	-	-	1,522,584	-	-	21,699,424	-	-
Q1 Total	58,872,533	58,872,533	0.0	3,590,740	3,590,740	0.0	62,463,273	62,463,273	0.0
Q2 Total	60,376,805	58,922,998	(2.4)	4,023,334	3,423,637	(14.9)	64,400,140	62,346,634	(3.2)
YTD Total	119,249,339	117,795,531	(1.2)	7,614,074	7,014,376	(7.9)	126,863,413	124,809,908	(1.6)
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	0.0	\$ 9,842,188	\$ 9,842,188	0.0	\$ 58,137,931	\$ 58,137,931	0.0
August	46,386,213	46,386,213	0.0	7,171,967	7,171,967	0.0	53,558,181	53,558,181	0.0
September	48,540,704	48,540,704	0.0	6,453,730	6,453,730	0.0	54,994,433	54,994,433	0.0
October	51,033,516	48,401,597	(5.2)	7,783,764	8,047,540	3.4	58,817,280	56,449,137	(4.0)
November	42,794,820	45,740,910	6.9	8,982,048	8,134,366	(9.4)	51,776,869	53,875,276	4.1
December	40,849,018	44,671,949	9.4	8,646,867	6,732,731	(22.1)	49,495,886	51,404,681	3.9
January	39,857,166	-	-	9,147,004	-	-	49,004,169	-	-
February	36,503,619	-	-	8,381,146	-	-	44,884,765	-	-
March	45,416,745	-	-	9,392,674	-	-	54,809,419	-	-
April	44,969,681	-	-	9,090,251	-	-	54,059,933	-	-
May	48,199,072	-	-	9,465,013	-	-	57,664,085	-	-
June	46,116,071	-	-	9,808,693	-	-	55,924,764	-	-
Q1 Total	143,222,660	143,222,660	0.0	23,467,885	23,467,885	0.0	166,690,545	166,690,545	0.0
Q2 Total	134,677,355	138,814,457	3.1	25,412,680	22,914,636	(9.8)	160,090,034	161,729,093	1.0
YTD Total	277,900,015	282,037,117	1.5	48,880,565	46,382,522	(5.1)	326,780,580	328,419,639	0.5

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

As shown in Table 5, collected toll revenue on the Legacy System showed similar trends versus forecast as those seen in transactions, including significant variations in monthly totals and distribution by payment method. Passenger car revenue was 3.9 percent above forecast for the second quarter, and commercial vehicle revenue was 3.2 percent below forecast. Total Legacy system collected toll revenue for the second quarter of FY 2024 was 1.0 percent above forecast. Overall, FY 2024 YTD collected revenue totals were 0.5 percent above forecast. This is, in part, due to the timing of paid video transactions deviating from forecast, and the higher number of ETC transactions particularly in November and December.

Table 6 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 second quarter trips were 2.8 percent above forecast and collected revenue was 1.4 percent above forecast, primarily due to overperformance in ETC toll revenue in October and December. The difference in impacts between video transactions and video revenue indicates the transactions that were paid in November and December have a lower average toll than was assumed in the forecast.

Table 7 shows the comparison for total transactions and collected toll revenue for the I-95 ETLs. I-95 ETL transactions and revenue in the second quarter of FY 2024 were below forecast by 4.2 and 6.4 percent, respectively. This amounts to a negative forecast variance of approximately 100,000 transactions and \$236,000 for FY 2024 YTD. The deviation of actual transactions from forecast is in part due to raw in-lane traffic remaining unchanged or lower in the second quarter of FY 2024 over the same period in FY 2023, which deviates from the assumption in the forecast.

Table 8 provides a comparison for the total MDTA system transactions and revenue, including all facilities and other revenue. When considering the systemwide performance, transactions in the second quarter were above forecast by 4.0 percent. The associated collected toll and other revenue in the second quarter was 0.6 percent below forecast, in part due to overperformance in ETC toll revenue and underperformance of collected video toll revenue in FY 2024 YTD. Additionally, civil penalty collections fell below forecast in October and December. The forecast assumed there would be an uptick in civil penalty revenue collected in the second quarter of FY 2024 as full enforcement measures resumed, including letters notifying customers of motor vehicle registration suspension and holds.



Ms. Deborah Sharpless
 January 30, 2024
 Page 11

FINAL

Table 6 – Comparison of FY 2024 Forecast and Actual Monthly Collected Trips and Toll Revenue, Intercounty Connector

Month	FY 2024 Trips								
	ETC			Video ⁽¹⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	2,626,455	2,626,455	0.0	337,150	337,150	0.0	2,963,605	2,963,605	0.0
August	2,413,436	2,413,436	0.0	263,955	263,955	0.0	2,677,391	2,677,391	0.0
September	2,932,905	2,932,905	0.0	230,593	230,593	0.0	3,163,498	3,163,498	0.0
October	2,715,662	2,920,431	7.5	325,680	318,384	(2.2)	3,041,342	3,238,815	6.5
November	2,374,180	2,146,090	(9.6)	317,004	330,013	4.1	2,691,183	2,476,103	(8.0)
December	2,349,771	2,601,504	10.7	302,022	299,113	(1.0)	2,651,793	2,900,617	9.4
January	2,326,765	-	-	328,281	-	-	2,655,046	-	-
February	2,096,610	-	-	301,756	-	-	2,398,366	-	-
March	2,552,927	-	-	335,651	-	-	2,888,578	-	-
April	2,522,641	-	-	309,406	-	-	2,832,047	-	-
May	2,880,212	-	-	333,891	-	-	3,214,103	-	-
June	2,641,816	-	-	340,038	-	-	2,981,854	-	-
Q1 Total	7,972,796	7,972,796	0.0	831,698	831,698	0.0	8,804,494	8,804,494	0.0
Q2 Total	7,439,612	7,668,025	3.1	944,706	947,510	0.3	8,384,318	8,615,535	2.8
YTD Total	15,412,408	15,640,821	1.5	1,776,404	1,779,208	0.2	17,188,812	17,420,029	1.3
Month	FY 2024 Collected Toll Revenue								
	ETC			Video ⁽¹⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$ 5,030,627	\$ 5,030,627	0.0	\$ 961,332	\$ 961,332	0.0	\$ 5,991,959	\$ 5,991,959	0.0
August	4,490,200	4,490,200	0.0	733,402	733,402	0.0	5,223,602	5,223,602	0.0
September	5,709,722	5,709,722	0.0	660,333	660,333	0.0	6,370,055	6,370,055	0.0
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	-	-	1,201,705	-	-	5,681,227	-	-
February	4,114,300	-	-	1,129,264	-	-	5,243,564	-	-
March	4,965,664	-	-	1,227,664	-	-	6,193,327	-	-
April	4,982,690	-	-	1,144,516	-	-	6,127,207	-	-
May	5,605,495	-	-	1,227,966	-	-	6,833,461	-	-
June	5,149,686	-	-	1,225,669	-	-	6,375,355	-	-
Q1 Total	15,230,549	15,230,549	0.0	2,355,067	2,355,067	0.0	17,585,616	17,585,616	0.0
Q2 Total	14,503,491	15,208,444	4.9	3,207,040	2,757,932	(14.0)	17,710,531	17,966,376	1.4
YTD Total	29,734,039	30,438,993	2.4	5,562,107	5,112,999	(8.1)	35,296,147	35,551,992	0.7

⁽¹⁾ Pay-by-Plate is included in video trips and revenue.



Ms. Deborah Sharpless
 January 30, 2024
 Page 12

FINAL

Table 7 – Comparison of FY 2024 Forecast and Actual Monthly Collected Transactions and Toll Revenue, I-95 Express Toll Lanes

Month	Transactions			Revenue		
	Forecast	Actual	% Change	Forecast	Actual	% Change
July	810,672	810,672	0.0	\$ 1,228,049	\$ 1,228,049	0.0
August	828,389	828,389	0.0	1,245,369	1,245,369	0.0
September	741,174	741,174	0.0	1,172,279	1,172,279	0.0
October	801,746	744,531	(7.1)	1,266,629	1,149,337	(9.3)
November	785,615	754,799	(3.9)	1,232,205	1,153,900	(6.4)
December	754,447	744,679	(1.3)	1,191,137	1,150,470	(3.4)
January	641,454	-	-	1,033,573	-	-
February	597,530	-	-	957,799	-	-
March	731,878	-	-	1,173,076	-	-
April	834,675	-	-	1,298,205	-	-
May	837,923	-	-	1,319,786	-	-
June	843,579	-	-	1,326,146	-	-
Q1 Total	2,380,235	2,380,235	0.0	3,645,697	3,645,697	0.0
Q2 Total	2,341,808	2,244,009	(4.2)	3,689,971	3,453,708	(6.4)
YTD Total	4,722,043	4,624,244	(2.1)	7,335,668	7,099,404	(3.2)

Table 8 – Comparison of FY 2023 Forecast and Actual Monthly Collected Transactions and Total Revenue, Total Systemwide

Month	Transactions				Total Revenue ⁽¹⁾			
	Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%
July	14,482,273	14,482,273	-	0.0	\$69,402,268	\$69,402,268	\$ -	0.0
August	13,432,776	13,432,776	-	0.0	64,473,442	64,473,442	-	0.0
September	14,215,038	14,215,038	-	0.0	68,152,067	68,152,067	-	0.0
October	14,276,957	14,402,166	125,209	0.9	74,808,237	70,909,023	(3,899,214)	(5.2)
November	12,602,668	13,168,476	565,808	4.5	66,027,727	67,821,141	1,793,414	2.7
December	12,173,917	13,062,486	888,569	7.3	63,403,867	64,255,787	851,920	1.3
January	11,786,273	-	-	-	62,401,527	-	-	-
February	10,977,174	-	-	-	57,369,564	-	-	-
March	13,265,383	-	-	-	69,854,662	-	-	-
April	13,180,143	-	-	-	69,150,091	-	-	-
May	14,301,645	-	-	-	74,212,206	-	-	-
June	13,671,421	-	-	-	71,520,864	-	-	-
Q1 Total	42,130,087	42,130,087	-	0.0	202,027,777	202,027,777	-	0.0
Q2 Total	39,053,541	40,633,128	1,579,586	4.0	204,239,831	202,985,950	(1,253,880)	(0.6)
YTD Total	81,183,628	82,763,214	1,579,586	1.9	406,267,608	405,013,727	(1,253,880)	(0.3)

⁽¹⁾ Total revenue includes toll revenue and other revenue.



Ms. Deborah Sharpless
January 30, 2024
Page 13

FINAL

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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.