



# *Preservation*

MARYLAND TRANSPORTATION AUTHORITY  
ANNUAL REPORT **2010**







MDTA Honor Guard

## WHO ARE WE?

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

The MDTA's eight toll facilities – two turnpikes,\* two tunnels and four bridges – connect One Maryland. The MDTA's revenues are reinvested back into our facilities to operate and maintain them. The MDTA's Trust Agreement for the benefit of its bondholders outlines how these funds may be used and keeps the agency's strong bond ratings secure as it preserves, develops and finances transportation solutions for Maryland's citizens.

For nearly 40 years, the MDTA has provided Maryland's citizens and visitors with safe, secure and convenient transportation facilities. We are committed to preserving our vital infrastructure and to quality and excellence in customer service. We rely on our organization's values, traditions and – most important – our employees to achieve these goals.

\*The first segment of the Intercounty Connector (ICC)/MD 200 opened February 23, 2011.

## A MESSAGE FROM THE GOVERNOR

On behalf of the citizens of Maryland, I am pleased to share with you this report of the 2010 operations of the MDTA. I hope you will find this report informative, enlightening and useful.

As we continue to move Maryland forward, it is important to keep in mind our shared goals and our shared opportunities. It's been a challenging time and yet our State continues to look forward, in no small part due to our dedicated employees who build on past accomplishments, who protect our priorities in the toughest of times and who lead us forward.

This past year once again proved challenging, as we continued to find ways to do more with less. The choices that we made and must continue to make may be difficult; however, we must always strive to provide a transportation system that contributes to our State being a safer, stronger and more secure place to live, work and raise our families.

System preservation is at the forefront of the MDTA's efforts to move Maryland forward. Keeping our transportation infrastructure safe and sound is of paramount importance. As transportation facilities age and are used to an even greater extent, a regular schedule of maintenance and renovation is needed to keep the system operational. As you will read in this 2010 Annual Report, today's system preservation efforts will help ensure that the MDTA's vital transportation links continue to meet the needs of our citizens and visitors in the future.

Martin O'Malley  
Governor



### EMPLOYEES WHO SERVED ON ACTIVE MILITARY DUTY IN 2010

Cecilia Hellrung, Office of the Attorney General

Officer John Colby, II, MDTA Police, Tunnel Command

Officer Peter Leyden, MDTA Police, BWI Marshall/Port of Baltimore

Officer Harold Murdock, MDTA Police, Headquarters

Ronald Hammond, Vehicle Recovery Technician, Multiple Facilities





Thomas J. Hatem Memorial Bridge Preservation Project

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## MISSION

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

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

## EMPLOYEE GUIDING PRINCIPLES

**Safety:** We provide safe and secure facilities for our customers, employees and the communities we serve.

**Employee Empowerment and Accountability:** Our employees conduct routine business without excessive oversight and accept responsibility for their actions.

**Responsiveness:** We adjust quickly to unforeseen and sudden events.

**Vigilance:** We proactively keep watch over our facilities to protect the public and the environment.

**Integrity:** We work within our legal and ethical framework with honesty.

**Communication:** We work to keep our stakeholders informed and value their feedback.

**Equal Opportunity:** We value our diversity and provide opportunities regardless of our differences.

# Vision

Creating EZ Passage Throughout Maryland

I-95 Express Toll Lanes scheduled to open in 2014





## MDTA BOARD MEMBERS

Left to right, starting with the back row:

Peter J. Basso  
Appointed August 2007

Richard C. Mike Lewin  
Appointed August 2007

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

Rev. Dr. William C. Calhoun, Sr.  
Appointed May 2007

Michael J. Whitson  
Appointed May 2007

Mary Beyer Halsey  
Appointed February 2008

Isaac H. Marks, Sr., Esq.  
May 2007 to July 2010

Louise P. Hoblitzell  
Appointed July 1983



## GOVERNING MEMBERS

The Maryland Transportation Authority (MDTA) Board is a group of eight citizens appointed by the Governor with the advice and consent of the State Senate. This group, representing Maryland's geographic regions, serves as our policy-setting, decision-making and governing body and is responsible for all actions taken by the MDTA. The authority to set tolls is at the sole discretion of the Board Members.

Maryland's Secretary of Transportation presides as the MDTA's Chairman. Each Member serves a four-year term, and term expirations are staggered.

Board Members are eligible for reappointment to the MDTA; however, since 2007, there is a limit of three consecutive terms.

## MANAGEMENT COMMITTEE

Randolph P. Brown, P.E.  
Acting Executive Secretary

John J. Ayd  
Chief Information Officer

Marcus L. Brown  
Chief of Police

David W. Chapin  
Special Projects Coordinator

David K. Greene  
Director of Strategic Development

Beverly Hill  
Director of Procurement & Statutory Program Compliance

Douglas M. Hutcheson, P.E.  
Chief Engineer

Derek Jones  
Director of Operations

Jody D. McCurley  
Director of Audits

Deborah E. Sharpless  
Chief Financial Officer

Dennis Simpson  
Director of Capital Planning

Valerie Johnston Smith  
Principal Counsel

Cheryl M. Sparks  
Director of Communications

## A MESSAGE FROM THE CHAIRMAN

On behalf of the MDTA Board Members, I am pleased to share with you the agency's 2010 annual report.

The O'Malley-Brown Administration has made a commitment to make Maryland's transportation system safe, efficient and well-maintained. In my dual role as Maryland Transportation Authority Chairman and Maryland Transportation Secretary, I am actively involved in ensuring the O'Malley-Brown transportation vision becomes a reality while maintaining the fiscal responsibility that is the backbone of the MDTA.

To that end, I am pleased to inform you that we are moving in the right direction. A report released in December 2010 by the Natural Resources Defense Council and Smart Growth America ranked Maryland as one of the top three states in the nation for strong transportation policy. But in order to sustain this momentum, we must ensure that we preserve our infrastructure accordingly, including key links in the State's transportation system such as our toll facilities. Deferring system preservation ultimately leads to much higher costs and disrepair in the years ahead – a situation that none of us want to face in the future.

This annual report highlights these important system-preservation and safety efforts and other key initiatives undertaken during 2010. We are fortunate to have a dedicated and enthusiastic team committed to supporting the MDTA and its mission. The tremendous leadership from our Members is evident in the progress we continue to make in meeting the growing needs of Maryland's citizens.

Beverley K. Swaim-Staley  
Chairman





Thomas J. Hatem Memorial Bridge (US 40)



John F. Kennedy Memorial Highway (I-95)



Fort McHenry Tunnel (I-95)



Baltimore Harbor Tunnel Thruway (I-895)



Francis Scott Key Bridge (I-695)



Intercountry Connector (MD 200)



Bay Bridge (US 50/301)



Governor Harry W. Nice Memorial Bridge (US 301)



## VITAL LINKS IN MARYLAND'S TRANSPORTATION NETWORK

- 1 Thomas J. Hatem Memorial Bridge (US 40)**  
The oldest of the MDTA's facilities, this 1.4-mile, four-lane bridge opened in August 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in north-east Maryland.

FY 2010 traffic volume – 10 million vehicles.

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

FY 2010 traffic volume – 29.4 million vehicles.

- 3 Fort McHenry Tunnel (I-95, I-395)**  
The largest underwater highway tunnel, as well as the widest vehicular tunnel ever built by the immersed-tube method, the Fort McHenry Tunnel opened to traffic in November 1985. The eight-lane tunnel is nearly 1.4-miles long and connects the Locust Point and Canton areas of Baltimore, crossing under the Patapsco River, just south of historic Fort McHenry. The tunnel is a vital link in I-95, the East Coast's most important interstate route.

FY 2010 traffic volume – 44.1 million vehicles.

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

FY 2010 traffic volume – 25.2 million vehicles.

- 5 Francis Scott Key Bridge (I-695)**  
This outer crossing of the Baltimore Harbor opened in March 1977 as the final link in I-695 (the Baltimore Beltway). The 1.7 mile Key Bridge crosses over the Patapsco River where Francis Scott Key was inspired to write the words of the Star-Spangled Banner. This facility also includes the Curtis Creek Drawbridge.

FY 2010 traffic volume – 11 million vehicles.

- 6 Intercountry Connector (MD 200)**  
The Intercountry Connector (ICC)/MD 200 links I-270/I-370 in Montgomery County and the I-95/US 1 business corridor in Prince George's County. The ICC is the MDTA's first all-electronic variably priced toll facility. The first segment between I-370 at Shady Grove and MD 97 in Rockville/Olney opened in February 2011. Tolls are paid at highway speeds using E-ZPass via overhead tolling structures. The Maryland State Highway Administration (SHA) is managing ICC construction, and the MDTA operates and maintains the ICC as Maryland's eighth toll facility.

The first segment, from I-370 at Shady Grove to MD 97 (Georgia Avenue) in Rockville/Olney opened on February 23. The remaining portion of the roadway from Georgia Avenue to I-95 in Laurel is expected to open in late 2011/early 2012.

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

FY 2010 traffic volume – 26 million vehicles.

- 8 Governor Harry W. Nice Memorial Bridge (US 301)**  
Opened in December 1940, this 1.9-mile, two-lane bridge is located on US 301 and spans the Potomac River from Newburg, MD to Dahlgren, VA. President Franklin D. Roosevelt participated in the facility's groundbreaking in 1939.

FY 2010 traffic volume – 6.7 million vehicles.



## CAPITAL INVESTMENTS

### Consolidated Transportation Program

The MDTA's current six-year Consolidated Transportation Program (CTP) is about \$2.7 billion and continues to preserve existing facilities to serve Marylanders for years to come.

In FY 2011, the MDTA's annual capital program is more than \$987 million. With the extensive projects at hand, there is an unprecedented opportunity to partner with Minority Business Enterprises (MBE). MBE participation goals are a priority for the MDTA, which has one of the highest participation rates in the State.

The 2011-2016 CTP consists of 216 projects that range from small feasibility studies of \$25,000 to large-scale construction projects like the Hatem Bridge Preservation Project, Intercounty Connector (ICC)/MD 200 and I-95 Express Toll Lanes<sup>SM</sup>. Projects are organized by three major components for the six-year program:

- **Construction Program:** 39 projects with a total value of approximately \$1.95 billion.
- **Development and Evaluation Program:** Six projects with a total value of more than \$9 million.
- **Minor Projects Program:** 171 projects with a total value of more than \$740 million.

### Highlights of the Design and Evaluation Program:

- Project planning is underway for improvements to the Governor Harry W. Nice Memorial Bridge, the MDTA's second oldest facility. The Nice Bridge Improvement Project is investigating options to address existing and future traffic and safety needs at the two-lane bridge. A preferred alternate is expected to be identified in spring 2011, followed

by the final Environmental Assessment document. Project planning is expected to be complete in summer 2011. The MDTA will continue to work with the federal government, Virginia Department of Transportation, Dahlgren Naval Base and other local government jurisdictions as work continues.

- The I-95 Section 200 Planning Study is examining how traffic congestion and safety can be improved throughout the 16 miles of I-95 from north of MD 43 in Baltimore County to just north of MD 22 in Harford County. The study is expected to be complete by summer 2011.
- The MDTA is seeking to redevelop both I-95 travel plazas – the 35-year-old Chesapeake House and the 47-year-old Maryland House – and is planning to issue a Request for Proposals in 2011.



### Preservation and improvement projects are planned and underway:

- Rehabilitation of I-95 south of the Fort McHenry Tunnel from Joh Avenue to Washington Boulevard. Construction began in summer 2010.
- Interchange improvements at MD 24 and I-95 began in fall 2008. Work will enhance operations and safety at the interchange.
- Complete replacement of the Baltimore Harbor Tunnel Thruway's Canton Viaduct bridge deck and substructure will begin in FY 2015. Engineering will begin in FY 2012.
- Replacement of the 1.5-mile deck of the Thomas J. Hatem Memorial Bridge. Construction began in spring 2008.
- Upgrades to the Nice Bridge toll plaza – needed to accommodate future traffic growth and an increase in E-ZPass<sup>®</sup> usage – began in fall 2008.
- Repairs to the Curtis Creek Drawbridge lifting mechanisms began in January 2010 and were completed in summer 2010.
- Curtis Creek Drawbridge construction to replace the steel grid deck is scheduled to begin in FY 2012.
- Cleaning and painting the structural steel surfaces of the westbound Bay Bridge is expected to begin in spring 2011.

## WHY ARE ROADS TOLLED?

The construction and maintenance of many roads in Maryland have typically been paid with State and federal taxes. However, as transportation needs have increased, government budgets have decreased. Toll roads offer a way to meet transportation challenges without raising taxes. Roads are tolled for three basic reasons:

1. **To pay for the continued maintenance, operation, safety and security of a roadway** – A road is never actually paid for. From the day it opens the pavement begins to deteriorate from weather and wear. Cracks need to be filled, signs and lighting maintained, safety and security continues to be upgraded, surfaces painted, grass mowed and bridge decks replaced. Often, major preservation work costs more than the original construction.
2. **To pay for a road that can't be built soon enough with available resources** – Some transportation projects are needed now. However, the typical process to fund, plan and construct a roadway can take years. Paying for construction today, with bonds backed by future toll revenues, allows the MDTA to avoid inflation for materials, labor and land.
3. **To pay for other transportation improvements in the area** – When a road is tolled, the prospective stream of future revenues allows the capital markets to be tapped for loans and equity to finance the construction of other needed

transportation improvements in the area, such as work on area highways, bridges and tunnels, travel plazas or toll facilities.

Toll roads offer economic, quality of life and safety benefits that can be delivered years in advance of other funding methods.



Governor Harry W. Nice Memorial Bridge over the Potomac River connecting southern Maryland and Virginia





Mary Grahe, Toll Collector  
Fort McHenry Tunnel

## Finance

The MDTA is responsible for various Transportation Facilities Projects, the pooled revenue from which is pledged to the payment of toll revenue bonds. Transportation Facilities Projects include the Nice Bridge, Bay Bridge, Baltimore Harbor Tunnel, Key Bridge, Kennedy Highway, Fort McHenry Tunnel and the ICC/MD 200. The MDTA may issue either taxable or tax-exempt municipal bonds to finance the cost of large-scale projects that would otherwise exceed current available operating revenues. Through this financing mechanism, the MDTA is able to finance the construction of projects that will generate sufficient future revenues to repay bondholders the principal amount borrowed, along with interest.

The outstanding principal and interest due each year is paid from all revenues collected from the MDTA's toll facilities. Toll revenues are the primary source of funds. Revenues from all eight toll facilities are combined for operating, maintaining, preserving, protecting/securing and making capital improvements to these facilities.

The agency's strong bond ratings secure its position to finance transportation solutions for Maryland's citizens. This year, the MDTA received underlying "AA" ratings from all three bond-rating agencies.

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

As of June 30, 2010, the MDTA had direct, conduit, and GARVEE debt outstanding of \$2.7 billion.

## PUBLIC/PRIVATE PARTNERSHIP

In November 2009, Governor Martin O'Malley announced a 50-year agreement between the Maryland Port Administration (MPA) and Ports America Chesapeake that allows the MPA to lease its 200-acre Seagirt Marine Terminal to Ports America. As the owners of Seagirt, the MDTA took steps to refocus agency assets and transferred ownership of the terminal to

the MPA. Under the agreement, the MDTA received in excess of \$140 million to pay for needed system preservation of its roads, tunnels and bridges. The partnership between the MPA and Ports America is expected to produce 5,700 new jobs and generate \$15.7 million per year in new taxes for Maryland.

## SAFETY

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

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

### Enhanced Facility Inspections

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

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

recommendations to enhance the agency's program, many of which have already been implemented, are underway or are planned for the future.

The MDTA inspects all of its toll facilities annually, which exceeds federal inspection standards. Independent, certified and nationally experienced engineering firms inspect all facility structures including bridges, tunnels, roadways, lighting and signage. In addition, the MDTA has increased its budgets devoted to bridge and tunnel inspection, supplemented staffing dedicated to inspections and enhanced its procedures for addressing identified deficiencies. Communications efforts have led to increased transparency with regard to the agency's inspections to strengthen public confidence in the process.

### Courtesy Patrols

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

Courtesy Patrols provide 24-hour coverage at the Bay Bridge, the ICC and the two tunnels; 16 hours-a-day, seven days-a-week at the Kennedy Highway and, when staffing levels permit, 16 hours-a-day, five days-a-week at the Key Bridge. In 2010, patrols assisted drivers of more than 31,000 disabled vehicles and removed over 2,900 of those vehicles from the MDTA roadways, tunnels and bridges. Patrol operators changed more than 6,500 flat tires, returning vehicles to the road within 10 minutes.

Michael Bush, Jr.  
Emergency Response Technician





## INTERCOUNTY CONNECTOR – NEW

### ICC/MD 200

The Intercounty Connector (ICC) connects Montgomery and Prince George's counties near Washington, D.C., and is Maryland's first all-electronic, variably priced toll facility. The MDTA, which provided approximately half of the ICC's financing, is operating the roadway as the agency's eighth toll facility. The State Highway Administration (SHA) is managing the construction of the ICC and the MDTA is working closely with SHA officials to coordinate efforts.

Tolling the ICC helps manage congestion to provide reliable and reduced travel times during incident-free conditions and greater convenience for both drivers and transit users. By varying toll rates by time of day (peak, off-peak and overnight periods), and day of the week, the ICC will provide generally free-flowing traffic – even during peak periods like morning and afternoon rush hours. During peak times, toll rates are higher, which means that less vehicles generally use the roadway. The MDTA announced the tolling plan for the first 5.65-mile segment of the ICC from I-370 at Shady Grove to MD 97 (Georgia Avenue) in Rockville/Olney on June 11, 2010. Drivers of cars and light trucks pay \$1.45 during peak hours, \$1.15 during off-peak times and \$0.60 during the overnight period. In response to public comment, the first segment toll rate schedule is set at the low end of the approved tolling plan.

Tolling also provides funds for financing, operating and maintaining a large transportation project like the ICC. Without tolling, the ICC could not have been built, as conventional transportation funding was insufficient to build the roadway.

The ICC improves mobility and connectivity for Marylanders, whether they drive the roadway; use the roadway to access Metrorail, MARC or local transit services; use the new Maryland Transit Administration's commuter bus service that operates on the ICC; or enjoy connections to bike trails and pedestrian paths. Customers

are experiencing an average of 50% reduction in their travel times. A trip between Shady Grove Metro Station and Georgia Avenue using existing local roadways during the peak travel period takes approximately 22 – 23 minutes, while using the ICC takes seven minutes at 55 mph. This equates to an almost 70% reduction in travel time.

Since the ICC is all electronic, there are no toll plazas with stop-and-go traffic for cash payment. All electronic tolling eliminates vehicle queuing and congestion at toll plazas, which promotes safety, reduces pollution and improves the overall quality of life for commuters and communities. Tolls are collected via E-ZPass at highway speeds as vehicles pass under overhead tolling structures. Although E-ZPass is the most convenient and easiest way to pay tolls on the ICC, drivers may pay the tolls after their trips. With video tolling, a photo of the vehicle's license plate is used to identify the registered owner. A statement is sent to the owner for the amount of the toll plus a \$3 service charge per trip to help cover the significantly higher costs of collecting tolls via this method.

An economic catalyst, the \$2.56 billion ICC is supporting 4,500 jobs involving more than 200 contractors in its construction alone with \$330 million of its construction dollars designated for Disadvantaged Business Enterprise. An independent study by the University of Maryland projects that the ICC, when fully open, will support the development of about 14,000 jobs in Prince George's and Montgomery counties. The study also found the ICC will save Maryland drivers and businesses an estimated \$6.7 billion over the next 20 years in time, fuel and wear-and-tear on vehicles.

## I-95 IMPROVEMENTS – REHABILITATION

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

Anticipated to open in 2014, the ETLs Project will offer drivers in northeast Baltimore the choice to travel in one of four general-purpose lanes in each the northbound and southbound directions of I-95, as they do now, or pay a toll to travel in one of two adjacent express toll lanes northbound and southbound.

Due to the need to allocate funds to preserving aging infrastructure, the MDTA modified the ETLs Project design. The new design includes eight miles of ETLs for through traffic from just south of the I-95/I-895 interchange in Baltimore to just north of MD 43 in White Marsh. ETLs connections will be at I-895, Moravia Road and, southbound I-95, north of MD 43.



The ETLs Project features new northbound and southbound I-95 ETLs bridges through the I-695 interchange, replacement of the structurally deficient MD 43 bridge and interchange modifications, widening of the westbound I-695 approach to US 1 to accommodate the merge of northbound I-95 traffic, and emergency turnarounds at King Avenue and Chesaco Avenue.

Designed to ease congestion and improve safety on the most congested portion of I-95 north of Baltimore, the project has already delivered safety and operational improvements. Benefits to date include improved traffic flow at the I-95/I-695 interchange and the I-95/I-895 interchange; improved lighting and signage throughout the project; improved stormwater management; new sound walls; reforestation; and landscaping.

Upcoming contracts that are anticipated to be advertised in 2011 include construction of the I-95/I-695 ETLs mainline bridges and a new MD 43 bridge, as well as interchange modifications at MD 43.

ETLs toll rates, which will be set approximately one year prior to opening, will vary by vehicle type, time of day and distance traveled and will be collected electronically. Toll rates will be reviewed periodically to maintain relatively congestion-free conditions.

### I-95/MD 24 Improvement Project

Work on the I-95/MD24 Improvement Project began in fall 2008. Its purpose is to enhance safety, reduce congestion and provide sufficient traffic capacity to serve existing and future development needs in the surrounding area. The project limits extend along I-95 from just north of the MD 24 overpass bridge to just south of the Winters Run Stream overpass bridge and along MD 24 from Edgewood Road to just north of the

MD 24 and MD 924/Tollgate Road intersection.

The project is anticipated to be complete in 2011 and involves:

- Constructing MD 24 bridge to allow through traffic to bypass signals at MD 924/Tollgate Road.
- Construction of a temporary MD 24 and MD 924 (Emmorton Road)/Tollgate Road intersection to facilitate construction of the future MD 24 and MD 924/Tollgate Road interchange.
- Widening the northbound MD 24 bridge over I-95 to accommodate the future traffic pattern on northbound MD 24.

Widening of the MD 24 bridge over I-95 along with construction of the temporary intersection at MD 24 and MD 924 are complete and the project progressed to Stage Two in September 2009. The third and final phase began in fall 2010. This phase includes construction of the new MD 24 at MD 924/Tollgate Road interchange, construction of the new MD 24 bridge over MD 924/Tollgate Road and widening of the ramp from northbound I-95 to MD 24.

The I-95/MD 24 Improvement Project outreach team has performed extensive outreach to motorists, residents and businesses through local media, newsletters, website updates, telephone hotline messages and email alerts. The team developed a rendering of the future MD 24 at MD 924/Tollgate Road interchange to illustrate the safety and congestion improvements that will result once the project is complete.

Intercounty Connector Deckover  
in Montgomery County





## PRESERVATION PROJECTS

### Hatem Bridge Preservation Project

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

To that end, the Hatem Bridge Preservation Project began in June 2008. The project includes complete replacement of the bridge roadway (deck), substructure (concrete piers) repairs and installation of a new, permanent jersey barrier in the center of the bridge. The construction schedule consists of four stages. Stage one was completed in August 2009 and stage two took place between August 2009 and January 2010. Stage three – the final stage involving re-decking and substructure work – occurred between January and December 2010. The fourth and final stage, which consists of the installation of a permanent barrier wall in the center of the bridge, began in December 2010 and is expected to be complete in summer 2011.

Throughout the project, one lane remains open for travel in each direction, except during scheduled times to allow for the delivery of construction materials and moving equipment or as needed for ongoing maintenance, deck repairs and routine annual inspections. Commercial vehicles with four or more axles are restricted from crossing the bridge from 6 a.m. to 10 p.m., seven days-a-week.

Processes are in place to protect the environment during the work, including installation of shielding underneath the bridge to keep construction debris

from falling into the Susquehanna River. In addition, noise restrictions have been instituted to minimize disturbances to the surrounding communities.

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

### Bay Bridge Preservation Project

In April 2010, the MDTA and its partners American Bridge and URS successfully installed the last new deck segment of the Bay Bridge Preservation Project. This marked the culmination of a long-term effort to extend the life of the bridge's westbound span by re-decking the suspension-span and through-truss sections with 300 pre-cast concrete deck segments. All re-decking efforts were completed in fall 2010, with lane-signal work expected to be complete in spring 2011.

The Bay Bridge is a vital link between the Eastern and Western shores of Maryland. During the entire re-decking process, crews minimized impacts to traffic with scheduled overnight closures of the westbound span. The MDTA's Division of Communications led extensive outreach efforts to the Eastern Shore, Baltimore, Annapolis and Washington, D.C., through community events, email alerts, web site updates and local media outlets. The bridge opened late only once to rush-hour traffic in more than two-and-a-half years of re-decking construction.

During the Bay Bridge Preservation Project, concrete deck segments, ranging in size from 15 to 49 feet long and weighing 29,000 to 90,000 pounds, were fabricated off-site and barged to the bridge for installation. The new, full-depth deck segments – 144 suspension-span and 156 through-truss segments – along with new railing and overhead lane signals, spot painting and electrical upgrades, comprise the preservation project.

Additional preservation work is planned for the bridge in the MDTA's Capital Program, including painting of the westbound span, rewinding of the suspension cables for both spans and repairs to the bridge piers, among other projects.

The MDTA's Government and Community Relations section coordinates the Bay Bridge Reconstruction Advisory Group (BBRAG), a citizen-based group that provides feedback about bridge operations and ongoing preservation efforts. BBRAG members represent the two counties connected by the bridge (Anne Arundel and Queen Anne's counties) and commuters from both the Western and Eastern shores. The group meets regularly to assess operational challenges, discuss public-outreach opportunities and serve as a forum for bridge traveler's concerns.

### Curtis Creek Drawbridge

Repairs to the I-695 Curtis Creek Drawbridge's aged and corroded lifting mechanisms took place between January and April 2010. The work, which involved removal and rehabilitation of eight trunnion bearing shafts (axles on which the lifting mechanism turns), necessitated extended closures of both the inner and outer loops of I-695 at the drawbridge. One direction was closed at a time, with one lane of traffic maintained in each direction via barrier-separated two-way traffic.

Work included design and custom fabrication of specialized jacking elements; removing concrete and relocating electrical conduits. The cost of the repairs totaled more than \$5 million.

During the project, trucks more than 8'6" in width were restricted, and the speed limit was reduced from 55 mph to 45 mph. Periodic and extended detours were placed in effect for various work activities.

Extensive internal and external partnering efforts contributed to the successful execution and completion of the project. Staff coordinated with Baltimore City and Anne Arundel County Police and Transportation Departments, Maryland State Highway Administration, the U.S. Coast Guard, AAA, Maryland Motor Trucking Administration, elected officials and the Port of Baltimore. Motorists were provided information about the project via signage, flier distribution, websites and local media.

The outer loop Curtis Creek Drawbridge was built in 1974 (one lane in each direction), with the inner loop following in 1978 as part of the last section of the Baltimore Beltway. Drawbridge openings allow maritime traffic to pass through Curtis Creek to reach two federal installations – the U.S. Coast Guard Yard and the Defense Logistics Agency's Curtis Bay Depot.

*William Preston Lane Jr. Memorial (Bay) Bridge spans the Chesapeake Bay and connects Anne Arundel County with the Eastern Shore*



Re-decking the Thomas J. Hatem Memorial Bridge







Unimog washing the walls of the Fort McHenry Tunnel

### I-695/Quarantine Road

Reflecting its commitment to safe and efficient travel and environmental stewardship, the MDTA began a project in April 2010 to improve the I-695/Quarantine Road interchange at the Key Bridge. The project is aimed at improving safety, reducing congestion and providing environmental enhancements on I-695 at Exit 1 (Quarantine Road) and on Quarantine Road approaching I-695.

Work is anticipated to be complete in summer 2011 and includes:

- Widening three interchange ramps to reduce congestion and improve safety.
- Permanently removing the Quarantine Road ramp to the outer loop of I-695. Motorists now use the Fort Armistead ramp to access the outer loop.
- Replacing three traffic signals and improving timing to reduce delays during peak-traffic periods.
- Adding a lane on southbound Quarantine Road prior to Hawkins Point Road.
- Adding a new traffic signal at the end of the ramp from the outer loop of I-695 to Quarantine Road.

Along with safety improvements, the project includes environmental upgrades. Crews will construct a storm-water management pond that will improve water quality, reduce rainfall runoff and remove pollutants from roadway surfaces. The project also will provide three acres of native species reforestation, erosion sediment control and landscaping.

### I-95 Rehabilitation South of the Fort McHenry Tunnel

This one-and-a-half year, \$12.4 million project to resurface Interstate 95 travel lanes, ramps and overpasses between Joh Avenue and just north of Washington Boulevard in Baltimore City began in summer 2010. Work also includes upgrading signs and lighting along the roadway. This portion of I-95 is part of the Fort McHenry Tunnel toll facility. Completion is expected in winter 2011/2012.

### Nice Bridge Toll Plaza Improvement Project

The \$5.6 million Nice Bridge Toll Plaza Improvement Project began in fall 2008 and includes realigning the northbound and southbound approaches to the toll plaza – including reconstructing and widening the concrete roadway and reconstructing the approaches' shoulders, barrier and median (from ¼ mile prior to the bridge). Work also includes replacing and upgrading tollbooths and safety features at the toll plaza and improving signage at the facility.



## E-ZPASS®

April 2010 marked 11 years of electronic toll collection in Maryland. In those 11 years, E-ZPass use has consistently grown each year. More than 881,000 E-ZPass Maryland transponders are on the move, and nearly 62% of all traffic at the MDTA facilities uses E-ZPass to pay tolls electronically. A remarkable 73% of customers using the Francis Scott Key Bridge use E-ZPass for their toll transactions (based on November 2010 data).

In its continuing efforts to create EZ Passage throughout Maryland, the MDTA enhanced customer service and improved tolling operations at its facilities:

- To improve traffic flow, customer convenience and safety, a new toll-plaza lane configuration was implemented at the Key Bridge. As a result of increased E-ZPass usage and to enhance efficiency, the toll-lane realignment eliminated one E-ZPass/Cash lane and added one E-ZPass-Only dedicated lane in each direction of the toll plaza. The configuration now separates cash and E-ZPass lanes – keeping cash customers in the right two lanes – eliminating customer confusion concerning toll lane use and resulting in a safer traffic pattern. The new design also provides an additional dedicated lane for truck traffic to the right of the toll plaza.
- In June 2010, southbound Toll Lane 11 at the Baltimore Harbor Tunnel was converted into an E-ZPass Only lane. Of the seven southbound lanes, staff now has the ability to designate four as E-ZPass Only lanes to help improve the morning commute.
- Planning and staff training was initiated in anticipation of the new Stop-in Centers opening for the Intercounty Connector (ICC) in Montgomery and Prince George's Counties. A Business Outreach

Team was established to provide information to large employers, businesses and civic organizations on how to use the ICC and get E-ZPass.

- Independent public accountant Clifton Gunderson (CG) performed a detailed audit of the controls for electronic toll-collection processing activities performed by both MDTA and Affiliated Computer Services, MDTA's E-ZPass contractor. CG has issued an unqualified opinion that these controls were suitably designed and operating effectively during 2010.
- Officials continue to examine the potential for All Electronic Tolling (AET) at its facilities. AET affords motorists the full benefits of electronic toll collection by recording transactions at highway speeds without toll plazas. AET eliminates vehicle queuing and congestion at toll plazas, which promotes safety, saves motorists money, reduces pollution and improves the overall quality of life for commuters and communities. AET is the toll collection method used on the ICC/MD 200 and planned for the I-95 Express Toll Lanes<sup>SM</sup>.

While the MDTA continued to enhance customer service, the agency felt the pinch of the economic downturn facing the nation as a whole. Cost-recovery efforts for E-ZPass operations generated \$52.5 million in 2010. This amount represents a partial recovery of the system's operating and processing costs, which the MDTA subsidizes.

Left to Right: Alison Smith, Charlene Manns and Wendy Smith, E-ZPass Stop-in Center representatives





## LAW ENFORCEMENT

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

The MDTA Police uses innovative programs, including Interagency Traffic Initiatives and DUI and security check points, to increase traffic and criminal enforcement. In 2010, officers made 676 criminal arrests, issued 10,781 seatbelt warnings and citations and arrested 981 subjects for suspected DUI offenses.

In 2010, the Commercial Vehicle Safety Unit (CVSU) inspected 22,938 vehicles, finding 4,794 vehicles overweight. The unit took 3,951 vehicles and 1,827 drivers out-of-service to help preserve our roadways and facilities.

Other law-enforcement highlights:

- On January 13, 2010, the MDTA Police hosted its first Women's Law Enforcement Career Night, "Women Empowering Women." Approximately 60 guests attended the forum.
- A Graduation Ceremony was held Jan. 21, 2010 for the MDTA Police Class 42. Thirty-seven police recruits graduated and now serve the MDTA, Coppin State University, Baltimore City Sheriff's Office and the Annapolis Police Department. Police recruits trained for 36 weeks at the MDTA Police Academy.

- In March 2010, members of the MDTA Police attended the Commission on Accreditation for Law Enforcement Agencies (CALEA) conference. The review committee voted unanimously to make the recommendation to the full CALEA committee to present the MDTA Police with its third reaccreditation certificate.
- The MDTA Police also hosted its first Police Cadet Career Night on April 30, 2010. More than 30 young men and women participated in the event, which was designed to provide high school seniors and graduates – ages 17-20 – with information about becoming a MDTA Police Cadet. Cadets receive training and work alongside the MDTA Police officers until they are eligible to enter the MDTA Police Training Academy.
- The MDTA Police participated in the Maryland Law Enforcement Torch Run in June 2010. The Special Olympics Flame of Hope was proudly held by Chief Marcus Brown as it crossed the Bay Bridge and was then escorted via Marine Unit to the Annapolis city dock.



## HOMELAND SECURITY

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

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

### Other homeland-security highlights:

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

The MDTA Police conduct enforcement checks at the Francis Scott Key Bridge



Officer Ernest Fischer, Commercial Vehicle Safety Unit, conducting an inspection at JFK



## SMART, GREEN & GROWING

The Maryland Transportation Authority (MDTA) joins the O'Malley-Brown Administration in its Smart, Green & Growing initiative, in which Marylanders are coming together to strengthen the State's economy, protect the environment and improve our quality of life. To that end, following the establishment of an environmental office in 2008, the MDTA continued to take its environmental commitment to greater heights. Former Executive Secretary Ronald L. Freeland signed the MDTA's Environmental Commitment Statement, which describes the agency's commitment to compliance, stewardship and sustainable development.

Highlights for 2010 include:

- **Environmental and Sustainability Oversight Committee (ESOC)**

The Environmental and Sustainability Oversight Committee (ESOC) was established to ensure that the principles of the environmental commitment statement are considered and incorporated where feasible into the MDTA projects and initiatives. Representatives from all the MDTA divisions meet regularly to share information and evaluate projects in terms of sustainable development.

- **Earth Day**

To commemorate the 40<sup>th</sup> anniversary of Earth Day, the ESOC sponsored the "That's A Green Idea" contest in which employees submitted their ideas to enhance the agency's sustainability initiatives. Thirty-seven ideas were submitted and evaluated based on extent of environmental benefit, ease of implementation, overall cost and potential for sustained success. Three winning ideas were selected, with at least one idea being implemented by the ESOC.

- **Renewed Recycling Efforts**

The MDTA's pilot recycling program got into full swing during 2010 when the Point Breeze complex, MDTA Police Headquarters and the Francis Scott Key Bridge began dual-stream recycling programs. The Environmental Compliance Office (ECO) held kick-off events to promote the pilot programs, which require the separation of paper and cardboard from cans and bottles.

The MDTA employees at these three locations have recycled nearly five tons of paper, bottles, cans and cardboard. This translates to environmental savings of approximately 14 cubic yards of landfill space, 10 barrels of oil, 288 pounds of air pollution effluents, 82 trees and more than 19,000 kilowatt hours of energy.

Revenues from the recycling program are being set aside in a "Green Fund" that will be used by the ESOC to continue its efforts.

- **Increasing Energy Efficiency**

The agency's Energy Management Teams (EMTs) continue to encourage employees to use energy-reduction practices daily. The Point Breeze EMT completed several energy-savings projects, including the installation of a simplified Energy Management Control System that shuts down the Heating, Ventilation, and Air Conditioning (HVAC) system for 20-30% of the day, depending on the season and outdoor temperatures. In addition, the control system for the exterior parking lot lights at the 2310 Broening Highway building has been revamped to reduce operating times by 25%. Many facilities throughout the agency have continued to make improvements in their HVAC and lighting systems and hardware to gain operating efficiency and to reduce costs.

- **Green Roofs**

Across the agency, roofs are being installed with a Solar Reflectance Index greater than 78, as recommended by the LEED Green Building Rating System.

- **Energy Management Contract**

The MDTA's Energy Services Contractor, Energy Systems Group, was issued a Notice to Proceed on October 21, 2010, to begin work on the agency's overall energy program to upgrade systems and hardware, including interior lighting, green initiatives, mechanical controls, water and sign lighting. The installation of LED roadway sign lighting and energy-saving electrical and mechanical controls to all the MDTA buildings to meet a goal of reducing energy consumption by 20% agency-wide is underway. Work is scheduled for completion by the end of 2011.

- **Reforestation Efforts**

On April 19, 2010, MDTA Chairman Beverley K. Swaim-Staley and Baltimore Mayor Stephanie Rawlings-Blake announced a partnership between Baltimore and the MDTA that resulted in the planting of more than 1,100 deciduous and evergreen trees within City communities at Patterson Park, Joseph Lee Park, Druid Hill Park, Carroll Park, Farring Baybrook Park and the Broadway median. The reforestation effort is consistent with the MDTA's environmental commitments for the I-95 Express Toll Lanes<sup>SM</sup> project to help mitigate tree removal that has occurred during construction.

- **New Web Pages Launched**

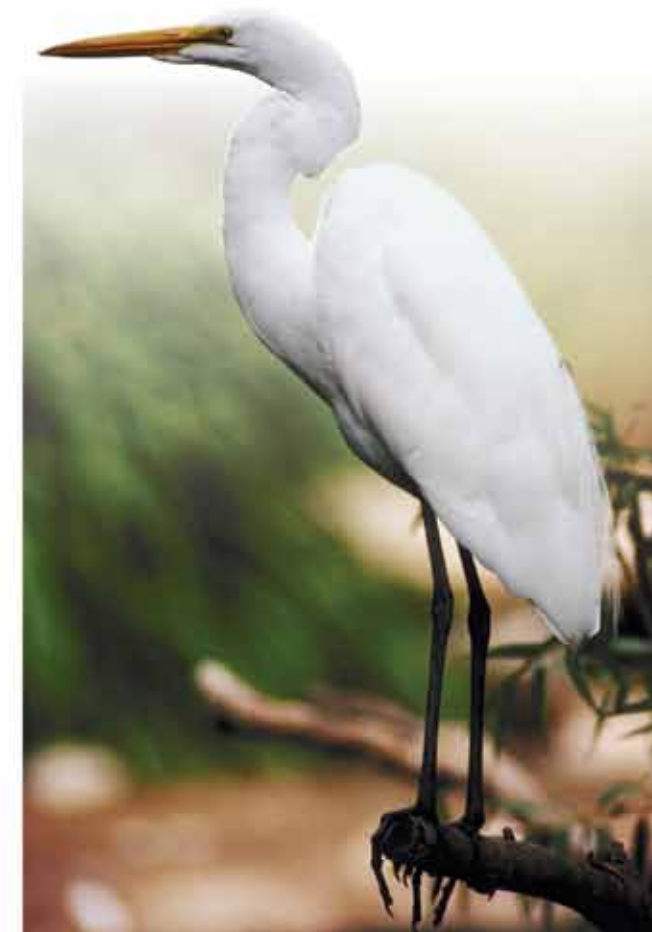
To coincide with Earth Day 2010, the MDTA launched its first web pages dedicated to environmental efforts and projects on [mdta.maryland.gov](http://mdta.maryland.gov).

- **Efforts Recognized**

As a result of its actions to reduce impact on the environment and its willingness to share these actions with others, the MDTA was accepted into the Maryland Green Registry. The Registry is a voluntary, self-certification program offering tips and resources to help organizations set and meet their own goals on the path to sustainability.



The MDTA strives to protect the environment and improve our quality of life



Druid Hill Park reforestation project



## CUSTOMER SERVICE

In 2010, the MDTA's Division of Communications continued to keep customer service at the forefront of the agency's operations. The team is committed to providing customers with the tools necessary to plan their daily commutes or their vacations using a mix of public relations, advertising and grassroots marketing.

The 1-877-BAYSPAN (229-7726) hotline for 24/7 Bay Bridge traffic conditions continues to be an invaluable resource for residents, commuters and travelers. In 2010, the hotline received more than 1.4 million calls.

The [baybridge.com](http://baybridge.com) web site remained an extremely popular information source, with more than 367,000 unique visitors accessing the web site during 2010, a remarkable 280,000 of which were first-time visitors. In addition, more than 8,000 [baybridge.com](http://baybridge.com) visitors are registered to receive email alerts. The Division of Communications generates the email alerts – nearly 100 alerts were sent in 2010 – providing information about significant incidents, lane closures, bridge services and safety efforts.

The agency redesigned its [mdta.maryland.gov](http://mdta.maryland.gov) web site to provide valuable information about all facets of the agency. Content management of the site was moved in-house, affording staff greater efficiency and ease in providing timely and accurate information to its customers. More than 159,000 unique visitors browsed the site in 2010.

More than 760,000 customers contacted the E-ZPass Maryland Customer Service Center in 2010 and received assistance.



Other customer-service highlights for this year included:

- During 2010, the MDTA Division of Communications staff handled more than 3,200 customer calls, emails and pieces of correspondence and 400 media inquiries. In addition, 230 traffic advisories and news releases were provided to media outlets.
- Spike and Otis "Spokesbirds" continued to emphasize safety tips and the best times for traveling the Bay Bridge.
- The 1-888-MDTA-411 (1-888-6382-411) hotline continued to provide 24/7 traffic information related to the Hatem Bridge Preservation Project. More than 4,400 calls were received during 2010. In addition, almost 470 [hatembridge.com](http://hatembridge.com) visitors are registered to receive email alerts.
- The [I-95ExpressTollLanes.com](http://I-95ExpressTollLanes.com) web site provided project information to almost 76,000 visitors to the site during 2010.
- The MDTA Police and MDTA staff hosted the Fort McHenry Tunnel 5K Run/Walk on September 19, 2010. Participants ran or walked through the right northbound tunnel tube and raised more than \$50,000 for Special Olympics Maryland.
- The MDTA Police and MDTA staff hosted another successful Toys for Tots campaign. The event marked the 21<sup>st</sup> year the MDTA participated in this program. More than 5,000 toys and \$7,000 were collected during the 2010 campaign. Since 1990, more than 123,000 toys and \$86,000 has been collected from the MDTA customers and employees.
- The ICC 5K Walk/Run was held on October 17, 2010, and offered participants the opportunity to travel the first segment of the ICC/MD 200 by foot. The event raised nearly \$30,000 for Special Olympics Maryland.
- The MDTA employees battled numerous blizzards and winter-weather events during 2010. The men and women of the MDTA worked many long hours to keep our facilities open for Maryland's citizens and visitors and assisted motorists who found themselves needing help along our roadways.
- The MDTA continued efforts to redevelop the Maryland House and Chesapeake House travel plazas on the John F. Kennedy Memorial Highway (I-95). With the Maryland House and Chesapeake House more than 40 and 30 years old respectively, the MDTA studied options to meet future customer needs at the two plazas. The study showed that these facilities – two of the busiest travel plazas in the country – are outdated and are approaching the end of their service lives. The MDTA is seeking to accommodate traveler demand over the next 35 years through consistent provision of quality services, products and hospitality.
- To ensure consistency, effectiveness and accountability of the agency's operations for its customers, the MDTA staff developed Standard Operating Procedures for all offices and divisions within the agency.

Fort McHenry Tunnel Run 2010



Baltimore Harbor Tunnel maintenance crew removes snow on McComas Street





I-95 Express Toll Lanes<sup>SM</sup> project outreach team

## INDUSTRY AWARDS

- In January, the MDTA was honored with five Awards of Excellence at the 2010 Maryland Quality Initiative (MdQI) Conference. MdQI is a cooperative effort by Maryland's highway industry dedicated to continuous quality improvement in the planning, design, construction and maintenance of Maryland's highway system. The five awards included:

### MDTA 2010 Quality Award

For the installation of northbound and southbound express toll lanes and pavement at the Fort McHenry Tunnel toll plaza.

### MdQI 2010 Award of Excellence – Traffic & Safety

For upgrading and replacing existing signing at MDTA facilities.

### MdQI 2010 Award of Excellence – Partnering

For the I-895/I-95 northbound mainline and Moravia Road and Moravia Park Drive bridges.

### MdQI 2010 Award of Excellence – Consultant Structure Design

For the I-895/I-95 northbound mainline and Moravia Road and Moravia Park Drive bridges.

### Federal Highway Administration – Exemplary Ecosystem Initiative

For its Aquatic Ecosystem Restoration: The ICC Natural Environmental Stewardship Initiative.

- The I-95 Express Toll Lanes<sup>SM</sup> (ETLs) project outreach team was honored with the 2010 National Partnership for Highway Quality Making a Difference Silver Award in the Public Communications category. The award “recognizes teams that have excelled in safe traffic operations through well-planned public communications about project activities, how to

avoid constricted work zones, how to use alternate routes and what length of delays to expect when no alternatives are available.” It also recognizes outstanding public communications achievements by a team's use of public announcements.

- The graphic rendering developed for the future MD 24 at MD 924/Tollgate Road interchange was selected as a silver winner in the 2010 Summit Creative Award competition. The rendering outlines the future bridge overpass, MD 924 underpass, future ramps and traffic signals to illustrate the safety and congestion improvements that will result once the project is complete.
- The Office of Engineering and Construction was honored with a Maryland Asphalt Association Paving Award for the I-95/I-895 Interchange on the I-95 Express Toll Lanes<sup>SM</sup> (ETLs) project.
- The I-95 ETLs team that worked on the I-95/I-695 interchange received the American Concrete Institute's (ACI) award in the Heavy Construction category.
- The Bay Bridge Preservation Project team received ACI's Excellence in Concrete Construction Award.
- The ETLs team that worked on the I-95/I-895 interchange and Moravia Road project was honored with a Construction Management Association of America Award.

The following are excerpts of the Maryland Transportation Authority's financial statements for the year ended June 30, 2010. The MDTA's financial statements were audited by Clifton Gunderson LLP. Their opinion, issued on October 15, 2010, concluded that the MDTA's statements present fairly, in all material respects, the financial position of the MDTA as of June 30, 2010, and the changes in its financial position and its cash flows for the year then ended, in conformity with accounting principles generally accepted in the United States of America. A copy of the MDTA's complete financial statements, including the accompanying footnotes which are an integral part of the financial statements, can be obtained on the MDTA's web site at [mdta.maryland.gov](http://mdta.maryland.gov).

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## STATEMENT OF NET ASSETS

as of June 30, 2010 (In Thousands)

ASSETS	
<b>Current Assets</b>	
Cash and cash equivalents	\$ 90,973
Restricted cash and cash equivalents	334,362
Investments	56,145
Restricted investments	346,603
Intergovernmental receivable	12,889
Inventory	4,261
Accounts receivable	10,332
Accrued interest	2,683
Notes receivable	1,674
Contractor deposits	555
Total current assets	860,477
<b>Noncurrent Assets</b>	
Capital Assets, not being depreciated	
Land	404,872
Construction in progress	2,175,250
Capital assets, net of accumulated depreciation	1,300,426
Total capital assets	3,880,548
Restricted investments, net of current portion	106,502
Investments, net of current portion	290,982
Notes receivable, net of current portion	10,941
Direct financing lease receivable	386,291
Contractor deposits, net of current portion	776
Other assets	8,431
Deferred financing costs, net of accumulated amortization	16,504
Total noncurrent assets	4,700,975
<b>Total Assets</b>	<b>\$ 5,561,452</b>

## STATEMENT OF NET ASSETS (CONT.)

as of June 30, 2010 (In Thousands)

LIABILITIES AND NET ASSETS	
<b>Current Liabilities</b>	
Accounts payable & accrued liabilities	\$ 117,473
Intergovernmental payable	33,955
Unearned revenue	14,784
Accrued Interest	60,883
Contractor deposits and retainage	1,092
Accrued annual leave	453
Accrued workers' compensation costs	1,270
Bonds payable	84,465
Total current liabilities	314,375
<b>Noncurrent Liabilities</b>	
Contractor deposits and retainage, net of current portion	12,780
Accrued annual leave, net of current portion	8,085
Accrued workers' compensation costs, net of current portion	6,924
Bonds payable, net of current portion	2,676,028
Total noncurrent liabilities	2,703,817
Total liabilities	3,018,192
<b>Net Assets</b>	
Invested in capital assets, net of related debt	1,546,380
Restricted for:	
Debt service	164,802
Capital expenses	494,800
Unrestricted	337,278
Total net assets	2,543,260
<b>Total Liabilities and Net Assets</b>	<b>\$ 5,561,452</b>



## STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS

Year Ended June 30, 2010 (In Thousands)

<b>Operating Revenues</b>	
Toll	\$ 303,095
Concession	9,012
Intergovernmental	211,336
E-ZPass	20,838
Other	4,896
	<hr/>
Total operating revenues	549,177
<b>Operating Expenses</b>	
Collection, police patrol, and maintenance	145,339
Major repairs, replacements, and insurance	59,768
General and administrative	26,631
Depreciation	50,414
	<hr/>
Total operating expenses	282,152
	<hr/>
Income from operations	267,025
<b>Non-operating Revenues (Expenses)</b>	
Investment revenue	1,790
Restricted interest income on investments	10,543
Gain on disposal of land	58,707
Interest expenses	(45,208)
	<hr/>
Total non-operating revenues & expenses	25,832
	<hr/>
Change in net assets	292,857
<b>Net Assets - Beginning of Year</b>	<b>2,250,403</b>
	<hr/>
<b>Net Assets - End of Year</b>	<b>\$ 2,543,260</b>
	<hr/> <hr/>

## STATEMENT OF CASH FLOWS

June 30, 2010 (In Thousands)

<b>Cash Flows from Operating Activities</b>		Supplemental disclosure of significant noncash investing activities - change in fair value of investments	\$ 1,517
Receipts from toll collections	\$ 320,946		
Receipts from concessions and other revenue	14,518	Supplemental disclosure of significant noncash capital financing activities - capitalized interest and unpaid additions to capital assets	\$ (55,607)
Receipts from other governmental agencies for services	205,018		
Payments to employees	(128,142)	Supplemental disclosure of significant noncash financing activities - amortization of debt issuance costs and premium	\$ 5,422
Payments to suppliers	(85,854)		
	<hr/>		
Net cash provided by operating activities	326,486		
<b>Cash Flows from Noncapital Financing Activities</b>			
Debt principal payments, net of direct financing lease receivable	1,590		
<b>Cash Flows from Capital Financing Activities</b>			
Capital debt interest payments	(85,202)		
Capital debt principal payments	(69,084)		
Direct financing costs	(3,452)		
Proceeds from sales of fixed assets	140,000		
Bond proceeds	561,505		
Purchase of capital assets	(763,272)		
	<hr/>		
Net cash used in capital financing activities	(219,505)		
<b>Cash Flow from Investing Activities</b>			
Proceeds from sales of investment	4,512,514		
Proceeds from interest income on investments	12,026		
Purchase of investment	(4,756,093)		
	<hr/>		
Net cash used in investing activities	(231,553)		
	<hr/>		
<b>Net Decrease in Cash and Cash Equivalents</b>	<b>(122,982)</b>		
	<hr/>		
<b>Cash and Cash Equivalents - Beginning of Year</b>	<b>548,317</b>		
	<hr/>		
<b>Cash and Cash Equivalents - End of Year</b>	<b>\$ 425,335</b>		
	<hr/> <hr/>		
		<b>Reconciliation of Operating Income to Net Cash Provided by Operating Activities</b>	
		Income from operations	\$ 267,025
		Depreciation	50,414
		Effect of Changes in operating assets and liabilities:	
		Intergovernmental receivables	(7,246)
		Inventory	(175)
		Accounts receivable	(91)
		Note receivable	928
		Accounts payable and accrued liabilities	15,780
		Intergovernmental payables	1,679
		Deferred revenue	(2,285)
		Accrued annual leave	393
		Accrued workers' compensation costs	64
			<hr/>
		<b>Net Cash Provided by Operating Activities</b>	<b>\$ 326,486</b>
			<hr/> <hr/>



## REVENUE, EXPENSES AND CHANGES IN NET ASSETS

Years Ended June 30, 2010, 2009, 2008 (In Thousands)

	2010	2009	2008
Operating revenues	\$ 549,177	\$ 402,969	\$ 401,626
Operating expenses	<u>282,152</u>	<u>257,887</u>	<u>276,567</u>
Net operating income	267,025	145,082	125,059
Non-operating revenues (expenses)	<u>25,832</u>	<u>(19,991)</u>	<u>5,925</u>
Increase in net assets	<u>\$ 292,857</u>	<u>\$ 125,091</u>	<u>130,984</u>

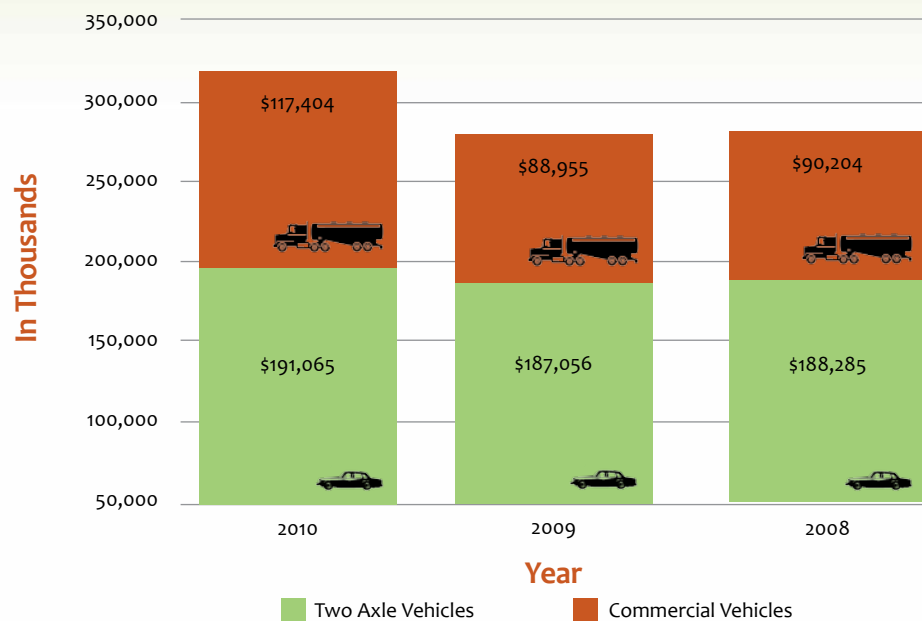
## ASSETS, LIABILITIES AND NET ASSETS

Years Ended June 30, 2010, 2009, 2008 (In Thousands)

	2010	2009	2008
Current Assets	\$ 860,477	\$ 1,151,776	\$ 1,277,603
Noncurrent Assets	820,427	434,570	432,138
Capital Assets, net	<u>3,880,548</u>	<u>3,193,708</u>	<u>2,419,102</u>
Total Assets	<u>\$ 5,561,452</u>	<u>\$ 4,780,054</u>	<u>\$ 4,128,843</u>
Current Liabilities	\$ 314,375	\$ 279,865	\$ 253,466
Long-term Bonds Payable	2,676,028	2,212,434	1,859,403
Other Long-term Liabilities	<u>27,789</u>	<u>37,352</u>	<u>33,101</u>
Total Liabilities	<u>\$ 3,018,192</u>	<u>\$ 2,529,651</u>	<u>\$ 2,145,970</u>
Net Assets			
Invested in Capital Assets	\$ 1,546,380	\$ 1,362,646	\$ 1,678,752
Restricted	659,602	606,522	226,744
Unrestricted	<u>337,278</u>	<u>281,235</u>	<u>77,377</u>
Total Net Assets	<u>\$ 2,543,260</u>	<u>\$ 2,250,403</u>	<u>\$ 1,982,873</u>



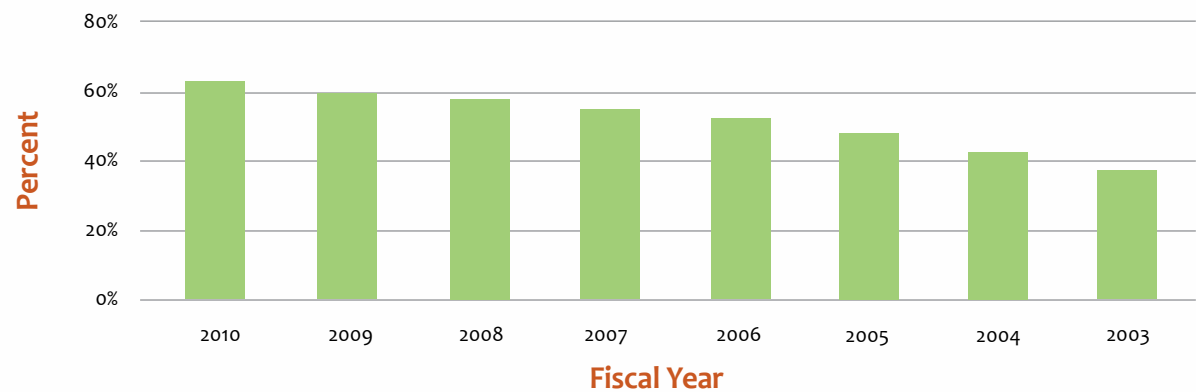
**TOLL REVENUE**



**TOLL COMPOSITION**



**PERCENT OF CUSTOMERS USING ELECTRONIC TOLL COLLECTION**



**IN SERVICE TO THE MARYLAND TRANSPORTATION AUTHORITY**

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



**Martin O'Malley, Governor**

**Anthony G. Brown, Lt. Governor**

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



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