



Maryland Transportation Authority
Improving Today. Planning Tomorrow.



The Maryland Transportation Authority is an independent State agency established in 1971 to construct, manage, operate and improve the State's toll facilities, as well as to finance new revenue-producing transportation projects for the Maryland Department of Transportation. The Authority's seven toll facilities — a turnpike, two tunnels and four bridges — help keep traffic moving in Maryland. All of the Transportation Authority's projects and services are funded through tolls and revenues paid by customers who use the agency's facilities. For more than 30 years, the Maryland Transportation Authority has provided Maryland's citizens and visitors with safe and convenient transportation facilities. We are committed to quality and excellence in customer service, and we rely on our organization's values, traditions and — most important — our employees to achieve these goals.

A MESSAGE FROM THE GOVERNOR



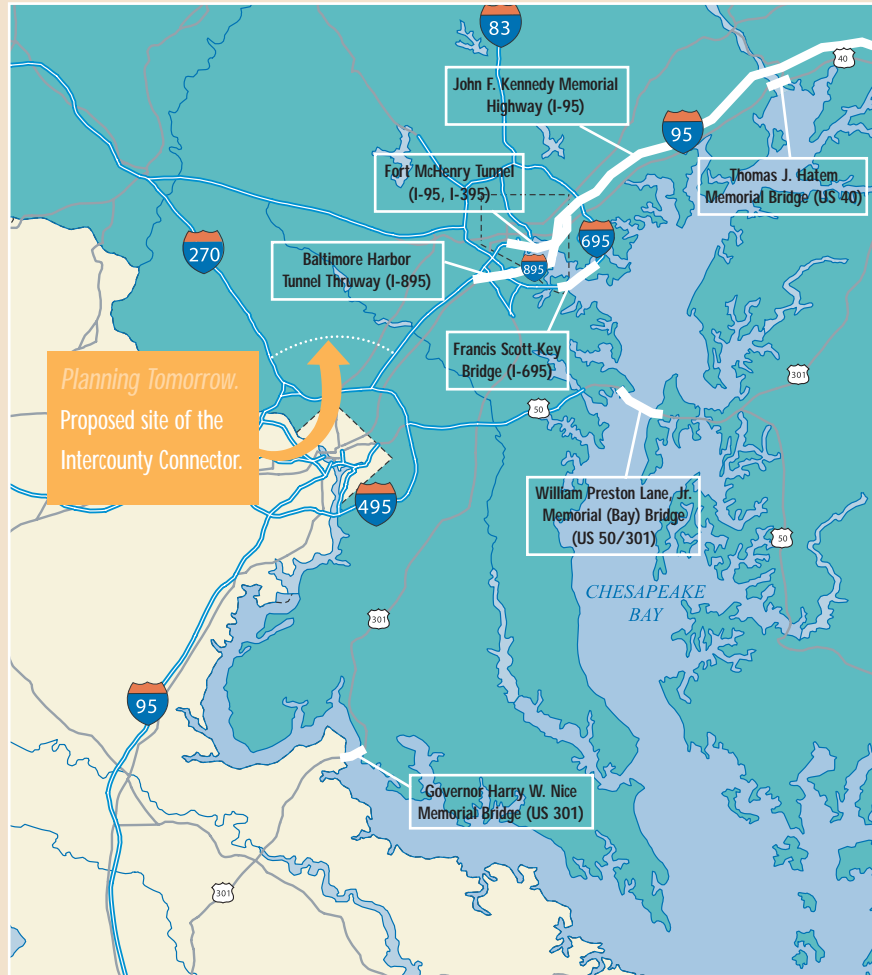
Maryland's transportation system must work for every citizen in every corner of the State. We also must map out a system to meet Maryland's transportation needs well into the future.

My action agenda calls for fundamental changes in the way we approach transportation: to capitalize on new ideas, methods and partners, as well as a renewed willingness on the part of our citizens to consider alternative approaches to funding transportation. The Maryland Transportation Authority is key to my vision of bringing a More Mobile Maryland to every corner of our State. Tolling must lead our strategies to build projects like the Intercounty Connector, expand the 10 miles of I-95 from just inside Baltimore City to White Marsh and fund other efforts to reduce the congestion tax paid daily when we sit in traffic.

In a post-9/11 world, investments in transportation and homeland security go hand in hand. The Maryland Transportation Authority Police patrols facilities with high concentrations of both people and goods—bridges and tunnels, BWI Airport and the Port of Baltimore. With the force's efforts, we are making our State more secure.

I commend the Maryland Transportation Authority's Chairman, Members and employees for making sound investments in efficient, safe and secure travel for Maryland's citizens and visitors.

ROBERT L. EHRLICH, JR.
GOVERNOR



The Authority and its toll facilities are key links in the State's transportation system.

A MESSAGE FROM THE CHAIRMAN AND THE EXECUTIVE SECRETARY



“Improving Today. Planning Tomorrow.” No two phrases describe the efforts of the Maryland Transportation Authority during FY 2004 with better clarity. Certainly, the Authority will advance its commitment to Governor Ehrlich’s vision of delivering a More Mobile Maryland across the State. In doing so, the Authority will stay steadfast in its path to help plan the State’s transportation future.

Improving Today. With the support of Governor Ehrlich, the Authority has sought and implemented new ways of managing congestion and improving safety. These efforts include improving our *E-ZPass*SM system, enhancing traffic-enforcement and homeland-security initiatives and undertaking significant maintenance and preservation at our seven toll facilities.

Planning Tomorrow. The Authority is working with the Maryland Department of Transportation to develop new toll-facility projects, such as the Intercounty Connector, that invest in Maryland’s transportation future. We also are taking steps to examine Chesapeake Bay crossing capacity, reduce congestion on the John F. Kennedy Memorial Highway (I-95) and improve traffic flow with innovative measures like managed toll lanes. As we do so, we will ensure that our State’s transportation network meets the evolving needs of our citizens and our economy.

Thank you for your support of the Maryland Transportation Authority. We hope you enjoy reading about our FY 2004 accomplishments. Above all, we commend our employees for their commitment to excellence in teamwork.

ROBERT L. FLANAGAN,
CHAIRMAN

TRENT M. KITTLEMAN,
EXECUTIVE SECRETARY



MANAGEMENT COMMITTEE



John J. Ayd, Jr. - *Director of Information Technology*

Alice L. Brooks - *Director of Organizational Development*

Gregory A. Brown - *Assistant Executive Secretary*

Gregory M. Derwart - *Director of Administration*

Deborah A. Donohue, Esq. - *Principal Counsel*

Keith A. Duerling, P.E. - *Director of Engineering*

Curtis V. Esposito - *Director of Operations*

Bruce W. Gartner - *Director of Strategic Development*

Geoffrey V. Kolberg, P.E. - *Executive Director for Engineering &
Construction Management*

Jody D. McCurley - *Chief of Audit*

Gary W. McLhinney - *Chief of Police*

Daniel F. McMullen, III - *Deputy Executive Secretary, Operations &
Public Safety*

Cheryl M. Sparks - *Acting Director of Media & Customer Relations*

Simela Triandos - *Director of Capital Planning*

Lori A. Vidil - *Director of Marketing*

Joseph C. Waggoner, Jr. - *Deputy Executive Secretary, Facilities Development*

Steven E. Welkos - *Deputy Executive Secretary, Business Services*

Alison B. Williams - *Director of Finance*



GOVERNING BODY



Robert L. Flanagan Governor Robert L. Ehrlich, Jr., appointed Robert L. Flanagan Secretary of the Maryland Department of Transportation (MDOT) and Chairman of the Maryland Transportation Authority in March 2003. In this dual role, Mr. Flanagan oversees the Authority and MDOT's five modal administrations, 9,300 employees and \$3 billion annual budget. Prior to his appointment, Mr. Flanagan served as a member of the House of Delegates since 1987. He represented Howard and Montgomery counties and served on several committees, including the Judiciary Committee, Joint Audit Committee, Appropriations Committee, Oversight Committee on Pensions, Oversight Committee on Personnel, Legislative Policy Committee and Rules and Executive Nominations Committee. In addition, he served as the Minority Whip from 1997 to 2001 and as Chair of the Howard County Delegation from 1991 to 1996. Mr. Flanagan has practiced law for 28 years and has served on the Howard County Human Rights Commission. He holds a bachelor's degree in economics from Harvard University and a juris doctor from the Cornell University Law School.

Louise P. Hoblitzell A graduate of New York University and the longest-serving Member of the Authority, Louise P. Hoblitzell was appointed July 1, 1983. She is a past corporate vice president with Black and Decker Corporation, a Maryland-based firm, and a past vice president of the former Maryland National Bank. She is also a past president of the Board of Trustees for the Baltimore Museum of Art. Mrs. Hoblitzell is active in a variety of community and civic activities and is a consultant for corporate financial communications.

Walter E. Woodford, Jr., P.E., was appointed to the Authority in July 1991. He is a registered professional engineer and registered professional land surveyor who has enjoyed a distinguished career as a transportation professional. Now an independent consultant, Mr. Woodford provides specialized consulting for civil-engineering projects, planning and zoning, and traffic and site developments. He has been involved actively in a number of major zoning and engineering projects on Maryland's Eastern Shore. A retired vice president of the Rouse Company, Mr. Woodford was director of engineering for Rouse's office of community development. He also is a former chief engineer and deputy highway administrator for the Maryland State Highway Administration. Mr. Woodford has been very active and a leader in the American Society of Civil Engineers and other engineering organizations, both locally and nationally, and is a community leader in Queen Anne's County, MD. Mr. Woodford graduated from The Johns Hopkins University with a bachelor of engineering degree in 1950.

John B. Norris, Jr., P.E., was appointed to the Authority in October 1997 and has more than 25 years of experience in highway and facility master planning and design. He supervised the planning, design, right-of-way acquisition and construction of a variety of notable highway projects while serving as director of public works for St. Mary's County from 1972 through 1988. Mr. Norris is a member of the National Association of County Engineers and the American Road and Transportation Builders Association. He is a past president of the County Engineers Association of Maryland. Since 1989, Mr. Norris has served as president of NG&O Engineering, Inc., a southern Maryland civil-engineering design firm specializing in land planning, highway design, hydrology and hydraulic studies and design, construction management, surveying, environmental engineering, and commercial and residential site design. In 1996, Mr. Norris was appointed to the State's Economic Growth, Resource Protection and Planning Commission.

Rev. Dr. William C. Calhoun, Sr., was appointed to the Authority in April 1999. Dr. Calhoun has served as pastor of the Trinity Baptist Church of Baltimore for nearly 30 years and is an active civic leader. In addition to his pastoral duties, Dr. Calhoun also is a professor of urban ministry at Baltimore's Ecumenical Institute of Theology at St. Mary's Seminary and University. Dr. Calhoun holds a bachelor's degree from

Judson College in Elgin, IL, and received his master's degree in divinity from Virginia Union University in Richmond, VA. In 1990, he earned his doctor of ministry from Eastern Baptist Theological Seminary in Philadelphia, PA. Dr. Calhoun serves as a board member of the Central Maryland Ecumenical Council and the Progressive Baptist Convention of Maryland, Inc., and is president of the Interdenominational Ministerial Alliance. Previously, he served on the Nominating Board for the Girl Scouts of Central Maryland, served as chairman of the Ecumenical Leaders Group and served on an advisory board for the Maryland Food Committee. Dr. Calhoun is a former president of the Progressive Baptist Convention of Maryland. He is a community activist involved in B.U.I.L.D., Baltimoreans United In Leadership Development, and the I-83 Interstate Division of Baltimore City Advisory Committee.

Andrew N. Barrow was appointed to the Authority on July 1, 2002. Mr. Barrow began his career as a management trainee for Chase Manhattan Bank and continued his growth in the financial industry as a field examiner and commercial-banking officer for United Jersey Bank in Hackensack, NJ. Mr. Barrow subsequently served as a senior financial analyst for Lockheed Martin, as a field examiner and assistant vice president for NationsBank and as relationship manager vice president for Carrollton Bank of Maryland. Currently, he serves as vice president for commercial lending at The Harbor Bank of Maryland. Mr. Barrow received his bachelor's degree in economics from Eastern College in St. David's, PA. He is a member of the Coppin Heights Community Development Board, which is affiliated with Coppin State College.

Susan M. Affleck Bauer, Esq., was appointed to the Authority on July 1, 2004. She is a member of the law firm of Abraham & Bauer, L.L.C., which has offices in Bel Air, Essex and Pikesville, MD. She was a sole practitioner from 1994 until August 2002, when she merged her firm. Ms. Bauer's areas of concentration within the firm are business litigation, creditor's rights, contract and business law and elder law. She graduated magna cum laude from Towson University, where she majored in history and was a member of the Phi Alpha Theta Honor Society. Ms. Bauer received her juris doctor from the University of Maryland School of Law and is admitted to practice law before all Maryland state courts, including the United States District Court for the District of Maryland. She is a member of the Maryland State Bar Association and the Harford County Bar Association. Ms. Bauer also serves as chairperson of the Harford County District Office of the American Red Cross, as secretary of the Greater Harford Committee and as a trustee of the Greater Bel Air Community Foundation, Inc.

Trent M. Kittleman The Chairman and Members of the Maryland Transportation Authority appointed Trent M. Kittleman Executive Secretary effective October 28, 2004. In this role, she exercises overall management and responsibility for the agency, including the Maryland Transportation Authority Police. Prior to her appointment, Ms. Kittleman served as Deputy Secretary of the Maryland Department of Transportation. Previously, she held positions as minority counsel for the U.S. Senate Governmental Affairs Committee; vice president of Legislative Affairs for Marriott International, Inc.; senior counsel for Marriott's Senior Living Services Division; and worked as an associate for the law firm of Arent, Fox, Kintner, Plotkin & Kahn. Ms. Kittleman has served on a number of boards, as well as on the Montgomery County Transportation Policy Task Force and the U.S. Chamber of Commerce Transportation Committee. She is an accomplished author, having co-written legal publications concerning The Civil Rights Act of 1991 and The 1990 Americans with Disability Act. Ms. Kittleman holds a bachelor of arts in English from Virginia Polytechnic Institute, a master of arts in English literature from University of North Carolina at Chapel Hill and a juris doctor from the University of Maryland School of Law. She was named the Women's Transportation Seminar Baltimore Chapter's 2004 Woman of the Year.

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



FROM LEFT TO RIGHT:
ROBERT L. FLANAGAN
LOUISE P. HOBLITZELL
WALTER E. WOODFORD, JR., P.E.
JOHN B. NORRIS, JR., P.E.
REV. DR. WILLIAM C. CALHOUN, SR.
ANDREW N. BARROW
SUSAN M. AFFLECK BAUER, ESQ.

OUR FACILITIES

Vital Links in Maryland's Transportation Network

John F. Kennedy Memorial Highway (I-95)

Opened in 1963, the John F. Kennedy Memorial Highway is a 50-mile section of I-95 from the northern Baltimore City line to the Delaware state line. Tolls are collected only in the northbound direction at the 12-lane toll plaza, located one mile north of the Millard Tydings Memorial Bridge over the Susquehanna River.

Thomas J. Hatem Memorial Bridge (US 40)

The oldest of the Authority's facilities, this four-lane bridge opened in August 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in northeast Maryland.

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

The largest, underwater highway tunnel, as well as the widest vehicular tunnel ever built by the immersed-tube method, the Fort McHenry Tunnel opened to traffic in November 1985. It connects the Locust Point and Canton areas of Baltimore, crossing under the Patapsco River just south of historic Fort McHenry. The tunnel is a vital link in I-95, the East Coast's most important interstate route. Along with the Baltimore Harbor Tunnel and the Francis Scott Key Bridge, the 1.5-mile, eight-lane Fort McHenry Tunnel is part of a network of Baltimore Harbor crossings that provides convenient transportation service to local and interstate traffic.

Baltimore Harbor Tunnel (I-895)

The 1.4-mile, four-lane tunnel handled its first vehicles in November 1957 and is part of a 20-mile system of approach roadways and ramps. Designated I-895, the facility connects major north/south highways and many arterial routes in Baltimore City's industrial sections.

Francis Scott Key Bridge (I-695)

This outer crossing of the Baltimore Harbor opened in March 1977 as the final link in I-695 (the

Baltimore Beltway). Including the bridge and connecting roadways, the project is 10.9 miles in length. Other structures along the roadway include a dual-span drawbridge over Curtis Creek, a bridge over Bear Creek and a ground-level roadway that carries motorists through the Sparrow's Point industrial area.

Governor Harry W. Nice Memorial Bridge (US 301)

Opened in December 1940, this two-lane bridge is located on US 301 and extends 1.7 miles across the Potomac River from Newburg, MD, to Dahlgren, VA. President Franklin D. Roosevelt participated in the facility's groundbreaking in 1939.

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

Often called the Bay Bridge, this facility crosses the Chesapeake Bay along US 50/301. The bridge's 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. The bridge also forms part of an alternative route from the Delaware Memorial Bridge to the nation's capital and points south. With a length of 4.3 miles, the spans are among the world's longest and most scenic over-water structures. The original span was built in 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers.

Planning Tomorrow. The Authority will own and provide substantial funding for the proposed \$2.4 billion Intercounty Connector (ICC), a six-lane, controlled-access toll highway that will link the I-270 and I-95/US 1 corridors in Montgomery and Prince George's counties.



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

FROM TOP: FRANCIS SCOTT KEY BRIDGE, BALTIMORE HARBOR TUNNEL, THOMAS J. HATEM MEMORIAL BRIDGE, WILLIAM PRESTON LANE JR. MEMORIAL (BAY) BRIDGE, FORT McHENRY TUNNEL, JOHN F. KENNEDY MEMORIAL HIGHWAY, GOVERNOR HARRY W. NICE MEMORIAL BRIDGE.

With strong and effective leadership from its Chairman and Members, the Maryland Transportation Authority is committed to the vision set forth by Governor Robert L. Ehrlich, Jr., to provide a safe and efficient transportation system that supports a More Mobile Maryland. In keeping with the Ehrlich Administration's vision, the Authority and its 1,500 employees work each day to enhance safety, reduce congestion and meet the increasing needs of Maryland's motorists.

The Authority's accomplishments extend beyond the major infrastructure preservation contained in its capital program. We are taking action to make our customers and employees safer. We are enhancing Maryland's *E-ZPass* system. We are using innovative approaches to meet the State's law-enforcement and security needs. And we welcome the opportunity presented by Governor Ehrlich to lead efforts in delivering a transportation system ready for Maryland's future.

Improving Today.
Planning Tomorrow.

The Maryland Transportation Authority.

EFFICIENCY & EFFECTIVENESS

Operating a Well-Managed System

Capital Improvement and Preservation Bay Bridge

The Authority is taking a fresh approach to the westbound-deck rehabilitation following the fall 2004 discovery of cracked concrete in resurfaced areas. The Authority quickly created an “Overview Team,” tapping national experts in the engineering, bridge and construction fields to review the problem independently. Following the Team’s recommendations, we are including outside expertise and community interests to plan future projects and will be using pre-cast-deck techniques for full-depth deck replacement in Phase II of the rehabilitation.

In spring 2004, work was completed on the Bay Bridge’s half-mile *E-ZPass* Only lane and a widened toll-plaza approach to improve traffic flow. The Authority also modified the area between the toll plaza and bridge to improve the merging of traffic.

In fall 2005, additional work will add another half mile to the *E-ZPass* Only lane.

In May 2004, the Authority received an Outstanding Civil Engineering Achievement Award from the American Society of Civil Engineers Maryland Section for the five-year, \$70 million project to clean and paint the Bay Bridge’s east-bound span.

Capital Improvement and Preservation Other Projects

- A \$15 million renovation of 12 bridge structures on I-95 north of the Fort McHenry Tunnel is complete, and construction work has begun on the remaining 22 bridges between the toll plaza and the I-895 interchange.
- In October 2004, a \$7 million project to renovate the Fort McHenry Tunnel’s ceiling and handrails concluded.

- At the Key Bridge, a \$21.8 million project is underway to clean and paint portions of the structural steel. This is the first full painting since the bridge opened in 1977.
- The Authority is in the midst of a \$12 million resurfacing of I-895.
- At the Nice Bridge, the Authority is improving the administration building and completing ongoing traffic studies.

Planning Tomorrow. In December 2004, the Authority issued the *Transportation Needs Report* for the Bay Bridge, which outlines traffic-capacity needs through the year 2025. Authority Chairman Robert L. Flanagan convened the Task Force on Traffic Capacity Across the Chesapeake Bay to identify and examine issues associated with adding traffic capacity across the Bay.



Planning Tomorrow. In summer 2005, the Authority hopes to receive federal approval of the “Managed Lanes” alternate for the \$830 million Kennedy Highway Section 100 project. Section 100, one of four independent projects identified in the Authority’s I-95 Master Plan, spans 10 miles of I-95 from just inside Baltimore City to north of MD 43 and is the most congested portion of the Kennedy Highway. This alternate, possibly in the form of Express Toll Lanes, may offer optimal long-term service.

EFFICIENCY & EFFECTIVENESS

Operating a Well-Managed System

- The Authority completed reconstruction of the I-95/MD 22 interchange to improve safety and capacity. As part of this \$31 million project, the Authority participated in a cooperative agreement with Harford County, the City of Aberdeen and the Maryland Department of Transportation to improve related roadway access to Ripken Stadium and the Higher Education and Applied Technology Center.

E-ZPass Electronic Toll Collection

E-ZPass Maryland has grown to include more than 370,000 active transponders and has significantly reduced typical peak-hour congestion at State toll plazas. More than 11 million E-ZPass customers from toll agencies throughout the Northeast can pay tolls electronically in Maryland. E-ZPass use at Authority facilities totaled 45 percent of overall traffic in FY 2004. Increasing the use of E-ZPass improves operational efficiency and motorist convenience, minimizes congestion and reduces engine idling and vehicle emissions. To encourage E-ZPass enrollment, the Authority launched a new marketing campaign.

Communicating With Motorists

The Authority increased efforts to secure the media's support in providing regular traffic reports on all seven toll facilities and implemented a public-awareness campaign in May 2004 to help reduce peak-travel congestion at the Bay Bridge. The campaign included updates to the Bay Bridge website, www.baybridgeinfo.com; development and distribution of a bridge-travel brochure, public-service messages and paid advertisements; and training for operators of the BAYSPAN telephone hotline. The Authority joined AAA, the Maryland Motor Truck Association and the mayor of Ocean City to promote the campaign.

Planning Tomorrow. The Authority is exploring opportunities for higher-speed E-ZPass Only lanes and open-road tolling at all of its toll plazas in the future.



Planning Tomorrow. In summer 2005, an enhanced BAYSPAN telephone hotline will provide real-time Bay Bridge traffic updates with its "State of the Bridge" message system.

The Authority also continues to coordinate diligently with local communities affected by the Bay Bridge deck rehabilitation.

Intelligent Transportation Systems

The Authority is installing two closed-circuit television cameras at each Kennedy Highway interchange with plans to make the images available on the State's traffic-management website, www.chart.state.md.us.

A project is underway to install new incident-detection systems in the tunnels, as well as a new, fully programmable sign system in the Fort McHenry Tunnel.

A new overhead Dynamic Message Sign on US 50 at Bay Dale Drive advises eastbound Bay Bridge motorists of real-time traffic conditions.

SAFETY

Reducing the Rate of Fatal Crashes, Injuries and Workplace Accidents

Travel Safety

Ongoing roadway-safety initiatives include improving facilities' traffic-barrier and guardrail systems, placing new line striping, improving signage, installing toll-plaza rumble strips and police-enforcement efforts.

Courtesy patrols operate during peak-traffic periods, with 24-hour coverage at the Bay Bridge and the two tunnels, to enhance service and safety at Authority facilities. With expanded service, patrols assisted drivers of almost 21,800 disabled vehicles in FY 2004, a 21-percent increase over FY 2003. Approximately 90 percent of assisted vehicles are back on the road within 10 minutes.



Planning Tomorrow. Plans are underway for Kennedy Highway courtesy patrols to operate weekend hours and extend coverage on I-95 to Delaware.

Risk Management

Employee-safety initiatives led to a 22-percent reduction in work-related injuries between FY 2003 and 2004. Initiatives included a Safety Challenge program, newsletter, facility safety committees, routine safety audits and training.

The Key Bridge automotive/maintenance department, the Bay Bridge maintenance department and the Office of Risk Management were honored with 2004 Governor's Risk Management awards for accomplishments in safety.



LAW ENFORCEMENT AND HOMELAND SECURITY

Protecting Maryland's Transportation Interests

Law Enforcement

The nationally accredited Maryland Transportation Authority Police increased traffic and criminal enforcement to promote safety at Maryland's toll facilities, Baltimore/Washington International Airport (BWI) and the Port of Baltimore. Most notably, criminal arrests soared 42 percent between FY 2003 and 2004, and officers issued 41-percent more citations and warnings in FY 2004.



Officers participated in numerous traffic-safety enforcement efforts, including sobriety checkpoints and saturation patrols at Authority facilities, seat-belt enforcement, "Smooth Operator," "Chiefs' Challenge" and "National Drunk and Drugged Driving Prevention Month."

During the fiscal year, the Commercial Vehicle Safety Unit placed 4,023 vehicles and 1,839 drivers out of service. The Unit's rates for placing vehicles and drivers out of service exceeded those Statewide.

The Transportation Authority Police's first drug-detecting canines joined the ranks in FY 2004. A new facility opened at BWI Airport for housing and training the canine members of the police force, which has the largest contingency of bomb-detecting dogs in the State.

Homeland Security

The Maryland Transportation Authority Police continue to partner aggressively with federal, state and local intelligence and law-enforcement officials.

Governor Ehrlich selected the Transportation Authority Police as the primary agency to oversee security and law-enforcement patrols of State MARC rail transportation.

Officers conducted a security checkpoint at the Hatem Bridge, where they used mirrors and bomb-detecting dogs to check 128 vehicles for illegal explosives, chemicals and hazardous materials.

The Transportation Authority Police's Marine Unit hit the waves in time for the 2004 Fourth of July holiday. This unit greatly increases officers' abilities to patrol the waterways surrounding Authority facilities.

At BWI Airport, officers patrol the piers using new personal transportation vehicles that enhance emergency response and use all-terrain vehicles to help prevent illegal penetration of airport grounds.

Planning Tomorrow. Police officers assigned to patrol BWI Airport are receiving additional training in protecting the homeland. Some officers wear tactical gear and are trained in the use of assault rifles.



MOBILITY AND ECONOMIC DEVELOPMENT

Financing and Building New Transportation Facilities and Revenue-Producing Capital Projects

The Intercounty Connector (ICC)

The Authority has programmed \$2.4 billion for planning, design and construction of the Intercounty Connector. Funding for the ICC includes Authority revenue bonds that will be repaid using Authority toll revenues, including those collected on the ICC; up to \$750 million in bonds to be repaid with a portion of federal highway funds (GARVEE Bonds); funding from the Maryland Transportation Trust Fund and the State's General Fund; and special federal funds earmarked by Congress.

Tolls on the ICC will be collected electronically at highway speeds and will vary according to time of day, traffic conditions and other factors to help ensure relatively congestion-free travel any time of day.

The project's Draft Environmental Impact Statement was issued in November 2004. Maryland's State Highway Administration is acting on the Authority's behalf as the lead agency in project development for the ICC.

Non-Toll Capital Projects

By statute, on behalf of the Maryland Department of Transportation (MDOT) and its five modal administrations, the Authority may finance and construct revenue-producing capital projects that improve Maryland's transportation system. The Authority has invested in or conduit-financed more than \$1 billion in non-toll transportation projects.

- In FY 2004, the Authority issued nearly \$70 million in revenue bonds for terminal-access and taxiway enhancements at BWI Airport. All bonds are being repaid with user fees charged at the airport. Since 1985, the Authority has coordinated more than \$670 million in capital projects at BWI.
- The Authority issued \$40 million in revenue



Planning Tomorrow. The Authority and the MD State Highway Administration are studying the feasibility of using tolling elsewhere in the State, including I-495, I-695 and I-270, to meet Maryland's growing transportation needs. Tolling can help ensure a long-term level of service for both motorists and transit users.



bonds to support parking-garage construction at Metro stations in New Carrollton, College Park and Largo in cooperation with MDOT, Prince George's County and the Washington Metropolitan Area Transit Authority.

- In conjunction with MDOT, the Authority is coordinating a transportation-development project at the Reisterstown Metro Station under Maryland's Public-Private Partnership guidelines.



FROM TOP LEFT TO RIGHT: MARYLAND TRANSPORTATION AUTHORITY POLICE ON PATROL NEAR THE KEY BRIDGE; MARYLAND HOUSE (I-95); KAREN MOORE - SHOP ADMINISTRATIVE TECH.; POLICE SECURITY CHECKPOINT AT HATEM BRIDGE; JOE GEISLER - HEAVY EQUIPMENT MAINTENANCE TECHNICIAN; MAINTENANCE CREW AT THE BAY BRIDGE.



Maryland Transportation Authority

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Maryland Transportation Authority

Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

Robert L. Flanagan, Chairman



Members

Louise P. Hoblitzell ■ Walter E. Woodford, Jr., P.E. ■ John B. Norris, Jr., P.E.

Rev. Dr. William C. Calhoun, Sr. ■ Andrew N. Barrow ■ Susan M. Affleck Bauer, Esq.

Trent M. Kittleman, Executive Secretary

