



MARYLAND TRANSPORTATION AUTHORITY

ANNUAL REPORT 2015



CHANGING
Maryland
for the Better



MDTA
Maryland
Transportation
Authority

TABLE OF CONTENTS



- Governor’s Message 3
- Chairman’s Message 6
- Governing Members 7
- Executive Director’s Message 9
- Our Facilities 10
- Changing Maryland for the Better 16
- Consolidated Transportation Program 24
- Safety 28
- E-ZPass* Customer Service 32
- Law Enforcement 34
- Homeland Security 36
- Environmental Sustainability 37
- Communications and Community 39
- Awards 43
- Financials 45



Governor's Message



GOVERNOR LARRY HOGAN

When I took office a year ago, we inherited a state infrastructure that had been severely underfunded. I made it very clear that building, maintaining and fixing Maryland's roads and bridges would be our top transportation priority. An effective transportation system spurs economic development and job creation, and is critical to making sure that Maryland is truly "Open for Business."

We have already taken significant steps to improve Maryland's transportation infrastructure, and the Maryland Transportation Authority has played an integral role in accomplishing our goals. By improving and maintaining Maryland's roads, bridges, and tunnels, the Transportation Authority is encouraging the growth of good, family-supporting jobs for our citizens through safe and reliable travel. We have also reduced toll rates across the State for the first time in nearly 50 years, and implemented the *E-ZPass* Maryland Civil Penalty Waiver Program. Both of these initiatives put money back into the pockets of our hard-working citizens, and back into our State's economy.

Our administration is committed to developing innovative solutions that deliver what Marylanders want – an affordable and reliable transportation system. In the past year, we have committed an unprecedented \$2 billion in shovel-ready infrastructure projects and have restored hundreds of millions of dollars in highway user revenues to local government. The projects we are investing in are going to improve the daily lives of our citizens all across the State, and the initiatives we are supporting will put money back into the pockets of Maryland citizens. Together, we can provide A New Direction for Maryland.

Larry Hogan
Governor

Vision

CREATING EZ PASSAGE THROUGHOUT MARYLAND.

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.



*I-95 Maryland
House Travel Plaza.*

WHO ARE WE?

Financed by toll revenue, the Maryland Transportation Authority (MDTA) was established in 1971 by the Maryland General Assembly to finance, construct, operate, preserve 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 Maryland. The MDTA's revenues are separate from the State's General Fund and Transportation Trust Fund and are reinvested 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 as the MDTA develops and finances transportation solutions for Maryland's citizens.

For more than 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.



Intercountry Connector (ICC).



EMPLOYEE GUIDING PRINCIPLES

SAFETY

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

ACCOUNTABILITY

Our employees accept responsibility for their actions and for the agency's finances and business practices.

STEWARDSHIP

We fulfill the agency's financial and environmental responsibilities.

SERVICE

We provide respectful, reliable and consistent interaction with stakeholders.

INTEGRITY

We work within our legal and ethical framework with honesty, dignity and dedication.

TEAMWORK

We value loyalty, support and inclusion among all relationships.

EQUAL OPPORTUNITY

We provide fairness, opportunities and support regardless of age, ancestry, color, creed, genetic information, marital status, mental or physical disability, national origin, religious affiliation, belief or opinion, race, sex, sexual orientation, gender identity or other non-merit factors.

Chairman's Message



SECRETARY PETE K. RAHN

When Governor Larry Hogan took office in January 2015, he made a commitment to make Maryland's transportation system one that meets the needs of our citizens, is safe and supports economic development. He charged us with providing a balanced, reliable, safe, efficient and affordable transportation system that benefits all of Maryland's citizens, businesses and visitors. In my dual role as Maryland Transportation Authority Chairman and Maryland Transportation Secretary, I am ensuring that Governor Hogan's transportation vision becomes a reality.

Providing affordable improvements to safety, system preservation and congestion reduction are key to changing Maryland for the better. With the Administration's strong support, the MDTA has made resolving these issues a top priority. The MDTA continues to seek and implement new ways of preserving its aging facilities and improving safety, such as the I-95 Improvement Project with Express Toll Lanes, the I-95 bridge re-decking in Baltimore, and the rewinding and dehumidification of the Bay Bridge suspension cables, among others. We will deliver our projects better, faster and cheaper and will meet challenges head-on. And we will not be afraid to undertake bold plans to better meet the needs of our customers.

We appreciate your interest in the MDTA and look forward to continued excellence in 2016.

Pete K. Rahn
Chairman



Rev. Dr. William C. Calhoun, Sr.
*Served 1999 – 2005;
Appointed May 2007*



Michael J. Whitson
Appointed May 2007

OUR GOVERNING MEMBERS



Peter J. Basso
Appointed August 2007



William K. Hellmann
Appointed March 2013



W. Lee Gaines, Jr.
Appointed May 2015



William C. Ensor, III
Appointed July 2015

The Maryland Transportation Authority Board 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 discretion of the Board Members. Maryland's Secretary of Transportation presides as the MDTA's Chairman. In addition to the Chairman, the group consists of eight Members appointed by the Governor with the advice and consent of the Senate. The composition of the Board must reflect the diversity of the population and must include expertise in structural engineering, transportation planning, land-use planning and finance. Each Member serves a four-year term, and term expirations are staggered. Board Members are eligible for reappointment to the MDTA, with a limit of three consecutive terms.



Michael G. Leahy, Esq.
Appointed July 2015



Randall Nixon, Esq.
Appointed July 2015

CONFIRMED AND APPOINTED

On March 6, Pete K. Rahn was confirmed by the Senate as Maryland's Transportation Secretary and Maryland Transportation Authority Chairman. Prior to his appointment, Mr. Rahn was Chairman of the New Mexico State Transportation Commission and was National Transportation Practice Leader with the Kansas City based HNTB engineering firm. He also served as Director of the Missouri Department of Transportation from 2004 to 2010 and Cabinet Secretary of the New Mexico State Highway and Transportation Department from 1995 to 2002. At the national level, Mr. Rahn was President of the American Association of State Highway and Transportation Officials (AASHTO) and served on the Executive Committee of the Transportation Research Board.

In May, Governor Larry Hogan appointed W. Lee Gaines Jr. of Baltimore County to serve as a Board Member of the MDTA. President of Gaines and Company, an underground-utility contractor based in Reisterstown, Md., Mr. Gaines has more than 40 years of experience in the transportation industry with extensive knowledge of financial, procurement and contracting matters. He is a past president and board member of the Associated Utility Contractors of Maryland and a longtime board member of the National Utility Contractors Association.

In July, Governor Larry Hogan appointed Michael G. Leahy, Esq., Randall Nixon, Esq., and William C. Ensor III to serve as the newest Members of the MDTA Board. Mr. Leahy is the chief legal officer for the City of Annapolis and has more than 30 years of experience in law, economic analysis and strategic planning for both the public and private sectors. Mr. Nixon is president of Nixon's Farm, a facility and foodservice operation focusing on corporate, government and consumer markets, and has more than 30 years of experience with business development and management, law, strategic planning, customer service and marketing. Mr. Ensor brings more than 30 years of experience in the transportation industry with extensive knowledge of financial, procurement and contracting matters. He recently retired as president of Maryland Paving, Inc., which operates five asphalt plants across north-central Maryland.

In August, Milton "Milt" Chaffee was named the MDTA's new Executive Director. A long-standing member of the MDOT family, Mr. Chaffee served as Motor Vehicle Administrator and as the Governor's Highway Safety Representative for Maryland since February 2014. He held numerous positions with the MVA since 2002, including Chief Deputy Administrator, Deputy Administrator of Operations and Director of Employee and Administrative Services. In addition to his State service, Mr. Chaffee brings experience from a 25-year career in the private sector, where he enhanced customer service at Yum Brands Restaurant Company (KFC, Pizza Hut, Taco Bell) as a Senior Director of Operations for the Mid-Atlantic Region.

MANAGEMENT COMMITTEE

- **Milton Chaffee**
Executive Director
- **Deborah E. Sharpless**
Deputy Executive Director
- **Sara Cabrera**
Chief of Equal Employment Opportunity
- **David W. Chapin**
Special Projects Coordinator
- **Percy Dangerfield**
Chief Administrative Officer
- **Donna Dicerbo**
Director of Procurement
- **David Goldsborough**
Director of Information Technology
- **David K. Greene**
Director of Business Planning, Policy & Performance
- **Jaelyn Hartman**
Director of Finance
- **Meshelle V. Howard**
Director of Civil Rights & Fair Practices
- **Col. Jerry Jones**
MDTA Police Chief
- **Jody D. McCurley**
Director of Audits
- **Kimberly A. Millender**
Principal Counsel
- **Tonya Morant**
Director of Human Resources & Workforce Development
- **John O'Neill**
Director of Operations
- **Dennis Simpson**
Director of Planning & Program Development
- **Cheryl M. Sparks**
Director of Communications
- **Paul J. Truntich Jr.**
Director of Environment, Safety & Risk Management
- **Dan Williams**
Chief Engineer

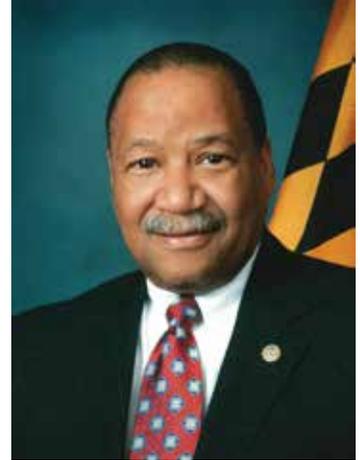
Executive Director's Message

I am pleased to share with you this report for the 2015 operations of the Maryland Transportation Authority. 2015 was an exciting and productive time in the history of the MDTA.

With strong and effective leadership from the Chairman and Members, the MDTA is working diligently to meet the challenges set forth by Governor Hogan to provide a safe, affordable and efficient transportation system that supports economic development and job creation. As you will read in this report, the MDTA has taken concrete steps to preserve its infrastructure, ensure solid customer communications, improve safety and increase efficiency.

Each of the MDTA's employees plays a vital role in ensuring our toll facilities meet the growing needs of our citizens and visitors who travel them each year. We strive to provide world-class customer service and have challenged our employees to exceed our customers' expectations in all that they do. The MDTA's successes are Maryland's successes, and I thank our employees for their hard work in making them happen.

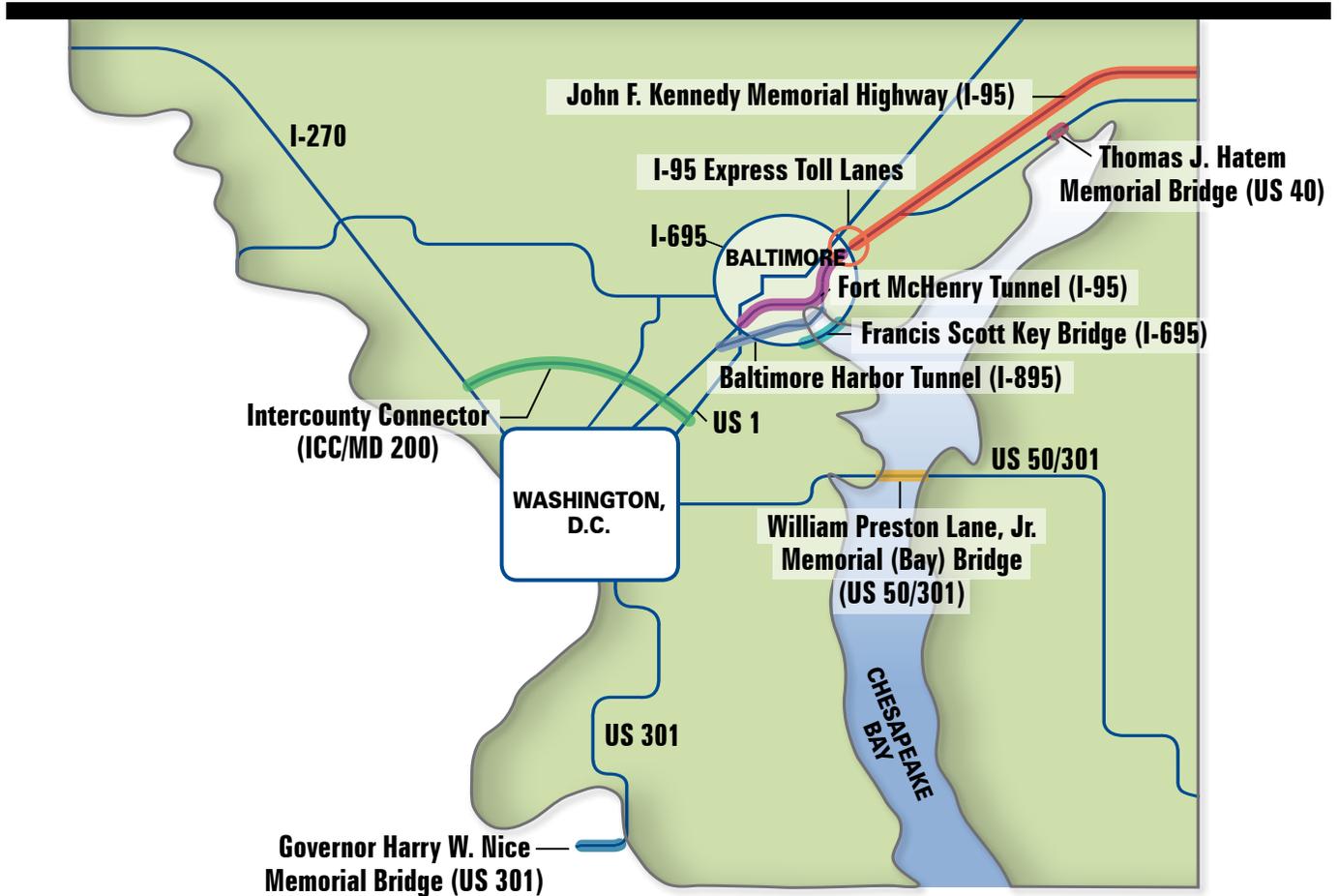
Milton Chaffee
Executive Director



MILTON CHAFFEE

OUR FACILITIES

VITAL LINKS IN MARYLAND'S TRANSPORTATION NETWORK

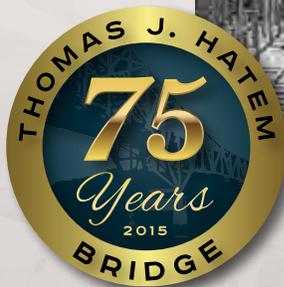




THOMAS J. HATEM MEMORIAL BRIDGE (US 40)

The Thomas J. Hatem Memorial Bridge across the Susquehanna River on US 40 is the oldest of the seven toll facilities operated and maintained by the MDTA. The first vehicles crossed the span between Havre de Grace and Perryville on Aug. 28, 1940.

The bridge, however, does not represent the first crossing of the Susquehanna River between the Harford County community of Havre de Grace and the Cecil County town of Perryville. A succession of ferries made the trip for more than 200 years, a railroad bridge was constructed during the last half of the 19th century, and a vehicle bridge opened in 1910. The 1910 structure, acquired by a group of private citizens who operated it as a toll facility between 1910 and 1923, was converted from a railroad bridge constructed in 1873.



The State Roads Commission (SRC), predecessor of the MDTA, bought the bridge in 1923 and continued to operate it as a toll facility. The SRC dualized the bridge in 1926 by building a deck over the old bridge, converting each level into a crossing for one-way traffic.

The need for a newer, more modern, structure became apparent in the mid-1930s. Construction of this new span began in Feb. 1939 and was completed at a cost of \$4.5 million. The bridge opened to traffic on Aug. 28, 1940, and the obsolete double-decker bridge was later demolished. The new structure was known as the Susquehanna River Bridge.

All of the first toll collectors at the bridge were men; however, with the advent of World War II, men flocked to

military service and women took over traditionally male-dominated jobs. Exact-change lanes were a novelty in toll collection when they were installed at the bridge in 1958. Their contribution to efficient toll collection was overshadowed in 1976 with the introduction of AVI (Automatic Vehicle identification) decals. AVI works on the same principle as automated checkouts at retail stores, and the decal itself looks like a large universal-product code symbol commonly found on many items.

In May 1986, the bridge was dedicated to the memory of Thomas J. Hatem, a distinguished citizen of Harford County, who devoted his life to public and civic service. In 1991, a one-way toll collection system was introduced at the Thomas J. Hatem Memorial Bridge, and tolls now are collected in the eastbound direction only.

**FY 2015 TRAFFIC VOLUME –
10.5 MILLION VEHICLES.**





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 E. Tydings Memorial Bridge over the Susquehanna River in northeast Maryland. The recently redeveloped Maryland House and Chesapeake House travel plazas serve millions of customers annually.

The new eight-mile I-95 Express Toll Lanes (ETL) opened on the JFK Highway between I-895 and White Marsh on Dec. 6, 2014. Tolls are paid at highway speeds on the all-electronic I-95 ETL via *E-ZPass* and Video Tolling as vehicles pass beneath tolling structures.

FY 2015 TRAFFIC VOLUME – 29.4 MILLION VEHICLES.

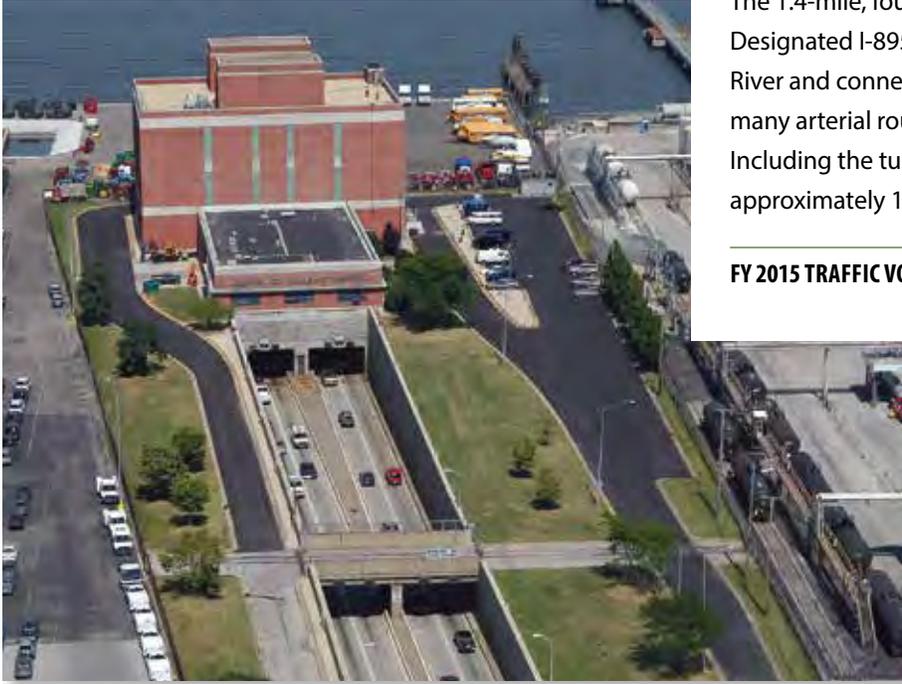


FORT MCHENRY TUNNEL (I-95, I-395)

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. Including the tunnel and approach roadways, the facility is approximately 10.3 miles in length.

FY 2015 TRAFFIC VOLUME – 41.8 MILLION VEHICLES.



BALTIMORE HARBOR TUNNEL (I-895)

The 1.4-mile, four-lane tunnel opened 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 18.3 miles in length.

FY 2015 TRAFFIC VOLUME – 27.1 MILLION VEHICLES.



FRANCIS SCOTT KEY BRIDGE (I-695)

This outer crossing of the Baltimore Harbor opened in March 1977 as the final link in I-695 (the Baltimore Beltway). 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. Including the bridge and approach roadways, the facility is 10.3 miles in length.

FY 2015 TRAFFIC VOLUME – 10.6 MILLION VEHICLES.



INTERCOUNTY CONNECTOR (ICC)/MD 200

The Intercounty Connector (ICC)/MD 200 links I-270/I-370 in Montgomery County and US 1 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, the second segment to I-95 opened in November 2011, and the ICC was completed to US 1 in Laurel in November 2014. Tolls are paid at highway speeds via *E-ZPass* and Video Tolling.

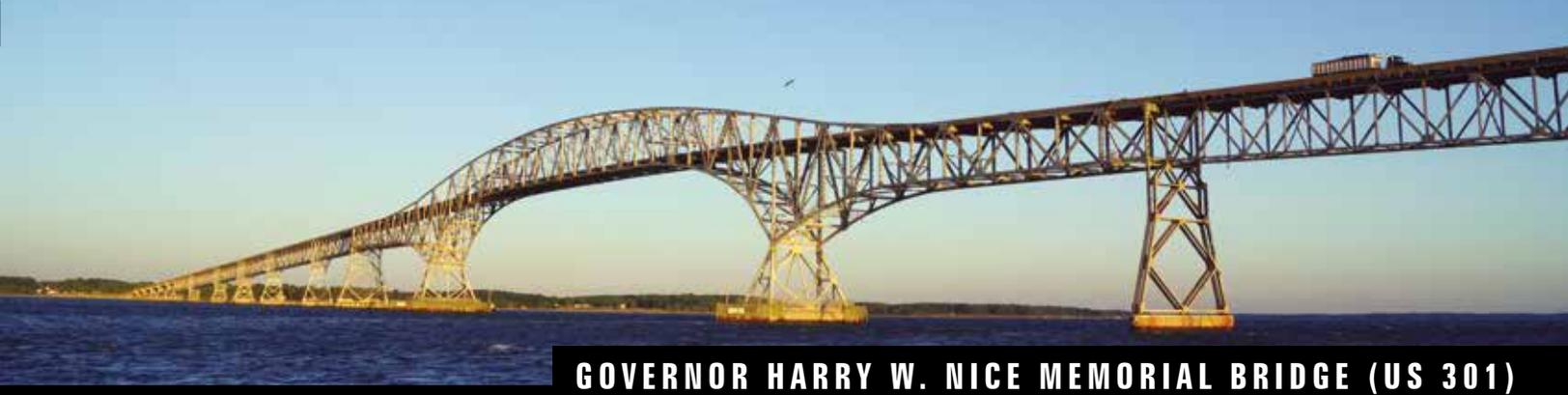
FY 2015 TRAFFIC VOLUME – 24.1 MILLION TRIPS.

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 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 ("two-way" traffic operations). Tolls are collected in the eastbound direction only.



FY 2015 TRAFFIC VOLUME – 25.7 MILLION VEHICLES.



GOVERNOR HARRY W. NICE MEMORIAL BRIDGE (US 301)



4-20-39
Drill rig - Pier 13



The Governor Harry W. Nice Memorial Bridge carries US 301 1.9 miles over the Potomac River between Newburg, Md., and Dahlgren, Va. It is the second oldest of the MDTA's facilities. The opening of the bridge on Dec. 15, 1940, gave MDTA customers a new route to the South. Before the bridge was built, travelers heading from eastern and southern Maryland to Richmond and Norfolk, and points further south, crawled through Washington, D.C., along US 1.

The site chosen for the Potomac River Bridge was a ferry terminal. In earlier years, crowded vessels transported vacationers across the Potomac River on their way to the popular resort town of Colonial Beach, Va. In September 1938, President Franklin D. Roosevelt journeyed to Charles County to lead the ground breaking ceremony. When the Potomac River Bridge first opened, motorists often did not have the money to pay the toll and pawned items to make payment.



Originally called the Potomac River Bridge, the structure was renamed in April 1968 to honor the governor of Maryland during whose administration the bridge was planned and built.

There were no bridges across the Potomac River south of the nation's capital prior to December 1940.

**FY 2015 TRAFFIC VOLUME –
6.6 MILLION VEHICLES.**



CHANGING MARYLAND FOR THE BETTER

ROLLING BACK TOLLS

On May 7, Governor Larry Hogan announced a decrease in toll rates and fees across the State, the first time tolls in Maryland had been lowered in nearly 50 years. The following toll reductions and changes went into effect July 1:

- **Eliminated** the *E-ZPass* Maryland **monthly \$1.50 account fee** for Maryland residents.
- **Reduced** all Cash, Video, Commuter and Shoppers' **toll rates** at the Bay Bridge (US 50/301).
- **Increased** the *E-ZPass* Maryland **discount** from 10% to 37.5% at the Bay Bridge.
- **Increased** the *E-ZPass* Maryland **discount** from 10% to 25% for the Baltimore Harbor and Fort McHenry tunnels, the Key Bridge, the Hatem Bridge and the Kennedy Highway.
- **Reduced** two-axle **toll rates** on the ICC/MD200 and I-95 Express Toll Lanes for all pricing periods by \$.03 per mile.
- **Established** a 30% **discount** at the Hatem Bridge for three- and four-axle vehicles with *E-ZPass* Maryland.
- **Increased** *E-ZPass* Maryland supplemental **rebate program** for vehicles with five or more axles by five percentage points per trip level.

Governor Hogan unveils new, lower toll rates for Marylanders.



Poster for Bay Bridge toll reduction.



Fort McHenry Tunnel Toll Plaza.

SAVE 25% (OR MORE). GET YOUR E-ZPASS TODAY. NO EXCUSES.

ezpassmd.com

© 2015 Maryland Toll Authority

E-ZPass Maryland awareness campaign.

A photograph of two men in suits standing behind a wooden podium outdoors. The man on the right is speaking into a microphone. The podium features the seal of the State of Maryland. In the background, there is a building with a sign that says "VEHICLES GO" and a sign that says "SPEED LIMIT 10".

**“ We’re putting
\$270 million back into
the pockets of hard-working
Maryland families and businesses
over the next five years –
and not keeping it on
the balance sheets.”**

PRESERVING INFRASTRUCTURE AND ENSURING SOLID CUSTOMER COMMUNICATIONS

A \$64 million project is nearly complete to re-deck 29, 40-year-old bridges on I-95 south of the Fort McHenry Tunnel in Baltimore City. Construction began in March 2014 and lasted two construction seasons, with major roadwork ending in October 2015 and final completion in summer 2016. The 2015 construction season involved 29 different traffic patterns/work

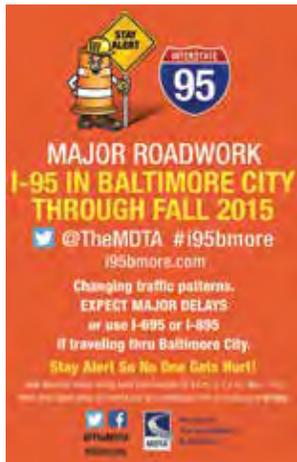
zones, split traffic patterns, lane/ramp closures and detours and major traffic impacts. The MDTA developed a successful eight-month outreach campaign for the #i95bmore project with extensive public relations, marketing, web, digital/interactive, social-media, partnering and grassroots efforts.



MDTA Chairman and Transportation Secretary Pete Rahn addresses the traveling public on work zone safety and the #i95bmore project.



Work Zone Safety press event announcing the I-95 construction project.





I-95 construction.



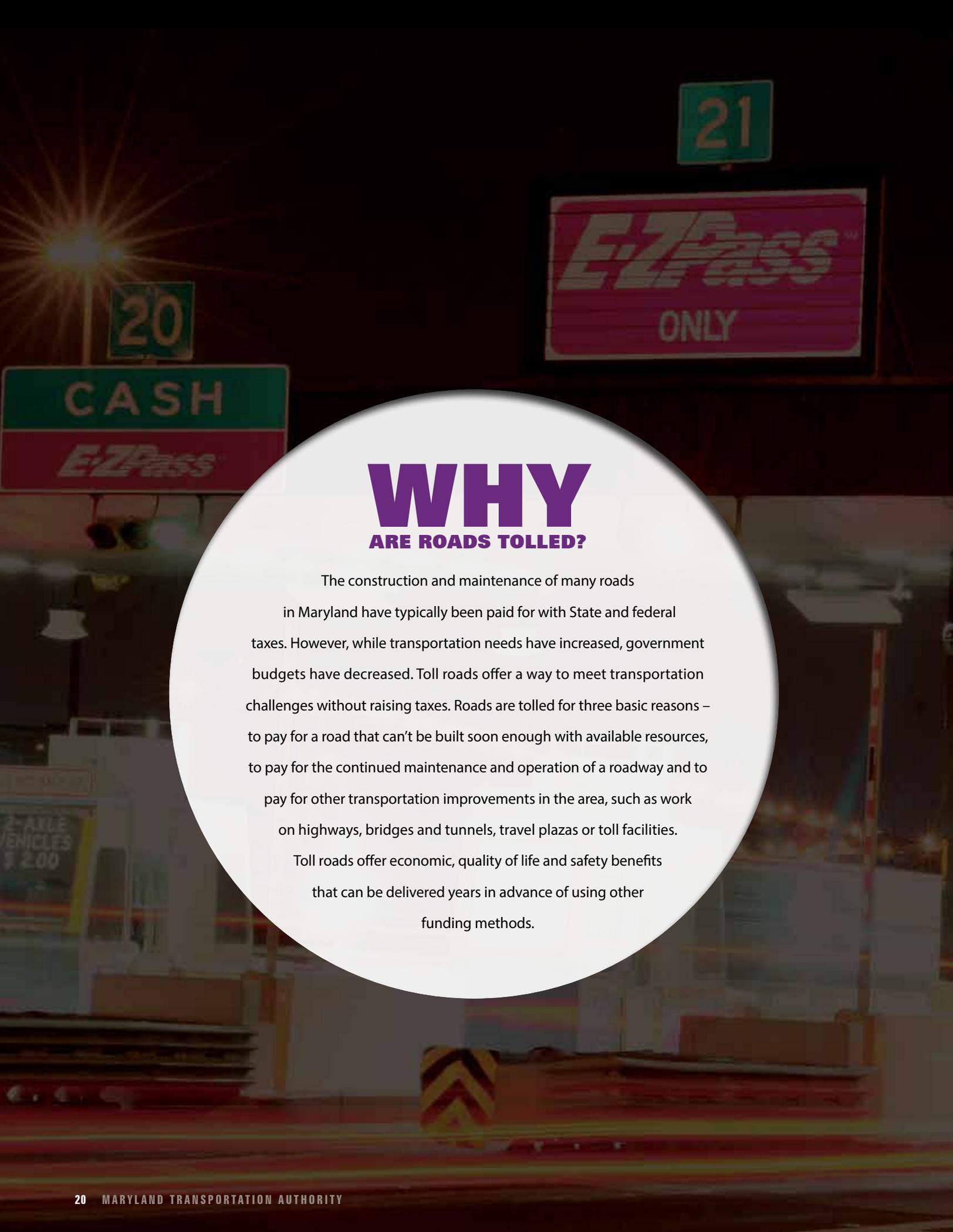
**Northbound
and Southbound**
*I-95 south of the
Fort McHenry Tunnel.*



One of the multiple I-95 split traffic patterns.



I-95 construction crew reconstructing a bridge roadway joint.



WHY ARE ROADS TOLLED?

The construction and maintenance of many roads in Maryland have typically been paid for with State and federal taxes. However, while 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 – to pay for a road that can't be built soon enough with available resources, to pay for the continued maintenance and operation of a roadway and to pay for other transportation improvements in the area, such as work on 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 using other funding methods.



CIVIL PENALTIES WAIVER PROGRAM

The MDTA offered a one-month waiver program for toll violators to pay off their toll debt without paying civil penalties. Between Oct. 16 and Nov. 16, the MDTA waived civil penalties (\$50 per transaction) and ceased further enforcement activities for any pending Video Toll that a customer paid during the period.

On Oct. 10, the MDTA began sending letters to the registered owners of approximately 164,500 vehicles at risk for referral to the Maryland Motor Vehicle Administration (MVA) for enforcement action as a result of unpaid toll violations and civil penalties. In 2013, the Maryland General Assembly passed new legislation establishing a civil-citation process to help the State collect unpaid Video Tolls. The ability to flag or suspend the registrations of motorists who continue to ignore their bills – even after ample time to pay – gives the MDTA the tool it needs to collect unpaid Video Tolls.

Immediately following the waiver period, the MDTA began the process to refer toll violators to the MVA for flagging and suspending vehicle registrations and to refer toll debt to the Maryland Central Collection Unit (CCU).

INCREASING EFFICIENCY

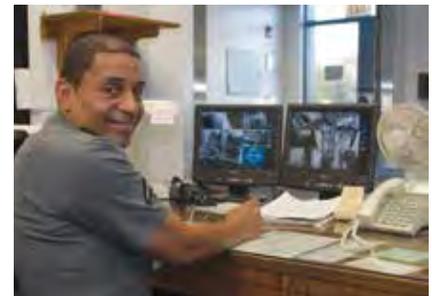
An Information Technology (IT) project is under development to improve the system used for maintenance, fleet and other operations activities. Goals include enhanced management of daily tasks and tracking of resources, equipment and performance measures.

The MDTA also is implementing an IT project to restructure the agency's Chart of Accounts and provide more rigorous budgetary accounting. The project will standardize MDTA budgets and reporting with the State of Maryland, help prevent contract overruns and improve project/contract management, financial reporting and internal controls.

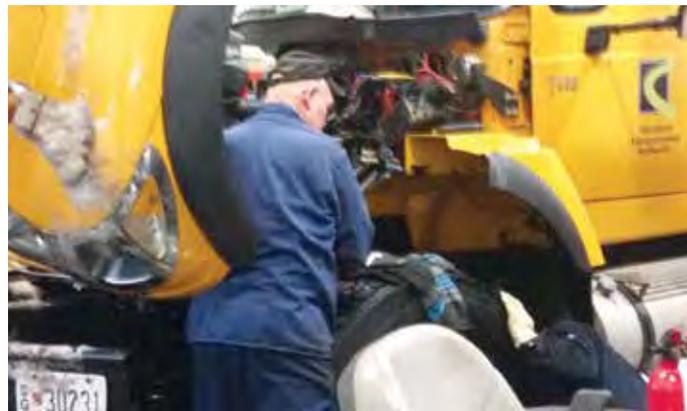
The Division of Finance and the Division of Information Technology developed the new MDTA P-Card

Information System (PCIS). PCIS provides a web-based platform that allows for the electronic preparation, submission and approval of monthly purchasing card logs. This system improves and streamlines the management of transactions for all stakeholders.

Karen Moore.



Retired Senior Officer Edward Holmes.



Danny Jones and Tommy Leone get an MDTA truck back on the road.



I-95 Express Toll Lanes.

I-95 IMPROVEMENT PROJECT WITH EXPRESS TOLL LANES (ETL)

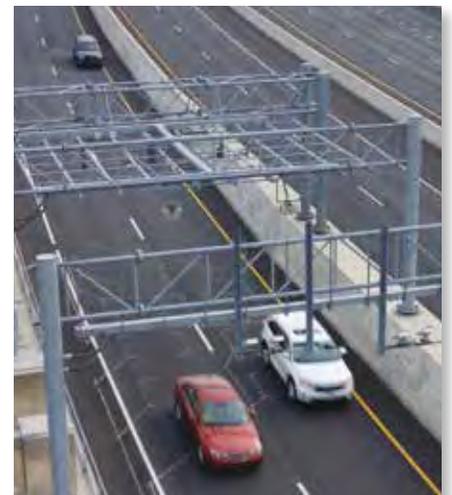
DELIVERING RELIABLE COMMUTES SINCE DEC. 6, 2014

The new I-95 Express Toll Lanes (ETL) opened to traffic on Dec. 6, 2014, and drivers were able to ‘test drive’ the lanes at no charge through Dec. 12, 2014. The I-95 ETL are eight miles (seven tolled) of “through” lanes between White Marsh and Baltimore. These lanes provide motorists with a convenient choice for reliable travel and were built to improve congestion and traffic safety along this busy stretch of I-95 today and for decades to come.

There are two new ETL in each direction of I-95, adjacent to the existing four general-purpose (non-tolled) lanes. The MDTA developed a campaign to educate Baltimore Metro commuters on the benefits of the I-95 ETL and how to use the new lanes. The campaign utilized radio, print, television, digital, social media, video simulation and grassroots efforts/events.

At the six-month mark, the I-95 ETL were experiencing accelerated growth in traffic with approximately 3.2 million vehicles traveling the lanes since opening. In May 2015, the average weekday traffic on the I-95 ETL was 24,153 vehicles daily compared to 14,904 vehicles daily in January 2015, a 62% increase. While it was expected that motorists would take the I-95 ETL during peak hours, many motorists also use the lanes during weekends and weekday off-peak hours. The average weekend traffic in May was 24,355 vehicles daily compared to 14,648 in January. With the opening of the I-95 ETL, backups also have eased in the general-purpose lanes during peak periods, improving the commute for all Marylanders and providing easier access to businesses along the I-95 corridor.

Like the Intercounty Connector, there are no toll plazas on the I-95 ETL. Tolls are paid at highway speeds using *E-ZPass* as vehicles pass beneath overhead tolling structures. The I-95 ETL also uses Video Tolling for drivers who do not have *E-ZPass*. On July 1, 2015, drivers using the I-95 ETL began paying lower tolls as part of Governor Larry Hogan’s toll rollback plan. Drivers of two-axle vehicles with *E-ZPass* pay \$1.54 during peak hours,



I-95 Express Toll Lanes.



I-95 Express Toll Lanes.

\$1.19 during off-peak hours and \$0.49 overnight per trip on the new lanes.

The I-95 ETL are part of the comprehensive \$1.08 billion I-95 Improvement Project, which also includes \$756 million in significant highway and safety enhancements along this vital economic corridor. These upgrades include:

- **Reconfigured** three major I-95 interchanges (I-895, I-695 and MD 43) to improve traffic operations and enhance safety;
- **Eliminated** left-hand exits from the general-purpose lanes at the I-695 interchange;
- **Modified** the traffic pattern on southbound I-95 at I-895, giving priority movement to the majority of motorists who continue along I-95; and
- **Replaced** two structurally deficient bridges at MD 43 (White Marsh Boulevard).

In 2015, work was completed at the I-95/MD 43 interchange and on I-95 north of MD 43. Improvements include the November opening

Construction of the concrete deck on MD 43 bridge over I-95 in White Marsh.

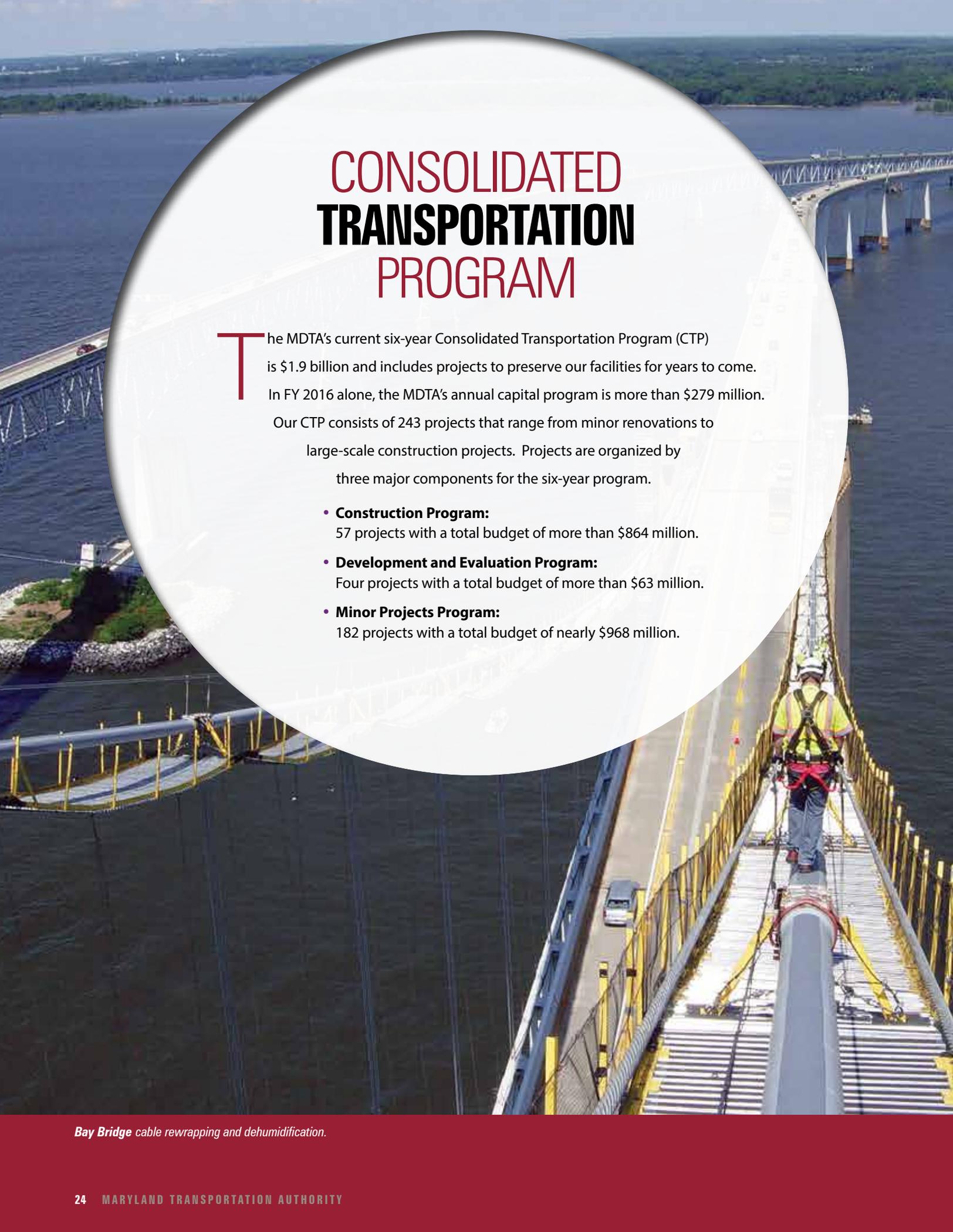
of directional flyover ramps from eastbound MD 43 to northbound I-95 and from westbound MD 43 to southbound I-95. In addition, the \$4.9 million offsite mitigation/stewardship project to restore Whitemarsh Run and its wetlands in northeast Baltimore County was completed this spring. The project helped offset environmental impacts from recent and prior activities to streams and wetlands in 183 acres of undeveloped, open and forested land at the head of the Bird River within the Chesapeake Bay Watershed.

I-95 Improvement Project work continues to realign the I-95/I-695 interchange at the Baltimore Beltway including noise wall and retaining wall construction, mainline highway reconstruction and paving and other activities such as drainage and lighting improvements. The widening of

Campbell Boulevard beneath I-95 in White Marsh also continued, a project that includes sidewalks, lighting and other safety improvements. Work is expected to be complete in spring 2016.

Re-aligning I-95 and I-695.



An aerial photograph of the Bay Bridge, showing its steel truss structure and suspension cables. A worker in a high-visibility vest and safety harness is walking on a narrow metal walkway along one of the cables. The bridge spans a large body of water, with a small island visible in the distance. The sky is clear and blue.

CONSOLIDATED TRANSPORTATION PROGRAM

The MDTA's current six-year Consolidated Transportation Program (CTP) is \$1.9 billion and includes projects to preserve our facilities for years to come. In FY 2016 alone, the MDTA's annual capital program is more than \$279 million. Our CTP consists of 243 projects that range from minor renovations to large-scale construction projects. Projects are organized by three major components for the six-year program.

- **Construction Program:**
57 projects with a total budget of more than \$864 million.
- **Development and Evaluation Program:**
Four projects with a total budget of more than \$63 million.
- **Minor Projects Program:**
182 projects with a total budget of nearly \$968 million.

Bay Bridge cable rewinding and dehumidification.

SYSTEM PRESERVATION

The MDTA focuses on System Preservation to ensure that its aging infrastructure is safe and in good working condition. In addition to annual inspections and repairs based on findings, the MDTA has programmed projects to address cyclic preservation needs such as deck sealing, painting, deck repair, deck replacement, substructure rehabilitation, superstructure repairs and full structure replacements. The expanded System Preservation Program for FY 2016 – 2021 is comprised of 217 projects with a total budget of about \$1.7 billion – approximately 90 percent of the MDTA's six-year CTP total.

BAY BRIDGE PAINTING

A project to clean and paint the structural steel components of the westbound Bay Bridge began in 2011. The project is being completed in four phases and includes the painting of girder, deck truss, through truss, and suspension spans, the suspension towers and steel rail posts. Phases 1 and 2 were completed in October 2013. Phase 3, which included cleaning and painting the deck cantilever truss spans and steel piers, was completed in May 2015. The final phase of westbound span painting, expected to begin in summer 2016, will involve cleaning and painting the through-truss span and welded steel girder spans on the eastern portion of the bridge.



Baltimore Harbor Tunnel (I-895) toll plaza.



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

BAY BRIDGE TOLL PLAZA PROJECT

The MDTA continued a project to replace toll booths and to remove and replace existing concrete pavement in the toll plaza. Three toll lanes at a time were closed continuously 24/7 to perform the work. The project was completed in June 2015.

BAY BRIDGE CABLE REWRAPPING AND DEHUMIDIFICATION

A 2.5-year, \$51 million project to rewrap the main suspension cables and install a dehumidification system on both spans of the Bay Bridge continued. Rewrapping the suspension cables involves removing the existing neoprene coating and wrapping the cables with a new neoprene coating. As an extra layer of protection, the dehumidification system will help reduce potential moisture within the cables by injecting dry air into the cables. Cable rewrapping on the westbound and eastbound spans was completed in October 2013 and January 2015, respectively. The westbound span's dehumidification system was commissioned in February 2014, and the eastbound span's system was commissioned in November 2015.

HARBOR TUNNEL THRUWAY RAMP PROJECT

Repairs to the I-895 Potee Street and Patapsco Avenue entrance and exit ramps in Baltimore City took place as part of the MDTA's \$13.7 million facility preservation project to replace the decks of the I-895 bridges over Patapsco Avenue, Potee Street and Hanover Street. The full project was completed in May 2015.

CONSOLIDATED TRANSPORTATION PROGRAM (continued)

NICE BRIDGE PRESERVATION

A \$13.2 million project to clean, paint and repair portions of the existing structural steel on the Nice Bridge began in April 2013. Work also includes repairing and sealing the concrete bridge deck and replacing the catwalk and ladder system under the bridge's main span. The project is expected to be complete in summer 2016.

I-95 RESURFACING

A two-year project to resurface I-95 in Harford County between MD 24 (Vietnam Veterans Memorial Highway) and to the Tydings Bridge began in July 2014 at a cost of nearly \$19.2 million and is expected to be complete in summer 2016. The work includes patching existing pavement and overlaying with hot mix asphalt, and installing new line striping, rumble strips and raised pavement markers.

KEY BRIDGE/I-695 PRESERVATION

A \$5.5 million bridge deck overlay and repair project for the bridges carrying I-695 (Baltimore Beltway) over Dock Road and CSX Railroad in Baltimore began in July 2015. Work includes removing and replacing the existing concrete deck (riding) surface and miscellaneous bridge repairs. Lane closures and traffic splits/shifts have ended, and the project is anticipated to be complete in fall 2016.

Francis Scott Key Bridge (I-695)



GOV. HARRY W. NICE BRIDGE REPLACEMENT

The MDTA has budgeted \$61.6 million for initial design and the purchase of right-of-way needed in both Maryland and Virginia for a new Nice Bridge. The initial design work will determine the channel requirements for the main span and where the span's support piers would be placed in the Potomac River, among other design elements. The project is not funded for construction.

PLANNING STUDIES

ALL ELECTRONIC TOLLING (AET) CONVERSION STUDY

AET would provide toll collection at highway speeds through the electronic methods of *E-ZPass* and Video Tolling, just like on the ICC and I-95 ETL, at Maryland's seven toll plazas. The advantages of such a transition could include reduced travel time; increased safety/reduced crashes; alignment with national practice, which is shifting to AET; improved customer convenience; reduced emissions; and potential long-term reduction in toll collection and maintenance costs. The MDTA had completed a study in late 2013, and submitted a follow-up study report to the legislature on Jan. 1, 2016, as required by House Bill 389 passed during the 2014 legislative session.

The MDTA addressed the following requirements of the legislation:

- Analysis of AET in other states with description of various AET programs.
- Analysis of AET interoperability.
- Analysis of :
 - ▶ Alternative payment methods that do not exceed the existing cash rates.
 - ▶ Video Toll rates based on an analysis of actual costs and potential savings to collect Video Tolls.



Bay Bridge facility inspections.

- Toll rates needed to address concerns with Video Toll collection of trucks.
- Analysis of issues and factors related to AET that must be addressed before AET is implemented.
- Overview of revisions, if any, to the MDTA's initial AET proposal.
- Proposed legislation, if required, related to implementation of AET.

BAY BRIDGE LIFE CYCLE COST ANALYSIS

The Bay Bridge Life Cycle Cost Analysis was completed in 2015. The two-year study established when preservation and maintenance will be required throughout the life cycle of both spans and developed options for adding capacity to the existing crossing and approach roadways based on traffic demand and structural conditions. The study limits include the US 50/301 corridor from Rowe Boulevard in Annapolis to the US 50/301 split on the Eastern Shore. The life cycle analysis developed a traffic forecast; completed traffic analyses; assessed bridge and roadway maintenance needs; developed multiple conceptual options for adding capacity to the existing crossing and approach roadways; and, developed life cycle costs for each bridge/roadway option based on multiple construction time frames. The study identified deck and superstructure replacement, painting and cable replacement as just some of the preservation needs anticipated for the future, including a timeline for implementing these improvements. The life cycle analysis confirmed that the existing Bay Bridge spans are in satisfactory condition, and with programmed and anticipated preservation and maintenance, can be maintained safely through 2065.



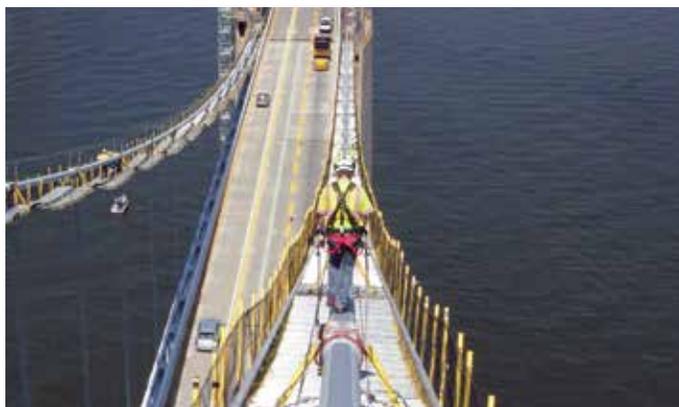
William Preston Lane Jr. Memorial (Bay) Bridge

SAFETY

In 2013, the Office of Engineering and Construction created a comprehensive maintenance of traffic (MOT) program and trained and certified all construction employees in procedures designed to improve safety on MDTA roadways under construction. Inspectors are required to report on MOT safety daily, and an independent traffic engineer performs random inspections on active construction projects to ensure compliance. New construction inspection employees and contractors become certified in the MOT safety program as part of their onboard training. This innovative program continues to help provide the safest and most efficient traffic environment for contractors and customers on all MDTA projects.

FACILITY INSPECTIONS

The MDTA is committed to maintaining the safety and integrity of Maryland’s transportation infrastructure. Over the last eight years, the MDTA has strengthened its bridge and tunnel inspection program to exceed national standards and



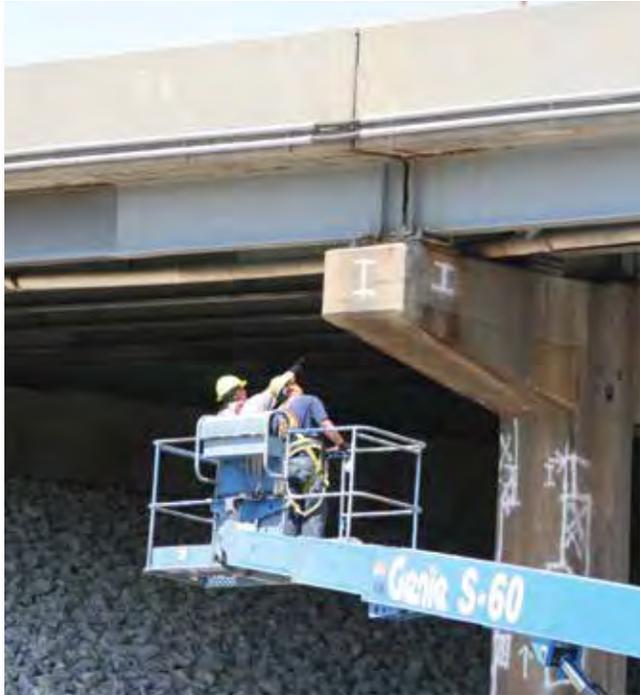
Bay Bridge cable rewinding and dehumidification.

enhance procedures for addressing identified deficiencies. In 2015, the MDTA began developing Element Level Inspection (ELI) criteria for bridge inspection in cooperation with the Maryland State Highway Administration and in accordance with Federal Highway Administration (FHWA) guidelines. These criteria will allow for improved quantification of deficiencies where they exist.

Independent, certified and nationally experienced engineering firms inspect all bridges, tunnels, roadways, lighting and signage annually. Inspections are performed from September through June each year. In 2015, 28 consultant and sub-consultant firms performed \$14.5 million in inspection services. All facilities were found “to be maintained in good repair, working order, and condition.”

This year, the MDTA revised its Facility Tunnel Inspection Manual adapting to new FHWA guidelines for means and methods of inspecting tunnels. The MDTA invested in the

	DECK	SUPERSTRUCTURE	SUBSTRUCTURE	NBIS RATINGS
FRANCIS SCOTT KEY BRIDGE	6	6	6	0 – FAILED
BAY BRIDGE (Eastbound)	6	6	6	1 – IMMINENT FAILURE
BAY BRIDGE (Westbound)	6	6	6	2 – CRITICAL
THOMAS J. HATEM BRIDGE	7	6	6	3 – SERIOUS
HARRY W. NICE BRIDGE	5	5	5	4 – POOR
MILLARD E. TYDINGS BRIDGE	6	5	6	5 – FAIR
				6 – SATISFACTORY
				7 – GOOD
				8 – VERY GOOD
				9 – EXCELLENT



Bridge on Harbor Tunnel Thruway inspection.

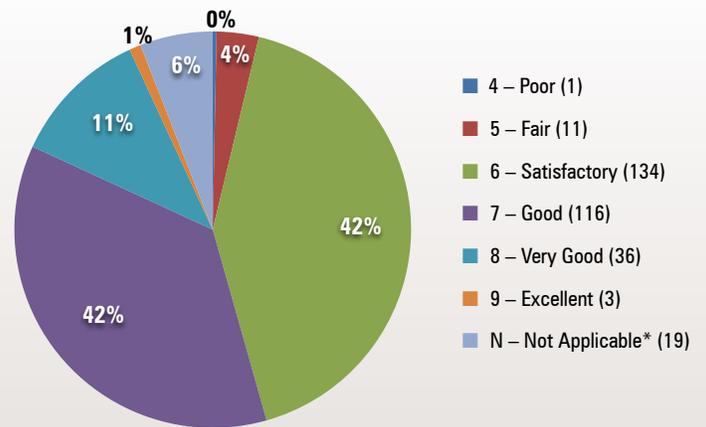
extensive training and certification of employee experts as well as providing training for consultant inspectors to comply with National Tunnel Inspection Standards (NTIS) requirements. In 2015, the Fort McHenry Tunnel received an overall condition rating of 6. The Baltimore Harbor Tunnel received an overall rating of 5.

The MDTA inspected 320 bridges in 2015 that meet the FHWA definition, including the large and complex signature structures. The National Bridge Inspection Standards (NBIS) for bridge structures require separate and specific condition ratings for the primary components of each bridge. These components are the deck, superstructure (beams, girders, etc.) and substructure (piers and abutments).

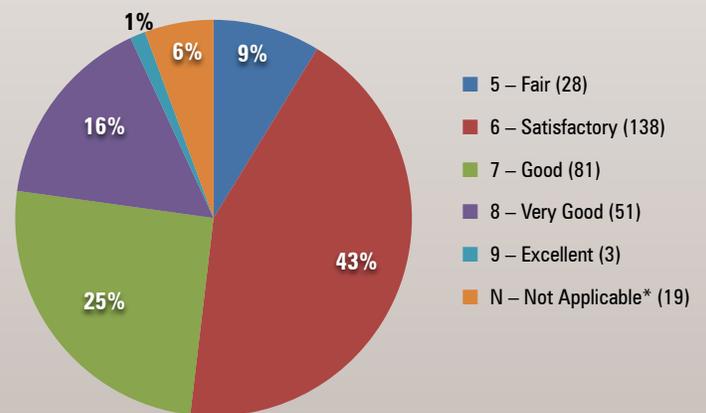
All MDTA bridges allow for legally-loaded vehicles, emergency vehicles and school buses to traverse safely. The MDTA has just one bridge classified "structurally deficient" due to deck condition. The Canton Viaduct on I-895 just north of the tunnel is currently in design for complete replacement expected to begin in 2018.

The following charts summarize the condition ratings by component for the 320 bridges that the MDTA inspected.

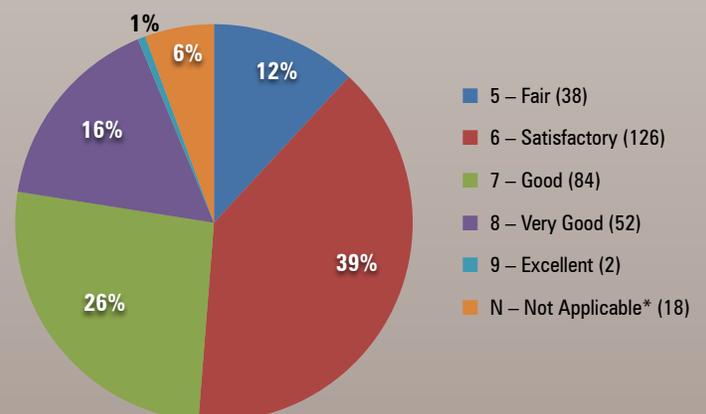
DECK CONDITION



SUPERSTRUCTURE CONDITION



SUBSTRUCTURE CONDITION



*Note: These ratings are Not Applicable for culverts that do not include the respective components (deck, superstructure and substructure).

CIVILIAN RESPONSE TO ACTIVE SHOOTER EVENT (CRASE) TRAINING PROGRAM



In 2015, MDTA Police Training Academy Instructors attended a Civilian Response to Active Shooter Event (CRASE) Train the Trainer program administered by the Office of Law Enforcement Coordination. Following the training they conducted six training sessions at the Key Bridge, the ICC and the JFK Maintenance shops. The training provided civilian employees with information about potential indicators of an active shooter, lessons learned from real-world incidents and techniques to increase awareness of security and surroundings. A total of 112 employees attended the training.

SAFETY (continued)

COURTESY PATROLS

Courtesy Patrols, staffed by our Vehicle Recovery Technicians (VRTs) and Emergency Response Technicians (ERTs), are vital to customer service and safety on our roadway, especially with numerous 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 congestion from stopped vehicles – a necessity for facilities without roadway shoulders like our bridges and tunnels. VRTs and ERTs also assist with incident management efforts and tow disabled vehicles to expedite emergency response and clearing of incidents. They are crucial to keeping traffic moving during rush hours, holiday travel periods and other peak-travel times, as well as during major weather events.

Courtesy Patrols provide 24-hour coverage at the Bay Bridge, the ICC and the two tunnels; and peak-travel coverage at the Kennedy Highway and the Key Bridge. In 2015, patrols assisted drivers of more than 8,500 disabled vehicles, removed more than 4,400 of those vehicles from MDTA roadways and changed nearly 6,400 flat tires. The Vehicle Recovery Unit recorded a total of 34,722 stops and 370 in-house tows for the MDTA. In 2015, appreciative customers sent almost 150 emails and letters commending the patrols and our employees.

EMPLOYEE SAFETY EFFORTS

In March, MDTA Chairman Pete Rahn hosted a media event with the State Highway Administration and Baltimore City Department of Transportation to announce the work schedule for the #i95bmore project south of the Fort McHenry Tunnel on I-95 and to discuss the importance of National Workzone Awareness Week.



Courtesy Patrol.

The MDTA's Office of Environment, Safety, and Risk Management (OESRM) hosted the annual June Safety Month Conference and Expo for employees on June 18, 2015. Representatives from the Injured Worker Insurance Fund, Maryland Occupational Safety and Health, Concentra and MSC Safety Direct were on-hand to provide safety and health information to employees. Presentations were held about Personal Protective Equipment, Heat Injury Prevention and Outdoor Safety: Ticks and other Critters. Additionally, the Johns Hopkins Mobile Safety Center was on site to provide safety information and offer an interactive opportunity for employees to learn about fire safety and making homes child-safe. The day offered a diversity of safety education for all MDTA employees.

BAY BRIDGE SAFETY INITIATIVE

The MDTA added line striping to a portion of eastbound US 50 between the toll plaza and the Bay Bridge. The new line striping guides drivers from the individual lanes in the toll plaza to the eastbound lanes across the bridge and is part of the MDTA's commitment to safety at the facility. The striping allows for more orderly movement and efficient traffic flow coming out of the toll plaza, essentially continuing the striping before the toll plaza (installed in 2012) to the other side.

IN MEMORIAM



Michael Pearce

On May 28, Kennedy Highway Facility Maintenance Technician Michael Pearce was tragically killed during a mowing operation along southbound I-95 in Harford County. Michael, a resident of Abingdon, was 59 years old and had been with the agency for 1.5 years. MDTA employees honored Michael during a moment of silence on May 29 and gathered to pay their respects on June 4. Our continued thoughts and prayers go out to Michael's family, friends and coworkers. Michael's name has been added to the memorials located at the Maryland House and Chesapeake House travel plazas that honor MDTA employees who have lost their lives while working on I-95.

E-ZPASS CUSTOMER SERVICE

April 2015 marked 16 years of electronic toll collection in Maryland. In those 16 years, *E-ZPass* use has consistently grown each year. More than 1.4 million *E-ZPass* Maryland transponders are on the move, and 75% of all traffic at MDTA facilities uses *E-ZPass* to pay tolls electronically. In fact, 93% and 77% of customers using the Hatem Bridge and Key Bridge respectively pay by *E-ZPass* and 87% pay by *E-ZPass* on the ICC and 96% pay by *E-ZPass* on the I-95 Express Toll Lanes – the State’s two all-electronic toll facilities.

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

- Secured passage of House Bill 1241 – Helps the MDTA improve customer service to long-time *E-ZPass* customers and to infrequent customers who made an honest mistake traveling our toll roads, while maintaining the appropriate enforcement tools to collect unpaid tolls afforded the MDTA by 2013 legislation.
- The MDTA Stop-in Centers (SICs) became a part of the *E-ZPass* Operations team. These centers are one of the primary interfaces with customers and operate as the “store front” for our *E-ZPass* Operations team, which also has a significant customer-service role. Having the SICs within one unit streamlines processes and allows for customer-service improvements and cost savings.

- At the *E-ZPass* Maryland Customer Service Center, representatives handled more than 762,500 telephone calls, and more than 1.3 million were taken by the Interactive Voice Response system. In addition, more than 168,600 pieces of correspondence and emails were received.
- The MDTA’s *E-ZPass* Operations staff serviced more than 33,500 customers.
- The MDTA’s *E-ZPass* Outreach Team provided information to large employers, businesses and civic organizations on how to get *E-ZPass* and use the Intercounty Connector. During 2015, the group sold 251 transponders and shared information with 2,190 citizens during 72 local events and visits to area businesses. In addition, the Outreach Team provided information to organizations in the Baltimore

Tim Sheets provides information on E-ZPass and the I-95 Express Toll Lanes (ETL) at the Maryland State Fair.



Metro Area on the opening and the benefits of using the I-95 ETL and signing up for *E-ZPass*. The team's ETL efforts began in spring 2014 and have been quite successful. In 2015, team members reached out to 5,891 people and sold 505 *E-ZPass* transponders at various events and visits to area businesses. The *E-ZPass* Outreach Team visited with customers at the Maryland State Fair and sold 96 *E-ZPass* transponders!

- Customer email communication efforts included *E-ZPass* awareness, summer travel, safety messages, Hatem Bridge toll-rate enhancements, updates on construction, traffic impacts and notification of the July 1 toll reduction.
- Used social media to reach over 13,700 Twitter followers and 11,600 Facebook followers with *E-ZPass* service messages. Through the use of social media, the MDTA was able to provide its followers with *E-ZPass* customer service responses via private messaging.



Judy Asher at the Nice Bridge toll plaza.

Between Oct. 16 and Nov. 16, the MDTA offered a one-month waiver program for toll violators to pay off their toll debt without paying civil penalties. The MDTA also ceased further enforcement activities for any pending Video Toll that a customer paid during the period. Immediately following the waiver period, the MDTA began referring toll violators to the Maryland Motor Vehicle Administration (MVA) for flagging and suspending toll violators vehicle registrations, and toll debt to the Maryland Central Collection Unit (CCU) in accordance with 2013 legislation passed by the Maryland General Assembly.

With Video Tolling, registered vehicle owners receive a Notice of Toll Due (NOTD) for using any of Maryland's

eight toll facilities without paying by cash or *E-ZPass*. The NOTD allows the vehicle owner to pay the Video Toll transaction within 30 days without any penalties or additional fees.

Those who do not pay within 30 days receive a civil citation and \$50 fine for each unpaid Video Toll transaction in addition to the Video Toll amount. The owner may pay the citation and fine or contest the citation in District Court. Motorists who do not pay or contest civil citations and fines within 30 days are referred to the Maryland MVA as follows:

- Less than \$1,000 (unpaid tolls and fines) – Referred for non-renewal flag of vehicle registration.
- \$1,000 or more (unpaid tolls and fines) – Referred for suspension of vehicle registration.



Katrina Hicks (above), Carolyn Bowman and Norma Davis of the Nice Bridge.



E-ZPass holiday marketing campaign.

LAW ENFORCEMENT

The nationally accredited Maryland Transportation Authority (MDTA) Police force comprises more than 600 sworn and civilian professionals. Every day, officers keep Maryland's citizens and visitors safe and secure as they use vital transportation assets like MDTA bridges, tunnels and highways, the Port of Baltimore and BWI Thurgood Marshall Airport.

In 2015, the MDTA Police attained national law-enforcement re-accreditation. The Commission on Accreditation for Law Enforcement Agencies (CALEA) granted the MDTA Police full reaccreditation for its Communications and Training units. The MDTA Police is the first Maryland law-enforcement agency, and is one of 15 nationwide, to hold the CALEA TRI-ARC Award of Excellence.

Throughout the year, MDTA Police hit the roads to enhance travel safety by targeting impaired and aggressive drivers through initiatives like the Smooth Operator Program – a cooperative effort among law enforcement in Maryland, Pennsylvania, Virginia and the District of Columbia to reduce the number of crashes caused by aggressive driving. In addition, the MDTA Police conducted DUI saturation patrols and participated in the “Click It or Ticket” campaign for seatbelt enforcement, the “You Text. You Drive. You Pay” distracted driving campaign and the “Toward Zero Deaths” campaign for saving lives and preventing injuries on the road.

There were 115,579 traffic stops conducted by MDTA Police officers during 2015. In 2015, officers made 647 criminal arrests, 1,055 arrests for suspected DUI offenses and issued 69,633 traffic citations and 112,066 traffic warnings – of which 2,874 were for DUI offenses, 5,665 were for adult seatbelt-related citations and warnings and 180 were for child seatbelt-related citations and warnings.

In addition to providing law-enforcement services, our police conduct commercial-vehicle safety and post-crash inspections and enforcement activities at all facilities under MDTA jurisdiction. The Commercial Vehicle Safety Unit (CVSU) includes uniformed MDTA Police officers, civilian motor carrier inspectors and police cadets. In 2015, the CVSU inspected 23,910 vehicles.



MDTA Police joined law enforcement agencies from around the region for the Smooth Operator Campaign Kick-Off event at the National Harbor.

In addition, 2,206 vehicles were found to be overweight. The unit took 3,343 vehicles and 1,863 drivers out-of-service to help preserve our roadways and facilities.

OTHER LAW-ENFORCEMENT HIGHLIGHTS INCLUDE:

- On Jan. 8, the MDTA Police held graduation exercises for Class 47. The 33 police recruits are now sworn to serve the MDTA Police, Maryland Transit Administration Police and the Perryville, Md., Police Department. The class went through 32 weeks of rigorous academy training, which began in May 2014.
- The MDTA Police Honor Guard participated in the Queen Anne’s County Sheriff’s Office’s Fallen Heroes Ceremony in February.
- On March 22, Phil and Nancy Turner recognized the MDTA Police for supporting the Off. Grant Turner Memorial Fund Baseball Tournament. This year was especially monumental, as it marked the 10th anniversary of their son Grant’s untimely passing. Off. Turner passed away on July 16,



Off. Randall Bostic.



Woodrow (Jerry) W. Jones sworn in as MDTA Police Chief by Clerk of the Circuit Court - Anne Arundel County, Robert P. Duckworth.

2005, after he collapsed following the completion of a 5K run in honor of fallen MDTA Police Off. Duke G. Aaron III.

- The MDTA Police hosted its sixth annual Police Cadet Career Night on March 27. Thirty-eight young men and women participated in the event, which provided high school seniors and graduates aged 17-20 with information about becoming an MDTA Police Cadet. Cadets receive training and work alongside MDTA Police officers until they are eligible to enter the MDTA Police Training Academy.
- Seven members of the MDTA Police graduated from the Northwestern University School of Police Staff and Command Class #374 on April 24. They completed 10 weeks of training, which is regarded as the most challenging and rewarding law-enforcement management program in the nation.



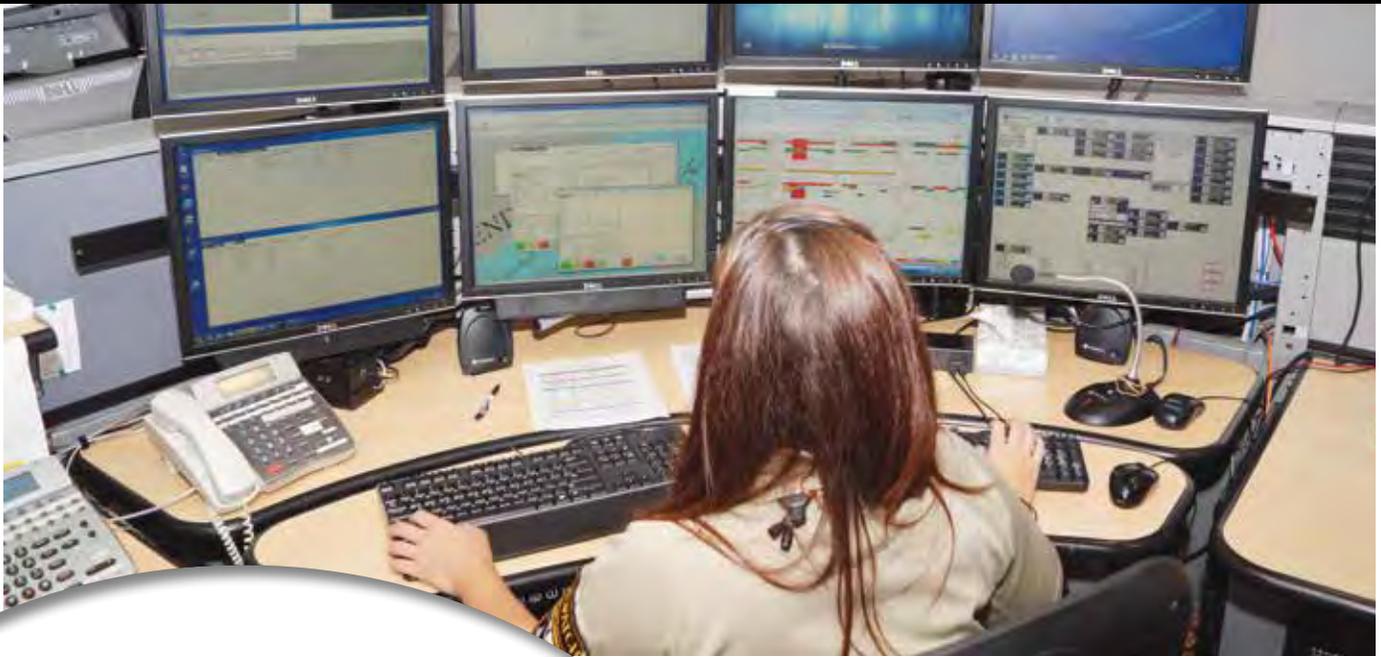
- Members of the MDTA Police Civil Disturbance Team and Special Response Team were deployed to Baltimore City following civil disturbances in April.
- On June 12, the MDTA Police honored their seven Fallen Officers and their surviving family members at the MDTA Police Memorial Garden. Off. George Neil Ramsburg, Off. Robert Franklin Pyles Sr., Off. Thomas (Jackie) Roland Crouch, Off. Duke G. Aaron III, Off. Grant Francis Turner, Cpl. Robert Thomas Krauss and Cpl. Courtney Gerald Brooks were honored during the annual event.



Off. Leroy Posey III (left) and Off. Steven Barzal (right).



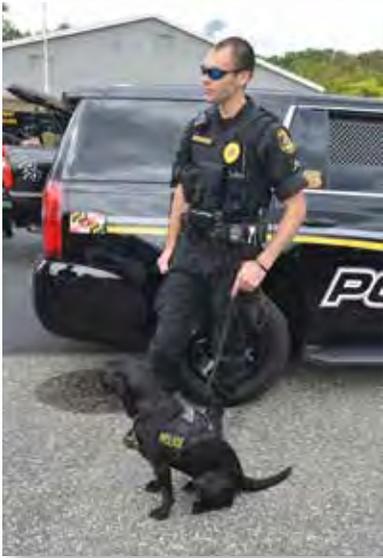
Sen. Off. William Kinsey III (left) and Sen. Off. William Alexander Jr. (right) during the April civil unrest in Baltimore.



Dispatch Supervisor | Megan Thiess.

HOMELAND SECURITY

The state of Maryland continues to make homeland security a top priority. 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 (MCAC) and the Joint Terrorism Task Force (JTTF).



Off. Barcikowski and K-9 Cookie.

HIGHLIGHTS:

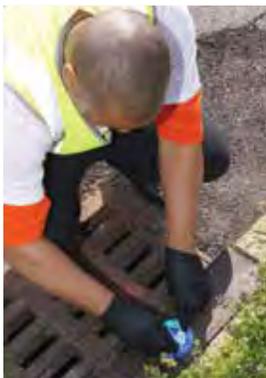
The MDTA is working to ensure that the shorelines and anchorage islands of the State's bridges are protected and, among other deterrents, has completed an electronic bridge security project. The project includes additional lighting, above and below roadway cameras and stopped-vehicle detection analytics for the major bridges, as well as a radar-based vessel detection system to protect critical piers in the shipping channels at the Key and Bay bridges.

To keep our employees, customers and facilities secure, the MDTA Police Security Unit completed an extensive project to upgrade the MDTA's access control system, which is one of the largest AMAG access control systems in the country. The initiative took hundreds of hours and included upgrading the system's software and hardware and moving it from a stand-alone server to a virtual environment.

ENVIRONMENTAL SUSTAINABILITY

EARTH DAY

MDTA employees celebrated throughout the month of April, culminating with an annual fair held April 22. As part of celebrating “Earth Month,” MDTA employees were encouraged to practice conservation during everyday activities; were invited to participate in a guided tour of Baltimore’s Masonville Cove (an outdoor conservation area, living shoreline and green building); and visit the Earth Day fair. The fair included a presentation about container gardening and several informational booths with lots of takeaways for employees on growing fruits and vegetables, composting, Baltimore City’s recycling program and green cleaning products. Maryland’s Department of Natural Resources also brought a live animal display. As part of MDTA’s Earth Day celebrations for 2015, the Office of Environment, Safety and Risk Management (OESRM) held the agency’s inaugural Annual



Tamory Winfield.

Reused/Recycled Material Art Contest and continued MDTA’s annual recycling competition between its facilities.

REDUCE, REUSE, RECYCLE!

The MDTA continues to grow its recycling efforts! In 2008, the MDTA reported a recycling rate of 5.38%; in 2014 the recycling rate was 21.7%, which is above the mandated level of 20%.

Since 2009, the OESRM has worked with employees to carry out its recycling program for Maryland Recycling Act (MRA) materials: cardboard, paper, bottles and cans, rubber, fluorescent lamps, printer/toner cartridges, electronics and lead acid batteries. All of MDTA’s facilities are now recycling these materials. Although other materials from our maintenance and automotive shops

don’t count toward the MRA recycling figure, MDTA shops remain dedicated to recycling. They recycle scrap metal, concrete, sweeper dirt, sewage sludge, wastewater, household-type batteries, wood and used oil. Together, the combined efforts of office, maintenance and automotive personnel resulted in the recycling of 1,273 tons of materials during 2014.



MDTA employees tour Masonville Cove.



Employee entries in MDTA’s first annual Reused/Recycled Material Art Contest.



John Lohmeyer and John Monk receive the first place award for the Northern Region in MDTA’s first annual Reused/Recycled Material Art Contest.



Anemometers installed at the Key Bridge for energy feasibility study.

FORT MCHENRY TUNNEL LIGHTING

Coordination continues for retrofitting the lighting in the Fort McHenry Tunnel to Light Emitting Diode (LED), resulting in an estimated energy savings of 20-25% of the current utility cost.

WIND ENERGY FEASIBILITY STUDY

OESRM deployed two wind speed gauging devices, also known as anemometer towers, at the Key Bridge and Point Breeze Complex. This initiative is a joint effort between MDTA and the Maryland Energy Administration, which is providing turn-key installation and monitoring of the devices, while the MDTA will collect data from the towers for one year. The evaluation and installation of renewable energy options is supported by multiple State agencies.

ARBOR DAY PLANTING

On April 24, Arbor Day, Maryland native trees and shrubs were planted on the Key Bridge campus by the Office of Engineering and Construction (OEC), Key Bridge Maintenance staff and Maryland Environmental Service. These plantings are not only aesthetic, but also provide environmental benefits. They help reduce stormwater runoff to the nearby Chesapeake Bay and limit air pollution. In addition, less mowing of the turf area will be required as these plants mature. The MDTA also gained environmental mitigation credits with the Chesapeake Bay Critical Area Commission that may be used for future development projects.

LEED CERTIFICATION

In July, the Maryland House and Chesapeake House travel plazas received Leadership in Energy and Environmental Design (LEED) certification from the U.S. Green Building Council. The renovated travel plazas achieved LEED silver certification under the LEED for New Construction Rating System. The Council indicated that the Maryland House and Chesapeake House were showcase examples of "sustainable design and demonstrate our leadership in transforming the building industry."



STORMWATER EFFORTS

The MDTA continued to plan, design and construct stormwater retrofits Statewide in response to the Environmental Protection Agency's Total Maximum Daily Loads (TMDLs), which limit sediment, nitrogen, and phosphorous that flow into the Chesapeake Bay. The MDTA was successful in its first stage of constructing streamlined stormwater retrofits along highways. This project is nearing completion, with new stormwater devices being constructed along I-95, I-895 and I-695. The MDTA is now focusing on the next stage to upgrade existing legacy stormwater management devices to improve their stormwater treatment and the installation of new conventional stormwater devices along its highways and at maintenance facilities. The MDTA also is planning for future development projects and expanded its coordination with maintenance staff to meet more stringent stormwater pollution prevention efforts at our facilities. The Office of Engineering and Construction staff trained nearly 300 employees in housekeeping procedures and conducted quarterly site inspections to help prevent stormwater pollution. The two groups also collaborated to place storm drain

markers on facility inlets and gathered for a field tour of ICC stormwater assets during a statewide forum sponsored by the Environmental Protection Agency and Maryland Department of the Environment.

COMMUNICATIONS AND COMMUNITY

In 2015, the MDTA's Division of Communications (DOC) continued to keep customer service at the forefront of the agency's operations. Using public relations, education efforts, grassroots marketing, and new technologies, the team is committed to providing customers with the tools necessary to plan their daily commutes and their vacations.

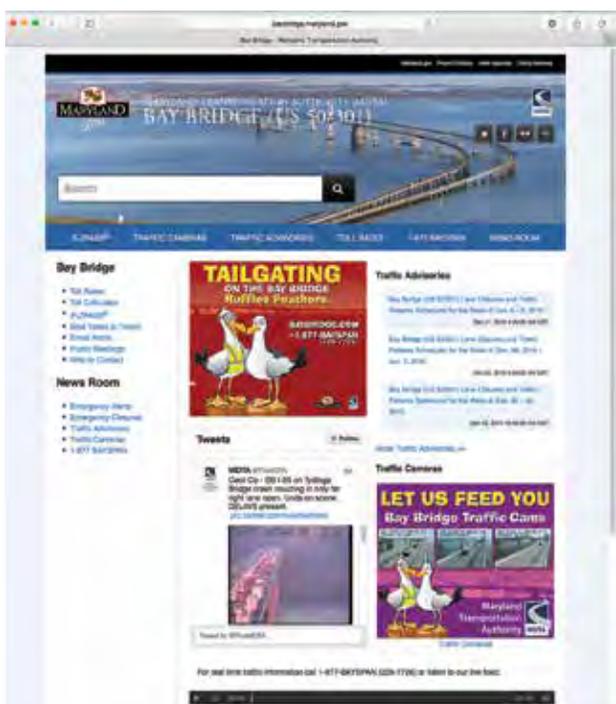
The 1-877-BAYSPAN (229-7726) hotline for 24/7 Bay Bridge traffic conditions continues to be an invaluable resource for residents, commuters and travelers and is coordinated with Maryland's 511 traveler information system. In 2015, the hotline received more than 713,000 calls.

Baybridge.com remained an extremely popular information source, with more than 432,000 unique visitors accessing the web site during 2015, 168,400 of which were first-time visitors. In addition, nearly 24,000 baybridge.com visitors are registered to receive email alerts. The DOC generates the email alerts – 59 Bay Bridge alerts were sent in 2015 – providing information about major incidents, lane closures, bridge services and safety efforts. More than 4,000 customers also received email alerts during the year about the ICC, I-95 ETL, Hatem Bridge and I-95 construction in Baltimore City. Mtda.maryland.gov continued to provide valuable information about all facets of the agency. More than 607,500 unique visitors browsed the site in 2015. Both mtda.maryland.gov and baybridge.com now feature responsive design, which makes the sites easily viewable from desktop computers, tablets and smartphones. Half of mtda.maryland.gov users and 71% of baybridge.com users access the web sites via mobile devices and tablets.



MDTA's Facebook page.

The MDTA's first Twitter post occurred on Oct. 20, 2011, and the agency entered the world of Facebook in May 2012. Today, the MDTA Twitter and Facebook accounts are valuable tools for our customers to get up-to-the-minute information about our facilities throughout the State. These platforms allow us to reach our customers quickly, allow media outlet, and other transportation agencies, to re-tweet our messages directly to their followers and also give our customers another avenue to voice their concerns directly and receive a timely response with resolution. In 2015, the MDTA sent more than 4,200 tweets and has garnered nearly 14,000 Twitter followers and more than 11,600 "likes" on Facebook. The MDTA also expanded its social-media platforms to include Flickr, Vine and Instagram. During the summer of 2015, the MDTA showed motorists various construction phases of the I-95 re-decking in Baltimore using Vine's six-second video clips so they could see traffic patterns before navigating them.



Twitter compliment to MDTA.

baybridge.com

Follow us on



@TheMDTA



WBAL-TV visited the Bay Bridge on July 3 for its weekly "Workforce Friday." Jason Newton (top, far left) and Mindy Basara (second from right) joined (from left) Lt. Eric Wilson, Division of Communications' John Sales and Bay Bridge Administrator Gordy Garrettson to learn about the ins-and-outs of the bridge. Off. Yancy Anthony, Richard Holthaus, John Mears and Karen Moore also were interviewed during the broadcast.



OTHER CUSTOMER SERVICE AND COMMUNITY HIGHLIGHTS FOR THIS YEAR INCLUDED:

- During 2015, DOC staff handled nearly 3,000 customer calls, 2,231 emails, 134 pieces of correspondence, 72 Public Information Act requests and more than 288 media contacts and inquiries. In addition, more than 152 traffic advisories and news releases were provided to media outlets.
- Spike and Otis "Spokesbirds" continued to emphasize safety tips, travel tools and the best times for traveling the Bay Bridge. Our feathered friends were featured on Ocean City Transit buses, coasters at Ocean City restaurants, billboards and radio ads to name a few.
- The Division of Civil Rights and Fair Practices is responsible for the agency's outreach program entitled "Getting Your Foot in the Door." In 2015, its focus to increase Minority Business participation was based on a combination of the procurement types (Construction, Architectural Engineering, Services, Maintenance, etc.) and ethnicities of businesses certified by MDOT. We had more than 200 businesses attend and welcomed participation from other State agencies. The MDTA achieved 26% on its MBE Program Goal during 2015.
- The Office of Human Resources and Workforce Development initiated the MDTA's Management Leadership Program (MLP). MLP offers premier training, on-the-job experience and leadership, and an opportunity for an accelerated and tailored career path. MLP is a 16-month initiative for middle managers.
- The MDTA participated in National Bring Your Child to Work Day on April 23. This program is intended to expose girls and boys to what a parent or mentor does during the work day, to demonstrate the value of education and to help them discover the power and possibilities associated with a balanced work and family life.





Ospreys with baby at Bay Bridge via "Osprey Cam."

- The Bay Bridge Ospreys made their way back on March 30, and maintenance crews installed a nesting platform for them on April 3. Last year, the birds attempted to build their nest on an overhead gantry next to a traffic camera. They have taken a liking to the nesting platform and built their nest on it for a second year. "Osprey Cam" was available via baybridge.com during the nesting season, when "Ozzie and Harriet" became proud parents!
- The Office of Human Resources and Workforce Development hosted a College Fair on Sept. 25. By bringing multiple colleges together under one roof, employees met with representatives, had their questions answered and found the college that best fits their needs more efficiently. Traditional and online schools were represented at the event.

MDTA employees volunteer at Our Daily Bread in Baltimore.

- In August and September, the MDTA supported the Governor's "Maryland Unites: Day of Service" Campaign and Maryland's "Operation Orange" Food Drive. MDTA employees volunteered at Our Daily Bread and the Maryland Food Bank, and employees collected more than 810 pounds of canned and non-perishable food for the Maryland Food Bank from Sept. 1-27.
- More than 450 guests came out on Sept. 20 for the I-95 Safety Fair presented by the Maryland State Police (MSP) Kennedy Highway Barrack in partnership with the MDTA Police. The event featured exhibits including the MSP helicopter, MSP vehicles, MDTA maintenance vehicles, MDTA Police vehicles and K-9 handlers, fire and rescue apparatus, free hot dogs and "Coney Island" mobile entertainment from Nathan's, complimentary chips and sodas from Areas USA, facepainting and much more!



Our travel plaza partners at Areas USA continue to make a difference in the community they serve. Thanks to the leadership of Areas USA and the generosity of Maryland travel-plaza customers, money donation boxes at the Maryland House and Chesapeake House on I-95 led to a milestone in giving. On Aug. 27, the MDTA proudly joined Areas USA

as they presented a \$100,000 check to the Bayside Community Network of Cecil County. The Bayside Community Network combines training, education, therapy and a positive learning environment to offer personalized services to individuals with disabilities. Earlier in the year, officials hosted a visit from Bayside's special needs students during which they learned about different job opportunities and what is needed to obtain employment after high school.

COMMUNICATIONS AND COMMUNITY (continued)

- More than 21,000 runners made the trek across the Bay Bridge on Nov. 8 during the Across the Bay 10K, which was hosted by the Chesapeake Bay Bridge Run, LLC. This is the fifth-largest 10K race in the U.S. and also boasts being the largest cup-free race in the world. Participants in this year's event represented 38 states and the District of Columbia, 18 countries and 49 nationalities!
- The MDTA Police and MDTA staff hosted another successful Toys for Tots campaign in December, marking the 26th year the MDTA has participated in this program. More than 5,700 toys and \$5,200 were collected during the 2015 campaign. Since 1990, more than 148,000 toys and \$112,400 have been collected from MDTA customers and employees.

MDTA employees participated in numerous events and activities to benefit Special Olympics Maryland (SOMD):

- MDTA employees, family and friends and members of Academy Class 47 raised more than \$2,600 by participating in the 19th Annual Polar Bear Plunge.
- The MDTA Police participated in the annual Law Enforcement Torch Run – the largest grassroots fundraiser



Chesapeake Bay Bridge Run
on Nov. 8.



Lt. Eric Wilson
at the Polar Bear Plunge.



The MDTA Police and Santa collect Toys for Tots at the Fort McHenry Tunnel.

and public awareness vehicle in the world for Special Olympics. MDTA Police officers ran the torch across the Bay Bridge in June.

- The MDTA Police and MDTA staff hosted the 7th Annual Fort McHenry Tunnel 5K Run/Walk on Sept. 20. Participants ran or walked through the right northbound tunnel tube and raised \$25,000.
- MDTA employees raised \$48,540 during the 2015 Maryland Charity Campaign. Employees designate their contributions to support numerous causes like medical research, support for students and seniors, family healthcare services, veteran assistance and emergency response to disaster relief.

Members of the MDTA Police carry the SOMD torch across the Bay Bridge.



Chairman Rahn sounds an air horn to start the Tunnel Run.

AWARDS

INDUSTRY AWARDS

The Office of Engineering and Construction received several awards for the Millard E. Tydings Memorial Bridge (I-95) Preservation Project at the Maryland Quality Initiative (MdQI):

- MdQI 2015 Award of Excellence – Maryland Transportation Modal Award Over \$5 million.
- MdQI 2015 Award of Excellence – MdQI Partnering Gold Award.
- The U.S. Green Building Council (USGBC) Maryland Chapter honored the Maryland House and Chesapeake House travel plazas with a Project Award during its 10th Annual Wintergreen Awards for Excellence in Green Building. Wintergreen celebrates, promotes and recognizes excellence in high performance, healthy design and building; environmental stewardship and community impact; and serves to highlight the green building initiatives and achievements of USGBC Maryland region projects, businesses, chapter members and other vested individuals.
- The Office of Engineering and Construction's Environmental Engineering Division was honored with an MDOT Environmental Excellence Award for its Chesapeake Bay Restoration Stormwater Retrofits Project.
- The MDTA was honored with the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association for its FY 2014 Comprehensive Annual Financial Report (CAFR).
- In August, the Maryland House Travel Plaza won the "Best in Class" Brick in Architecture Award from the Brick Industry Association.
- On Sept. 17, the American Institute of Architects - Maryland Chapter honored the Maryland House and Chesapeake House travel plazas team with its Honor Award in the Commercial Architecture category. It is the highest award in the category.



Left to right, **Off. Renato Guarnaccia**, **Off. Paul Pastorek**, **Off. Laron Wilson III** are recognized by the Maryland Traffic Safety Specialist Program.

EMPLOYEE AWARDS

MDTA POLICE OFFICER OF THE YEAR

Off. Howard Burnett

DETACHMENT OFFICERS OF THE YEAR

Sen. Off. William Blair III – *Commercial Vehicle Safety Unit*

Det. William Berry III – *Detective Unit*

Off. Carl Keightley – *K-9 Unit*

Off. Tyler Sheldon – *DUI Enforcement Unit*

Off. Michael Galliher Jr. – *Bay Bridge Detachment*

Off. James Conley Jr. – *BWI Marshall Airport Detachment*

Off. Brendan Foard – *Key Bridge Detachment*

Off. George Grossnickle – *Hatem Bridge Detachment*

Off. Renato Guarnaccia – *Tunnel Command Detachment*

Off. LaQuita Pray – *Nice Bridge Detachment*

Off. Paul Pastorek – *Port of Baltimore Detachment*

Off. Howard Burnett – *Intercounty Connector Detachment*

MDTA AWARD OF EXCELLENCE

Toni Mallory – *Finance Division*

Bernadette Vickery – *MDTA Police*

Diedre L. Parish – *Division of Information Technology*

Jerome Burrell – *Maintenance, Baltimore Harbor Tunnel*

Larry Hughes – *Office of Engineering and Construction*

Peter Mattejat – *Office of Engineering and Construction*

AWARDS (continued)

MDTA HEROIC ACT AWARD

Dave Gatchell – *John F. Kennedy Memorial Highway*

Cpl. Jeffrey Goetz – *MDTA Police*

Sabrina Daniels – *Toll Operations, Key Bridge*

Tammy Soth – *Toll Operations, Key Bridge*

Amber Johnson – *Toll Operations, Key Bridge*

MDTA SPECIAL ACT AWARD

Tykisha Spence – *Finance Division*

Vicky Jones – *Finance Division*

Kim Silwick – *Finance Division*

Satira Ryans – *Finance Division*

1st Sgt. Arthur L. Brown, Jr. – *MDTA Police*

Mary Ayd – *Business Planning, Policy and Performance*

Alisha Fredericks – *Civil Rights and Fair Practices*

Gail Mullen – *Civil Rights and Fair Practices*

Lillian Sidrak – *Office of Engineering and Construction*

Joseph Jachelski – *Office of Engineering and Construction*

Denise Lee – *Toll Operations, Fort McHenry Tunnel*

Brandon Boykin – *Toll Operations, Fort McHenry Tunnel*



Officer Howard Burnett, MDTA Police Officer of the Year.



Winners from MDTA's Annual Truck Rodeo at M&T Bank Stadium.

MDTA Director of Civil Rights and Fair Practices **Meshelle Howard** was honored on Feb. 24 as a Black History Hero by Maryland Live! Casino in association with the Md. Washington Minority Companies Association.

Off. George Grossnickle was awarded the Bel Air Moose Lodge Law Enforcement Performance Award and honored by the Harford County State's Attorney's Office for his outstanding DUI enforcement efforts during 2014.

On Aug. 12, the Division of Operations held its annual Truck Rodeo at M&T Bank Stadium. Maintenance employees represented each facility and tested their skills during a friendly competition.

Driver's Challenge

1st Place – Al Mosley, *Francis Scott Key Bridge*

2nd Place – Dave Walker, *Bay Bridge*

3rd Place – Chris Parto, *Francis Scott Key Bridge*

Mechanic's Challenge

1st Place – Sam Davis, *JFK Highway, Maint. II*

2nd Place – Mike Smith, *Fort McHenry Tunnel*

3rd Place – Earl Conway, *Francis Scott Key Bridge*

On Sept. 23, the Maryland Traffic Safety Specialist (TSS) Program recognized several MDTA Police members for attaining distinctive levels of experience, education, training and proficiency in highway-safety and traffic-enforcement methods and procedures.

EMPLOYEES ON MILITARY DUTY

Peter Leyden, Jr. – *MDTA Police*

Michelle Lewis – *MDTA Police Dispatcher*

FINANCIALS

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, I-95 Express Toll Lanes and the ICC. The Hatem Bridge is the only Maryland toll facility categorized as a General Account Project under the Trust Agreement for the benefit of MDTA's bondholders. The MDTA may issue either taxable or tax-exempt municipal bonds to finance the cost of largescale projects that would otherwise exceed current available operating revenues. Through this financing mechanism, the MDTA is able to fund 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 affirmed "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, the MDTA issued GARVEE bonds to finance a portion of the ICC.

The following are excerpts of the Maryland Transportation Authority's financial statements for the year ended June 30, 2015. The MDTA's financial statements were audited by Clifton Larson Allen, LLP. Their opinion concluded that the MDTA's statements present fairly, in all material respects, the financial position of the MDTA as of June 30, 2015, 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.



2015 Comprehensive Annual Financial Report (CAFR).

MARYLAND TRANSPORTATION AUTHORITY
STATEMENT OF NET POSITION

JUNE 30, 2015
(IN THOUSANDS)

ASSETS	
CURRENT Assets	
Cash and cash equivalents	\$ 83,273
Restricted cash and cash equivalents	94,031
Investments	659,432
Accounts receivable	24,357
Intergovernmental	4,444
Inventory	5,451
Accrued interest	2,117
Notes receivable	1,674
Contractor deposits	50
Direct financing lease receivable	26,170
TOTAL Current Assets	\$ 900,999

NONCURRENT Assets	
Restricted cash and cash equivalents	49,416
Restricted investments	220,779
TOTAL Restricted Assets	270,195
Capital assets, not being depreciated	1,744,102
Capital assets being depreciated, net of accumulated depreciation	4,017,521
TOTAL Capital Assets	5,761,623
Notes receivable, net of current portion	5,473
Direct financing lease receivable, net of current portion	409,977
Other assets	10,144
TOTAL Noncurrent Assets	\$ 6,457,412
TOTAL Assets	\$ 7,358,411

DEFERRED Outflow of Resources	
Deferred loss on refunding	8,794
Deferred pension expense	23,944
Deferred outflow of resources	32,738
TOTAL Assets and Deferred Outflow of Resources	\$ 7,391,149

LIABILITIES and NET POSITION	
CURRENT Liabilities	
Accounts payable & accrued liabilities	\$ 117,643
Intergovernmental payable	84,366
Unearned revenue	23,395
Accrued interest	64,645
Contractor deposits and retainage	14,652
Accrued annual leave	432
Accrued workers' compensation costs	1,930
Bonds Payable	114,535
TOTAL Current Liabilities	\$ 421,598

NONCURRENT Liabilities	
Contractor retainage, net of current position	1,291
Accrued annual leave, net of current position	10,179
Accrued workers' compensation costs, net of current portion	10,525
Bonds payable, net of current portion	3,117,802
NET Pension Liability	172,254
TOTAL Noncurrent Liabilities	\$ 3,312,051
TOTAL Liabilities	\$ 3,733,649

DEFERRED Inflow of Resources	
Deferred service concessions	54,991
Deferred Pension Investment Experience	18,854
Deferred Inflow of Resources	73,845

NET Position	
Net investment in capital assets	3,063,498
Restricted for:	
Debt service	102,770
Capital expenses	16
Unrestricted	417,371
TOTAL Net Position	\$ 3,583,655
TOTAL Liabilities, Deferred Inflow, and Net Position	\$ 7,391,149

MARYLAND TRANSPORTATION AUTHORITY

**STATEMENT OF REVENUES, EXPENSES,
AND CHANGES IN NET POSITION**

**YEAR ENDED JUNE 30, 2015
(IN THOUSANDS)**

OPERATING Revenues	
Toll	\$ 649,791
Intergovernmental	128,579
Toll administrative	42,751
Concession	5,070
Other	1,568
TOTAL Operating Revenue	\$ 827,759
OPERATING Expenses	
Collection, police patrol, and maintenance	210,058
Major repairs, replacements, and insurance	8,153
General and administrative	35,407
Depreciation	112,177
PENSION Expense	20,193
TOTAL Operating Expenses	\$ 385,988
INCOME from Operations	\$ 441,771
NON-OPERATING Revenues (Expenses)	
Investment revenue	3,452
Restricted interest income on investments	2,309
Loss on disposal of infrastructure	(2,303)
Interest expense	(101,568)
TOTAL Non-Operating Revenues & Expenses	(98,110)
CHANGE in Net Position	343,661
NET POSITION - Beginning of Year, Restated*	\$ 3,239,994
NET POSITION - End of Year	\$ 3,583,655

* Restated for GASB No. 68.

MARYLAND TRANSPORTATION AUTHORITY
STATEMENT OF CASH FLOWS
YEAR ENDED JUNE 30, 2015
(IN THOUSANDS)

CASH FLOWS from Operating Activities	
Receipts from toll collections and ticket sales	\$ 689,405
Receipts from concession and other revenue	6,641
Receipts from other governmental agencies for services	142,593
Payments to employees	(146,246)
Payments to suppliers	(128,147)
NET Cash provided by operating activities	564,246

CASH FLOWS from Noncapital Financing Activities	
Bond Proceeds	67,200
Non capital debt interest payments	(22,603)
Non capital debt principal payments	(53,285)
Payments for direct financing leases	(143,306)
Payments received on direct financing leases	115,763
NET cash used in noncapital financing activities	(36,231)

CASH FLOWS from Capital Financing Activities	
Bond Proceeds	132,204
Capital debt interest payments	(111,013)
Capital debt principal payments	(149,045)
Acquisition and construction of capital assets	(327,950)
Insurance proceeds	775
Proceeds from sales of capital assets	1,170
Net cash used in capital financing activities	(453,859)

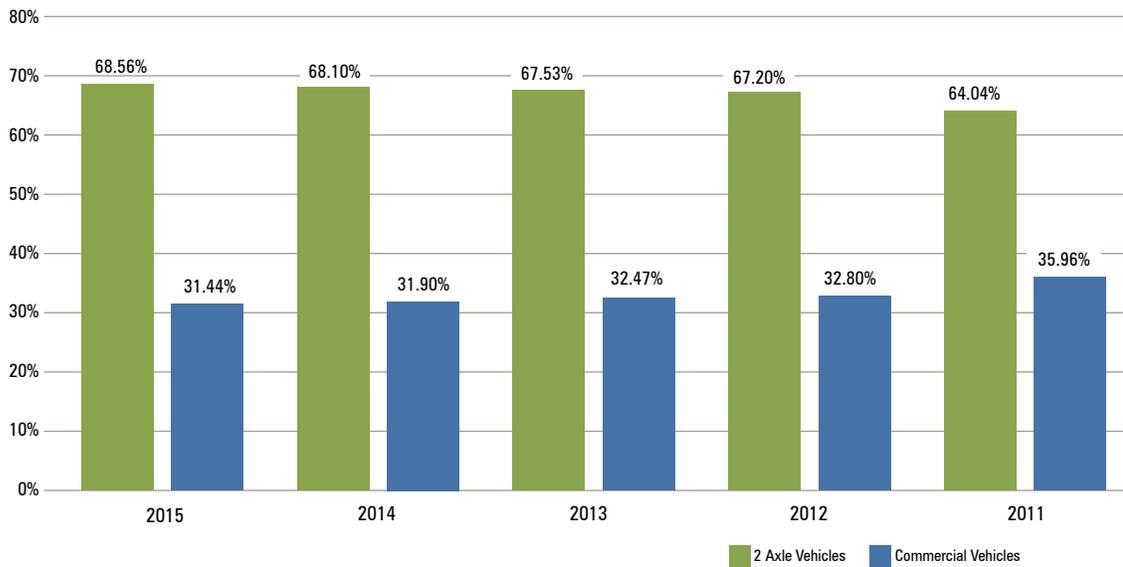
CASH FLOWS from Investing Activities	
Proceeds from sales of investment	864,805
Proceeds from interest income on investments	5,158
Purchase of investment	(1,055,407)
NET cash used in investing activities	(185,444)
NET Decrease In Cash And Cash Equivalents	(111,288)
CASH and Cash Equivalents- Beginning of Year	338,008
CASH and Cash Equivalents- End of Year	\$ 226,720
Supplemental disclosure of significant noncash capital financing activities - acquisition of the Chesapeake House through service concession agreement	\$ 25,285

RECONCILIATION of Operating Income to Net Cash Provided by Operating Activities	
Income from operations	\$ 441,771
Deferred inflow service concession receipts	(86)
Deferred inflow pension investment	18,854
Deferred outflow pension expense & actuarial assumption	(2,456)
Depreciation	112,177
EFFECT of Changes in operating assets and liabilities:	
Accounts receivable and intergovernmental receivables	(3,181)
Inventory	(245)
Note receivable	1,213
Contractor deposits	1,060
Accounts payable and accrued liabilities	(2,260)
Intergovernmental payables	13,027
Unearned revenue	(93)
Accrued annual leave	301
Net pension liability	(17,657)
Accrued workers' compensation costs	(84)
Contractor deposits payable	1,905
NET Cash Provided By Operating Activities	\$ 564,246

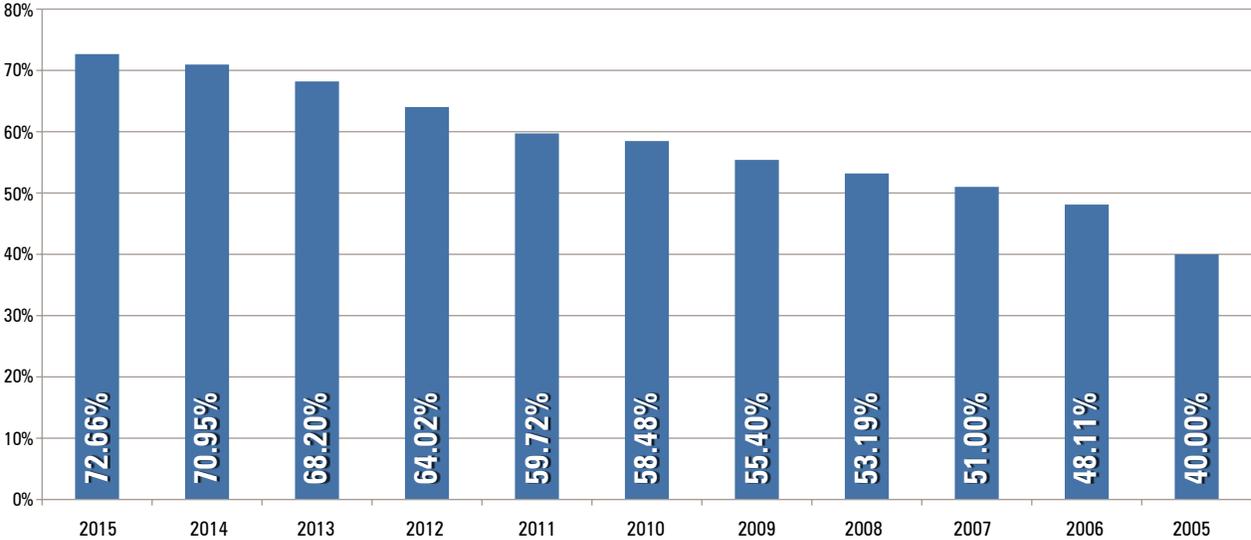
TOLL REVENUE (IN THOUSANDS)



TOLL COMPOSITION



PERCENTAGE OF REVENUE FROM ELECTRONIC TOLL COLLECTION





Larry Hogan, *Governor*
Boyd K. Rutherford, *Lt. Governor*
Pete K. Rahn, *Chairman*
Milton Chaffee, *Executive Director*

MARYLAND TRANSPORTATION AUTHORITY
2310 Broening Highway Baltimore, MD 21224
410-537-1000
711 (MD Relay)
1-866-713-1596
mdta@mdta.maryland.gov
mdta.maryland.gov
ezpassmd.com
baybridge.com



Maryland
Transportation
Authority



CHANGING
Maryland
for the Better



@TheMDTA

