Financed by toll revenue, the Maryland Transportation Authority (MDTA) is an independent State agency established in 1971 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 One Maryland. The MDTA’s revenues 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 it develops and finances transportation solutions for Maryland’s citizens.

For 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.

On behalf of the citizens of Maryland, I am pleased to share with you this report detailing the operations of the Maryland Transportation Authority (MDTA) during 2011. As you will see in this annual review, MDTA’s employees are committed to protecting the safety of Maryland’s citizens and visitors; preserving our tunnels, bridges and highways; and providing excellent customer service to the public.

This report highlights the important efforts and key initiatives we have implemented during 2011. These efforts include the opening of Maryland’s first all-electronic toll facility, the Intercounty Connector (ICC)/MD 200; enhancing traffic enforcement and homeland security initiatives; and continuing to undertake significant maintenance and preservation work at our toll facilities.

We recognize that our bridges, tunnels and highways are not like trees; they do not grow stronger with age. They require continued investment so that we can preserve and rehabilitate some of our State’s most important assets. Together, we have made the difficult choices that allowed us to continue making these investments that are so crucial to preserving our quality of life, and the quality of life for generations to come.

Martin O’Malley
Governor

MDTA Honor Guard

GOVERNOR’S MESSAGE

EMPLOYEES WHO SERVED ON ACTIVE MILITARY DUTY IN 2011

Officer Peter Leyden, MDTA Police, BWI Marshall/Port of Baltimore
Officer Harold Murdock, MDTA Police, Headquarters
Michelle Lewis, MDTA Police, Telecommunications Supervisor
Aaron Franklin, Strategic Development, Manager of Performance Management
Ronald Hammond, MDTA Operations, Vehicle Recovery Technician

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Martin O’Malley
Governor
MISSON

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

Creating and maintaining a transportation network of highways, bridges and tunnels where safety and transportation efficiency are priorities.

Operating and securing our facilities with innovative technologies.

Financing transportation facilities that offer convenient choices to travelers.

EMPLOYEE GUIDING PRINCIPLES

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

EMPLOYEE EMPOWERMENT & ACCOUNTABILITY:
Our employees conduct routine business without excessive oversight and accept responsibility for their actions.

RESPONSIVENESS:
We adjust quickly to unforeseen and sudden events.

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

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

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

EQUAL OPPORTUNITY:
We value our diversity and provide opportunities regardless of our differences.
Welcome to our report on the activities and operations of the Maryland Transportation Authority (MDTA) for 2011. It has been a privilege to re-join the agency as Executive Secretary.

My decision to do so was easy, as the dedicated men and women at the MDTA make it a pleasure to come to work each day. Their hard work, determination and the enthusiasm that they bring to our team are invaluable, and I continue to be grateful for their contributions in meeting the growing needs of the nearly 152 million motorists who travel our toll facilities each year.

The MDTA is indeed fortunate to have nearly 1,700 employees who perform their jobs in a professional manner each and every day. In fact, I often visit our facilities and take great pride in seeing the positive impact our employees have on our customers on a daily basis. No matter which division or office they are assigned, our employees come together as a team for the benefit of our organization and undoubtedly are our greatest assets.

Thank you for your support of the Maryland Transportation Authority. I look forward to the many challenges that lie ahead.

Harold M. Bartlett
Executive Secretary
4 FY 2011 traffic volume – 10.1 million vehicles.
5 FY 2011 traffic volume – 11.6 million vehicles.
6 FY 2011 (February-June) traffic volume – 2.2 million vehicles.
7 FY 2011 traffic volume – 6.8 million vehicles.
9 FY 2011 traffic volume – 46.3 million vehicles.
10 FY 2011 traffic volume – 10.3 million vehicles in length.
11 FY 2011 traffic volume – 2.2 million vehicles.
12 FY 2011 traffic volume – 10.3 million vehicles in length.
13 FY 2011 traffic volume – 10.9 miles in length.
14 FY 2011 traffic volume – 11.6 million vehicles.

VITAL LINKS IN MARYLAND’S TRANSPORTATION NETWORK

1. Thomas J. Hatem Memorial Bridge (US 40)
   - The oldest of the MDTA’s facilities, this 1.4-miles, four-lane bridge opened in August 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in northeast Maryland. Tolls are collected in the eastbound direction only at the toll plaza located one mile north of the Millard Tydings Memorial Bridge over the Susquehanna River in northeast Maryland.
   - FY 2011 traffic volume – 30.7 million vehicles.

2. John F. Kennedy Memorial Highway (I-95)
   - Opened in November 1962, the John F. Kennedy Memorial Highway is a 50-mile section of I-95 from the northern Baltimore City line to Delaware. Tolls are collected in the northbound direction only at the toll plaza located one mile north of the Millard Tydings Memorial Bridge over the Susquehanna River in northeast Maryland.

3. Fort McHenry Tunnel (I-95, I-395)
   - The largest underwater highway tunnel, as well as the widest vehicular tunnel ever built by the immersed-tube method, the Fort McHenry Tunnel opened to traffic in November 1960. 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 2011 traffic volume – 46.3 million vehicles.

4. 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 17 miles in length.

5. Francis Scott Key Bridge (I-695)
   - This outer crossing of the Baltimore Harbor opened in March 1977 as the final link in I-695 (the Baltimore Beltway). The 1.7 mile Key Bridge crosses over the Patapsco River where Francis Scott Key was inspired to write the words of the Star Spangled Banner. This facility also includes the Curtis Creek Drawbridge. Including the bridge and approach roadways, the facility is 10.3 miles in length.
   - FY 2011 traffic volume – 11.8 million vehicles.

6. Intercounty Connector (ICC)/MD 200
   - The Intercounty Connector (ICC)/MD 200 links in Montgomery County and I-95 in Prince George’s County. The ICC is the MDTA’s first all-electronic, variable priced toll facility. The first segment between I-70 at Shady Grove and MD 37 in Rockville/Geary opened in February 2011, with the segment to I-95 in Laurel opening in November 2011. Tolls are paid at highway speeds via E-ZPass and video tolling as vehicles pass beneath tolling structures.
   - FY 2011 (February-June) traffic volume – 2.2 million vehicles.

7. William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301)
   - The Bay Bridge crosses the Chesapeake Bay along US 50/301. Its dual spans provide a direct connection between recreational and ocean regions 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 1932 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for overbound 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 2011 traffic volume – 21.7 million vehicles.

8. Governor Harry W. Nice Memorial Bridge (US 301)
   - Opened in December 1940, this 1.9-mile, two-lane bridge is located on US 301 and spans the Patuxent River from Newburg, Md. to Dalkperate, Va. President Franklin D. Roosevelt participated in the facility’s groundbreaking in 1939. Tolls are collected in the southbound direction only.
   - FY 2011 traffic volume – 6.8 million vehicles.
SYSTEM PRESERVATION
The MDTA has shifted emphasis in the last few years to System Preservation to ensure the aging transportation infrastructure is in good working condition. In addition to annual inspections and repairs based on findings, the MDTA has programmed projects to address regular maintenance needs such as deck sealing, painting, deck repair, deck replacement, substructure rehabilitation, superstructure repairs and full structure replacements. The expanded System Preservation program is comprised of 30 projects with a total budget of over $1 billion for fiscal year 2012 thru FY2017.  

Hatem Bridge Deck Rehabilitation
In June 2011, the MDTA completed major rehabilitation work on the 71-year-old Hatem Bridge deck. The 3.5-4 year, four-phase project included bridge roadway (deck), substructure (concrete piles) repairs and installation of a new, permanent barrier wall in the center of the bridge.

Throughout the project, one lane of traffic remained open in each direction except during times requiring delivery of construction materials, moving equipment, repositioning of barrier walls and routine inspections. For customers’ convenience, Automatic Vehicle Identification (AVI) decals were renewed annually for free while work was being performed, and noise restrictions were instituted to minimize disturbances to the surrounding communities.

Complex maintenance of traffic and construction plans, as well as extensive public outreach efforts, helped contribute to the successful delivery of the project on this critical route for Cecil and Harford County residents, visitors and businesses.

I-95 Resurfacing Work
Between June 2010 and December 2011, work took place to resurface a two-mile portion of I-95 and interchange ramps in Baltimore City and upgrade signs and lighting.

Construction consisted of resurfacing all travel lanes on northbound and southbound I-95 and on the ramps at Caton Avenue and Washington Boulevard, resurfacing and repairs to the John and Caton Avenue bridges over I-95; installing a new overhead dynamic message sign in each direction of I-95 between I-695 and Russell Street; installing 21 new sign structures; upgrading 30 high-mast light poles; drainages improvements; and safety upgrades.

Work required daily lane closures, along with complex lane and ramp closures and detours during overnight and weekend hours, and reductions in travel lane widths.

During peak-travel times, the four main travel lanes remained open in each direction of I-95.

The project team’s through coordination and implementation of numerous, concurrent lane and ramp closures helped ensure smooth traffic flow and safety approaching and within the work zone.

I-695/Quarantine Road
The I-695 Quarantine Road Interchange Project is enhancing safety, widening capacity and reducing congestion, especially during peak-travel periods, and providing environmental enhancements on I-695 at Exit 1 (Quarantine Road) and on Quarantine Road approaching I-695.

In spring 2010, crews began widening three of the existing interchange ramps, removing the ramp from Quarantine Road to eastbound I-695 and widening the approach roadway to the Quarantine Road Bridge. A new traffic signal was added at the end of the ramp from eastbound I-695 to Quarantine Road while existing signals were replaced and timed to reduce peak-hour delays. Environmental upgrades include a stormwater management pond that improves water quality and reduces rainfall runoff and pollutants from roadway surfaces. The project also provides three acres of native species reforestation, erosion and sediment control and landscaping. The majority of work was completed in winter 2011/2012.

Millard E. Tydings Bridge (I-95) Repairs
In October 2011, the MDTA began a $42.7 million preservation project to perform underwater foundation (concrete pier/bridge support) repairs to the Tydings Bridge. Work is anticipated to be completed by late 2013 and will be performed on 10 of 13 bridge piers in three stages. This is the first time in the bridge’s history that work of this nature has been performed.

The complex operation and sequencing includes excavation of the river bottom and installation of cofferdams (temporary watertight enclosures that are pumped dry to expose the bridge foundation); removal of water and earth inside the cofferdams; concrete placement inside the excavated cofferdam; transporting excavated material; repairing piers; and removing the cofferdams to restore the river bottom to its original condition.

In an effort to minimize disturbance of the river bottom to protect maple turlurtle habitat and promote the growth of sub-aquatc vegetation, environmental restrictions are in effect between November and April.

Pond seeding at Quarantine Road interchange

Hatem Bridge deck rehabilitation

Part of the Tom William Bridge deck rehabilitation work in June 2011, the MDTA completed major rehabilitation work on the 71-year-old Hatem Bridge deck. The 3.5-4 year, four-phase project included bridge roadway (deck), substructure (concrete piles) repairs and installation of a new, permanent barrier wall in the center of the bridge.

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In an effort to minimize disturbance of the river bottom to protect maple turtle habitat and promote the growth of sub-aquatc vegetation, environmental restrictions are in effect between November and April.
TOLL INCREASE

On September 22, 2011, the MDTA Board approved a revised tolling plan after considering substantial public comments received during a 60-day public-comment period held earlier in the summer. The largest toll increase in agency history, phased in during calendar years 2011, 2012 and 2013, is projected to generate approximately $90 million in its first full year ($140 million in subsequent years) to pay significant debt for rebuilting. MDTAs aging bridges, tunnels and highways and for constructin additional highway capacity in the Baltimore and Washington regions.

It has been years, decades in some cases, since the MDTA raised many of its toll rates. Commuter toll rates were last raised in 1985 for Baltimore toll facilities and in 1983 for the Bay and Nice bridges. Toll rates for passengers vehiciles were last raised in 2003 at the Baltimore toll facilities, the Key Bridge and the Baltimore Harbor Tunnel. Before the increase, the Bay Bridge toll rate for passengers vehiciles was lower than when the original span opened in 1952, when drivers of passenger car paid $2.80 round trip, plus $.25 per passenger. Toll rates for vehicles with two or more axes were last raised at all facilities in 2009. Nearly 4,000 citizens and elected officials submitted comments or provided testimony at one of the ten public hearings held throughout the state. The MDTA took extensive measures to help ensure transparency in the process, providing public hearings, web comment forms and making financial documents available to the public via the agency’s website.

The funds to finance, operate, preserve, maintain, improve and protect Maryland’s eight toll facilities come directly from the tolls that customers pay. The MDTA does not receive funds or contribute to the Transportation Trust Fund. Revenue “pooling” makes the MDTA financially strong with top bond ratings that reduce borrowing costs.

Bay Bridge Painting

In July 2011, a project to preserve the westbound span of the Bay Bridge by cleaning and painting its steel girder spans began. This Phase One work, which involves complete removal of the existing paint and repainting girders in the Western Shore portion of the westbound span, is anticipated to be complete in fall 2012. Work will continue in Phases Two through Four, with completion expected in June 2017. The estimated cost for all phases is $95.9 million. This is the first full-scale painting of the westbound span since it opened in 1973.

Hatem Bridge Painting

To extend the bridge’s useful life, a 1.5-year project to clean and paint the Hatem Bridge began in July 2011. Portions of steel above the tops of the bridge piers and portions of the overhead trusses are being cleaned and painted, and areas below the bridge deck are being spot painted. The last Hatem Bridge painting took place in 1980.

Key Bridge Painting

Cleaning and painting steel surfaces and girders, repairing drainage troughs and miscellaneous repairs of the approach spans began in August 2011. The work will address areas of corrosion and paint deterioration, restore the structural members of the bridge and extend its useful life. Completed in 1937, the Key Bridge underwent painting of its main span and replacement of drainage troughs in 2006. The current project is anticipated to be complete in summer 2013.

I-895 Patapsco Flats

On the I-835 over the Patapsco River, located approximately 2.5 miles south of the Baltimore Harbor Tunnel, work to repair deteriorating concrete of the bridge piers began in November 2011. Anticipated to be complete in fall 2013, the $3.2 million project also includes river scour (erosion) repairs and protection and other miscellaneous structural repairs to the approximately one-half-mile bridge. The Baltimore Harbor Tunnel, including approach roads, opened to traffic in 1937. The most recent improvements to this area involved widening the bridge by approximately 16 feet in the early 1980s.

Curtis Creek Drawbridge

A seven-month project to preserve the steel decks on the I-895 drawbridges over Curtis Creek, between the White MAR Route (Exit 1) and MD 100 (USD 222), in order to address existing wear and extend the bridge’s useful life, began in December 2011. Work consists of replacing the drawbridge’s steel grid deck and steel floor beams, deck supports and locking mechanism and spot painting of its structural steel. This is the first time the drawbridge has undergone this type of work. The Inner Loop of the I-895 Curtis Creek Drawbridge (originally one-lane of traffic in each direction) opened in 1977. The Outer Loop drawbridge span was added in 1979, resulting in two lanes of travel in each direction.

Canton Viaduct on I-895

Construction is underway on a project to completely replace the existing structurally deficient and functionally obsolete Canton Viaduct structure. Full replacement will address wear on the viaducts’ bridge deck, substructure and superstructure and result in improved safety and reliability. The bridge deck has not been renewed since 1985. Construction is scheduled to be complete in FY 2015.

Kennedy Highway Bridge Painting

A $3.9 million project is underway to preserve seven bridges on or over the John F. Kennedy Memorial Highway (I-95) by cleaning and painting structural steel. These bridges were built in 1983, with widening performed in 1970 or 1971 to accommodate increased traffic. Full painting will help maintain the bridges’ structural integrity. This is the first time these bridges have been fully painted. This project is expected to be complete by late 2012.

HIGHLIGHTS FROM THE DESIGN & EVALUATION PROGRAM

US 301 Harry W. Nice Memorial Bridge Improvement Project

The purpose of the US 301 Nice Bridge Improvement Project is to study a crossing of the Patapsco River that is
The construction and maintenance of many roads in Maryland have typically been paid for with state and federal taxes. However, as transportation needs have increased, available funding sources have decreased. Toll roads offer a way to meet transportation challenges without raising taxes. Roundabouts are needed for three basic reasons:

1. To pay for a road that can’t be built soon enough with available resources—Some transportation projects are needed now. However, the typical process to fund, plan and construct a roadway can take years. By the time the work is actually completed, we have outgrown what was just built and need to start all over again. Paying for construction today allows the MD Transporation Authority (MDTA) to avoid inflation for materials, labor and land.

2. To pay for the continued maintenance and operation of a roadway—A road is never actually finished. From the day it opens the pavement begins to deteriorate from weather and wear. Ramps need to be filled, signs and lighting maintained, steel painted, and MD 22, as well as two park and ride sites and a pedestrian/parkway option, have been selected. There is no funding for the project.

3. To pay for other transportation improvements in the area—When a road is tolled, the prospective stream of future revenues allows the capital market to be tapped for loans and equity to finance other needed transportation improvements. Such revenues can be delivered years in advance of construction.

I-95 Section 200 Planning Study

The I-95 Section 200 Planning Study, completed in January 2011, examined how traffic congestion and safety could be improved along 16 miles of I-95 from north of MD 43 in Baltimore County to just north of MD 22 in Harford County. Following many months of study, public and agency review and detailed engineering and environmental analysis, the MDTA determined Express Toll Lanes (ETLs) as the selected Alternative. Options for the I-95 interchanges at MD 102, MD 24, MD 543 and MD 22, as well as two park and ride sites and a pedestrian/bicycle option, have been selected. There is no funding programmed for the next stages of the project.

I-95/FMT Carroll Camden Access Study

The study evaluated alternatives to improve access to and facilitate the development of the Carroll Camden area in Baltimore City, south of the Fort McHenry Tunnel. Improved safety and operations along I-95 between Canton Avenue (Exit 50) and Hanover Street (Exit 56) were also studied.

I-95/MO-222 Study

The MDTA is partnering with the State Highway Administration (SHA) and the Maryland Department of Transportation (MDOT) in a cost study to identify future improvements at the I-95/MO-222 interchange in Cecil County and along MO 222 near the interchange. In 2011, the study was developed roadway concepts and estimated project costs. Additionally, a work group, comprised of State and local elected officials and government representatives, was formed to help address the area’s future transportation needs and funding. The group meets periodically to review concepts, costs and future actions.

Virtual Weigh Station (VWS) Study

The VWS study evaluated the feasibility of implementing six stations at three MDTA facilities: I-95 southbound approaching the Fort McHenry Tunnel; I-895 northbound and I-695 southbound approaching the Baltimore Harbor Tunnel; I-865 eastbound and I-865 westbound approaching the Key Bridge; and on southbound Brownway Highway approaching the Key Bridge. A VWS prescreens commercial vehicles at highways speeds for weight and height overloads via the use of weigh-in-motion detectors. The draft report was completed in December 2011, and a decision whether to move the project forward is expected to be made in 2012.

I-95 Travel Plaza Redevelopment

In November, the MDTA received multiple proposals for a public-private partnership to redevelop, operate and maintain Maryland’s aging travel plazas over the next 35 years. The State will retain ownership and oversight of the 39-year old Chesapeake House and the 64-year old Maryland House, while receiving revenues over the course of the agreement. The selection is anticipated in early 2012 with a final decision occurring after legislative review and approval by the Board of Public Works.
ENHANCED FACILITY INSPECTIONS

The MDTA is committed to maintaining the safety and integrity of Maryland’s transportation infrastructure. Over the last five years, MDTA has strengthened its bridge and tunnel inspection program by increasing budgets devoted to inspections, supplementing staff dedicated to inspections, instituting requirements for more comprehensive “hands-on” inspections and enhancing procedures for addressing deficiencies. MDTA has implemented a robust structures-management system. The Authority Structures Inspection and Repair (ASIR) system is used by engineering staff to document inspection findings, prioritize remedial repair or replacement and record repair history.

In July 2011, the Federal Highway Administration conducted a peer review of the methods and procedures of MDTA’s facility-inspection program. The review found that “all inspection methods and procedures are fully documented to ensure there is uniformity and consistency in the quality of bridge inspections being performed by the consultants. Quality control and quality assurance procedures in place are quite noteworthy. The facilities inspection program is being administered by qualified, conscientious personnel that are dedicated to the delivery and quality improvement of their work.” Independent, certified and nationally experienced consultant firms perform more than $17 million of inspection services. All facilities were found to “be maintained in good repair, working order and condition” and allow for legally-loaded vehicles, emergency vehicles and school buses to traverse safely.

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). In 2011, MDTA inspected 275 bridge structures, including both toll road and complex signature structures. The 2011 condition ratings of MDTA’s signature bridge structures are as follows:

<table>
<thead>
<tr>
<th>Bridge</th>
<th>Deck Rating</th>
<th>Superstructure Rating</th>
<th>Substructure Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Francis Scott Key Bridge (I-95)</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Bay Bridge</td>
<td>5</td>
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<td>Bay Bridge</td>
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<td>5</td>
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<tr>
<td>Thomas J. Hatem Bridge (US 40)</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Harry W. Nice Bridge (US 40)</td>
<td>5</td>
<td>5</td>
<td>5</td>
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<tr>
<td>Millard Tydings Bridge (I-695)</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

The following charts summarize the NBIS condition ratings for all 275 of MDTA’s bridge structures.

The MDTA has just four bridges classified as “structurally deficient.” Three of these bridges are currently under construction, with the fourth planned for complete replacement starting in 2014. The MDTA also inspects the Baltimore Harbor and Fort McHenry tunnels using guidelines and rating criteria similar to the bridge inspection program. In 2011, the Fort McHenry Tunnel was given an overall rating of 6 (Satisfactory) and the Baltimore Harbor Tunnel received a 5 (Fair). CORTESY PATROLES

Courteous Patrols, staffed by our Vehicle Recovery Technicians (VRTs) and Emergency Response Technicians (ERTs), are vital to improving service and safety on our roadway, especially with the many work zones agency-wide. By assisting drivers of disabled vehicles with gasoline, flat tires and other minor repairs, patrols minimize the road risk for crashes and potential 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. Courtesy Patrols provide 24-hour coverage at the Bay Bridge, the ICC and the two tunnels; operate 16 hours-a-day, seven days-a-week at the Kennedy Highway; and, when staffing levels permit, 16 hours-a-day, five days-a-week at the Bay Bridge. In 2011, patrols assisted drivers of more than 30,000 disabled vehicles, removed more than 2,400 miles 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. Courtesy Patrols provide 24-hour coverage at the Bay Bridge, the ICC and the two tunnels; operate 16 hours-a-day, seven days-a-week at the Kennedy Highway; and, when staffing levels permit, 16 hours-a-day, five days-a-week at the Bay Bridge. In 2011, patrols assisted drivers of more than 30,000 disabled vehicles, removed more than 2,400 miles 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.
In 2011, Maryland’s eighth and first all-electronic toll facility opened with two historic ribbon cuttings. The Intercounty Connector (ICC)/MD 200, connecting Montgomery and Prince George’s counties near Washington, D.C., now provides reduced and reliable travel times and greater convenience for commuters, businesses and transit users between the I-270 and I-95 corridors.

Governor Martin O’Malley and U.S. Transportation Secretary Ray LaHood hosted the ceremonial opening of the ICC’s first segment from I-270/I-370 at Shady Grove Rd to MD 37 (Georgia Avenue in February 2011. Just before transportation, Lt. Governor Anthony Brown and U.S. Deputy Transportation Secretary John Porcari joined congressional, State and local officials in cutting the ribbon to open the first 10 miles of the ICC, connecting I-270 to I-95 in Laurel. With each opening, drivers were able to “test drive” the ICC at no charge for approximately two weeks to provide motorists the opportunity to see how the roadway worked and sample its time-saving benefits.

There are toll plazas on the ICC with stop-and-charge tolls for cash payment. Tolls are collected via EZPass and video tolling at highway speeds as vehicles pass beneath tolling structures, eliminating vehicle queuing and congestion, promoting safety, reducing pollution and improving the overall quality of life for commuters.

ICC per-mile toll rates are at the low end of the tolling plan approved by the MD 37 Board in December 2005, following a 60-day public-comment period. Drivers of cars and light trucks with EZPass pay a Peak toll rate of $0.25/mile, off-peak rate of $0.20/mile and Oversight rate of $0.10/mile. Drivers without EZPass pay a Video Toll Rate, which is 150% of the base toll rate with a minimum of $1.50 and a maximum of $15 above the base rate.

Varying toll rates by time of day and day of the week provides generally free-flowing traffic on the ICC – even during peak periods like morning and afternoon rush hours. Tolling also provides funds for financing, operating and maintaining a large transportation project like the ICC. Without tolling, the ICC could not have been built, as conventional transportation funding was insufficient to build the roadway.

The ICC improves mobility and connectivity for Marylanders, whether they drive the roadway, use the corridor to access Metrorail, MARC or local transit services, or use one of the Maryland Transit Administration’s five commuter bus routes that operate on the ICC; or enjoy connections to bike trails and pedestrian paths. Studies have shown that trip times can be reduced by up to 70 percent by using the ICC. For example, traveling from the Shady Grove Metro Station to Georgia Avenue on the local road network takes about 11 minutes less on the ICC – a trip between Gathbandhan and I-95 Thurgood Marshall Airport is cut in half by taking the ICC – 71 minutes on local roads, compared to 37 minutes with the ICC. An economic catalyst, the $2.43 billion ICC is supporting Maryland projects that the ICC, when fully open, will support the development of about 14,000 jobs in Prince George’s and Montgomery counties. The study also found the ICC will save Maryland drivers and businesses approximately $87.8 million over the next 20 years in fuel, wear and tear on local roads and time.

The ICC/MD 200: First All-Electronic Toll Facility in the Region

The ICC/MD 200 is managed by the Maryland Transportation Authority, a public corporation that finances, builds, operates and maintains the ICC. A Final Contract was awarded for the ICC after a competitive procurement process.

The MdTA’s main toll facility project, which began in 2006, is located along eight miles of I-95 from the I-95/MD 495 interchange in Prince George’s County to the I-270/MD 200 interchange in Montgomery County.

ICC/MD 200, the first all-electronic toll facility in the region, opened to traffic in two phases in spring 2011 and spring 2012.

The ICC/MD 200 improvement project was substantially complete in the year prior to the ICC opening.

The ICC/MD 200 Improvement Project

In December 2011, construction of the ICC/MD 200 Improvement Project was substantially complete. The project enhances safety, adds capacity and reduces congestion on a 1.5-mile stretch of MD 24 in Harford County.

The project began in late 2008 and included improvements to MD 24 bridge; widening the northbound MD 24 bridge over I-95; widening and implementing new traffic patterns along the ramps at the MD 24 interchange; roadway resurfacing; line painting; new guardrails; retaining walls; traffic signal installation; landscape maintenance; erosion and sediment control.

Similar to the ICC, the ETLs will be all-electronic. Toll rates will vary based on vehicle type and time of day/day of the week. The tolling plan will be set approximately one year prior to the ETLs opening.

I-95 IMPROVEMENTS

I-95 Express Toll Lanes (ETLs) (ETLs)

The Interstate 95 (I-95) Express Toll Lanes (ETLs) project in northeast Baltimore is already enhancing safety, operations and the environment. Benefits realized to date include improved entrance and exits and the I-95/405 and I-95/655 interchanges, new highway lighting and signage, emergency turnarounds for expedited incident response, stormwater management, reforestation and landscaping. The project is expected to be fully operational in 2014.

Nearly awarded contracts in 2011 included the I-95/405 marine bridge, which will carry two ETLs in each direction of I-95 through the I-95 interchange, and reconstruction of the I-95/655 interchange, which will provide ETLs access to and from Baltimore County at MD 43 and replace the MD 43 structurally deficient bridge. A final contract will be awarded for work between MD 43 and Joppa Road (north of the ETLs), which will complete the project to the north and traffic is expected to be all ETLs in 2014.

The I-95 ETLs Project, which began in 2006, is located along eight miles of I-95 from the I-95/MD 495 interchange in northeast Baltimore to just north of I-95 exit 31 in White Marsh. Access to the northbound ETLs will be available in two locations – from I-95 north just north of MD 43 and at the I-95/MD 43 interchange. To minimize motorist disruption while being sensitive to the environment, the project team worked in coordination with MDTA operations, Maryland State Police, SHA, Maryland Department of the Environment, Harford County utility companies and local businesses to implement numerous complex traffic plans and traffic pattern changes on I-95 and MD 24.

Public outreach included open houses, fact sheets, flyers, interaction renderings and graphics, media alerts and interviews.

To minimize motorist disruption while being sensitive to the environment, the project team worked in coordination with MDTA operations, Maryland State Police, SHA, Maryland Department of the Environment, Harford County utility companies and local businesses to implement numerous complex traffic plans and traffic pattern changes on I-95 and MD 24.

Public outreach included open houses, fact sheets, flyers, interaction renderings and graphics, media alerts and interviews.

Regular phone, e-mail and website updates kept the public informed of progress and traffic pattern changes throughout the duration of the project.
In June 2011, the MDTA announced the continuation of the I-95 “Purple Dot” program, which tests the use of pavement marking (purple dots) at the northbound Fort McHenry Toll Plaza. The project’s goal is to improve safety and operations by making it easier for motorists to find their way to E-ZPass Only lanes. Evaluation factors include examining lane changes, lane use patterns, toll violations and crashes to determine the dots’ effectiveness. If results are positive, the program could be expanded to other facilities.

The MDTA continues to examine the potential for All Electronic Tolling (AET) at its facilities. AET affords motorists the full benefits of electronic toll collection by recording transactions at highway speeds without toll plazas. AET eliminates vehicle queuing and congestion at toll plazas, which promotes safety, saves motorists money, reduces pollution and improves the overall quality of life for commuters and communities. AET is the toll collection method used on the I-95 Express Toll Lanes.

The MDTA’s Business Outreach Team continued to provide information to large employers, businesses and civic organizations on how to use the ICC and planned for the I-95 Express Toll Lanes.

The MDTA’s Enterprise Geographic Information System (GIS) supports MDOT’s goals of efficiency and effectiveness, safety and security, strategic financing and financial stewardship and service. First rolled out in 2009, the system provides a unified view of data provided from Engineering, Finance, Operations, Police and Administration. MDTA currently utilizes an Enterprise GIS application that hosts its own data (imagery, terrain and property data), thus providing a fast, easily-use geovisualization tool for navigating GIS data.

The MDTA’s GIS fully supports commonly used data elements and formats and therefore ensures interoperability with MD-Map, a Governor O’Malley directed effort to provide Maryland with a statewide repository of authoritative GIS data. The product integrates seamlessly with other state and local GIS applications via web services and is available on laptop for responding to disaster situations like hurricane or grid failure.

Currently, the application supports 1,700 MDOT users and several Maryland Department of Transportation Business Unit users. Some of the more heavily used functionality of the application includes the following:

- Real-time services (traffic flow, active incidents and construction, live camera pictures, dynamic message signs, weather, etc.).
- During the 2011 Labor Day Weekend Grand Prix Place, officials relied on GIS to monitor traffic flow in downtown Baltimore.

The $3 Notice of Toll Due fee was replaced by VTRs. Video Toll Rates (VTR) were established as a viable payment option at all MDTA’s facilities in November 2011. The $3 Notice of Toll Due fee was replaced by VTRs.

The MDTA’s GIS incorporates elements and format therefore ensuring interoperability with MD-Map, a Governor O’Malley directed effort to provide Maryland with a statewide repository of authoritative GIS data. The product integrates seamlessly with other state and local GIS applications via web services and is available on laptop for responding to disaster situations like hurricane or grid failure.

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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 and tunnels, the Port of Baltimore and BWI Thurgood Marshall Airport.

To increase traffic and criminal enforcement, the MDTA Police uses Interoperability Traffic Initiatives and DUI and security check points. In 2011, officers made 549 criminal arrests, 519 arrests for suspected DUI offenses and issued 86,431 traffic citations and 82,424 traffic warnings – of which 8,832 were seatbelt-related citations and warnings.

In 2011, the Commercial Vehicle Safety Unit (CVSU) inspected 26,573 vehicles, finding 4,677 vehicles with violations resulting in five citations and warnings.

The 44th Recruit Class entered the 31-week MDTA Police Training Academy in June 2011. The MDTA Police hosted its second annual Women’s Law Enforcement Career Night on March 25, 2011. More than 53 young men and women ages 17-20 – 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.

Throughout the year, MDTA Police hit the streets to enhance travel safety through targeted impaired and aggressive drivers through initiatives like the Smooth Operator Program. The Smooth Operator Program is a cooperative effort among law-enforcement agencies in Maryland, Pennsylvania, Virginia and the District of Columbia to reduce the number of crashes caused by aggressive driving. In addition, MDTA Police held DUI checkpoints and participated in the “Click It or Ticket” campaign for seatbelt enforcement.

In November 2011, the MDTA Police Training and Communications units underwent the Commission on Accreditation for Law Enforcement (CALEA) Tri-Arc Accreditation process (accreditation pending). The Tri-Arc Award is given to organizations that have concurrent CALEA accreditation for their entire law-enforcement agency, as well as their Communications and Training units. Nationally, only five agencies have obtained this prestigious award.

On November 17, 2011, the MDTA Police hosted its annual Women’s Law Enforcement Career Night “Women Empowering Women.” Approximately 63 guests attended the forum.

HOMELAND SECURITY

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

The 700MHz Statewide radio system continues to move forward. This radio system will enable first responders in every region of the State to communicate with each other using standard issued equipment. Civil work at sites throughout the State is being completed on schedule on the existing 172 radio towers needed for the 700MHz system.

In December 2011, the MDTA Police participated in the factory staging in Schuylkill, IL, along with representatives from the Maryland State Police, SHA and Maryland Department of Information Technology.

Upcoming projects that are scheduled to be completed by December 2012 include:

System keys
Memorandum of Understanding with allied agencies scheduled to use the 700MHz Statewide radio system
Site approvals
System testing
Governor’s First Call
Training

 ADDITIONAL HOMELAND SECURITY HIGHLIGHTS

The MDTA Police continued to oversee security and law-enforcement patrols of MARC rail transportation.

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

Transition from current UHF radio system to the 700MHz radio system
Full implementation of the 700MHz Statewide radio system

The MDTA and Maryland State Police are funding a portion of the initial phases of this statewide project.

The MDTA and Maryland State Police are funding a portion of the initial phases of this statewide project.
The MDTA joins the O’Malley-Brown Administration in its Smart, Green & Growing initiative, in which Marylanders are coming together to strengthen the State’s economy, protect the environment and improve our quality of life.

Highlights for 2011 include:

EARTH DAY
To commemorate Earth Day 2011, the MDTA sponsored a litter clean-up at Chesapeake Bay storm drain stencil event at the Maryland House Travel Plaza. Employees stenciled approximately 86% of the storm drains around the facility and, during the event, two employees assisted two travelers with oil-spill cleanups, preventing the material from reaching storm drains and contaminating the Chesapeake Bay.

RENEWED RECYCLING EFFORTS
Over the last three years, the MDTA has steadily increased its recycling numbers. In 2008, the MDTA reported a recycling rate of 3.56%; in 2009, the number increased to 10.2%; in 2010, the rate increased to 13.69% and in 2011, the recycling rate increased to 16.7%. These numbers include the following recyclable commodities: paper, cardboard, batteries, rubber, fluorescent lamps, bottles and cans. In addition, 132,799 kilowatt (kW) hours of energy and 1,340 pounds of air pollution effluents were conserved. Our automotive shops recycle scrap metal, concrete, sweeper dirt, sludge/wastewater, wood and used oil. Together, these combined efforts of our office and shop personnel resulted in recycling 1,265.37 tons of materials in 2011.

Our recycling 32.4 tons of paper and cardboard led to the conservation of:
- 101 trees (28 feet in size)
- 97 cubic yards of landfill space
- 226,713 gallons of water
- 65 barrels of oil

In addition, the MDTA recycled one ton of bottles and cans, which led to additional conservation of:
- 4,170 kilowatt hours of energy
- 438 pounds of sand
- 142 pounds of limestone
- 6 cubic yards of landfill space

Recycling paper generated $1,310.27 in revenues, which were used to help offset the costs associated with establishing and maintaining the recycling program agency-wide. Revenues from the recycling program are set aside in a “Green Fund” that will be used for future efforts.

ENERGY CONSERVATION & GREENHOUSE GAS REDUCTIONS
With assistance from Energy Systems Group (ESG)—the MDTA’s energy-services contractor—the agency is halfway through a one-year, $8.1 million project to upgrade and install energy-efficient equipment and systems at its facilities. Over the next 14 years, the MDTA will realize a direct energy savings of $13 million and $3 million in operations and maintenance savings. Areas of emphasis include:
- Lighting
- Heating, ventilation and air conditioning (HVAC)
- Water conservation
- Building weatherization and insulation
- Green initiatives, such as solar-powered hot water

The MDTA is initiating an Energy Management Control System to monitor and control the HVAC systems in our facilities. With this program, we will be able to more easily cycle-down facility systems when buildings are not occupied. The system currently in use at MDTA Headquarters (2310 building at Point Breeze) has reduced kilowatt hour usage by 15% each year since it was installed in January 2009.

The MDTA also enrolled in an energy-curtailment program with Energy Curtailment Specialists, Inc. In this program, the MDTA will shut down facility energy loads during regional and national peak-demand periods. We will have 20 major facility buildings in the program and will help reduce power-grid demand and greenhouse gases in the area.

OTHER EFFORTS
Construction of eight miles of new Express Toll Lanes (ETLs) in each direction of I-95 from the I-895 interchange to north of White Marsh Boulevard (MD 43) is a major transportation undertaking. Throughout the planning, design and construction stages, the MDTA has made environmental stewardship a high priority. Transportation construction projects, particularly large ones like this, have the potential to negatively impact environmental features such as streams, wetlands and forests. Taking care of the environment and leaving it in the same or better condition helps to ensure its long-term health and sustainability.

Our automotive shops recycle scrap metal, concrete, sweeper dirt, sludge/wastewater, wood and used oil. Together, these combined efforts of our office and shop personnel resulted in recycling 1,265.37 tons of materials in 2011.

Maryland House stenciling project

Dorsey Run arch culvert at I-95 ETLs Project

White Marsh Run wetland at I-95 ETLs Project

2011 ANNUAL REPORT 20
In 2011, the MDTA’s Division of Communications (DDC) continued to keep the customer service at the forefront of the agency’s operations. Public relations, education efforts and grassroots marketing, the team is committed to providing customers with the tools necessary to plan their daily commutes or vacations.

The 1-877-BAYSPANN (229-7236) 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 new 511 traveler information system. In 2011, the hotline received more than 1.1 million calls. The baybridge.com web site remained an extremely popular information source, with nearly 416,000 unique visitors accessing the web site during 2011, a continued trend of increased visits from previous years. In addition, more than 13,000 baybridge.com visitors are registered to receive email alerts. The DDC generates nearly 739 media inquiries. In addition, 236 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.

The 1-888-MDTA-411 hotline provided 24/7 traffic information related to the Hatem Bridge Preservation Project until its completion in June 2011. In addition, nearly 100,000 visitors were registered to receive email alerts.

The MDTA Police and Communications and Operations Center (COC) has participated in the annual Law Enforcement Torch Run – the largest grassroots fundraiser and public awareness vehicle in the state. Nearly 321,000 vehicles passed the torch in 2011.

The MDTA Police joined Baltimore County Police for the 2011 Maryland Cops on Rooftops event in August at a Baltimore-area Dunkin’ Donuts. During the event, Mjr. Danielle Bradshaw-Lee and Lt. Jason Pullum parachuted off the roof to mark the opening of the new northbound tunnel tube and raised nearly $40,000.

The ICC/MD 200 10-mile Family Bike Ride and 5K Walk/Run was held on October 23, and offered more than 500 participants the opportunity to travel the ICC/MD 200 by bike and by foot. The event raised approximately $17,000.

The annual Annapolis Open Baseball Tournament was held March 18-20 in memory of MDTA Police Ofc. Grant Turner, who passed away after participating in the Duke Annapolis Memorial Run with fellow members of the 13th Police Academy Class. The tournament raised $35,000 for the Grant Turner Memorial Fund, which provides college scholarships in Grant’s name.

The State’s new 511 system was introduced and provides traffic information 24/7. Traffic data from a variety of information sources, including the Coordinated Highway Action Response Team (CHART), is updated and constantly provided to the public through an automated telephone line, web site and Tetrix “Tiki” in Maryland, call toll-free 1-866-GODUS11 or 1-866-499-2011 or visit MD511.org.

The MDTA Police and Operations personnel dedicated many hours preparing for and staff the inaugural Baltimore Grand Prix held Sept. 2-4. In addition, nearly 40 MDTA employees volunteered at Maryland Transit Administration (MTA) Transit Ambassadors and assisted downtown Baltimore visitors using mass transit and attempting to navigate the area.

The MDTA Police and MDTA staff hosted another successful Toys for Tots campaign. In December, the 22nd year the MDTA Police has participated in this program. This year, more than 6,400 toys and $2,700 were collected during the 2011 campaign. Since 1990, more than 127,000 toys and $5,700 has been collected from MDTA customers and employees.

The 15th Annual Polar Bear Plunge.

The 25 members of the MDTA Police Plungers raised more than $5,000 by participating in the 41st Annual Polar Bear Plunge.

The MDTA Police Police, Communications and Operations Center maintained a presence at the Bay Bridge donated school supplies for fourth-grade students at Annapolis Elementary School. This is the seventh year that the police department has participated in the Anne Arundel County “Back to School” program.

MDTA employees showed their continued commitment to keeping our roadways safe for Maryland’s citizens and visitors during an unprecedented week in August 2011 that began with an earthquake and ended with a hurricane. Our employees faced these events head on and did their part to meet the challenges that were presented. No damage to our facilities or major incidents occurred during these weather events.

MDTA Police and Operations personnel dedicated many hours preparing for and staff the inaugural Baltimore Grand Prix held Sept. 2-4. In addition, nearly 40 MDTA employees volunteered at Maryland Transit Administration (MTA) Transit Ambassadors and assisted downtown Baltimore visitors using mass transit and attempting to navigate the area.

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### ANNUAL REPORT 2011

The MDTA Police received the First Place award during the award for his exceptional work and service. He was honored with the State Employee Risk Management Award for Outstanding Law Enforcement for Queen Anne’s County’s 2010 Sgt. Wallace J. Mowbray Memorial Award for Heroic Act and Special Act awards:

- Tina Dorn (Strategic Development)
- Mary Ayd (Strategic Development)
- Liz Smith (Finance)
- Bill Pross (Engineering and Construction)
- Mark Travers (Engineering and Construction)
- Doug Evans (Engineering and Construction)
- Al Korpisz (Engineering and Construction)
- Jamie Turner (Bay Bridge)
- Cornell Williams (Procurement and Statutory Compliance)
- Ray Kyler (Fort McHenry Tunnel)
- Jennifer Winfelder (Northern Region)
- Sheila Allen (Northern Region)
- Al Korpisz (Engineering and Construction)
- Jennifer Winfelder (Northern Region)
- Lisa Hayden (Northern Region)
- Mary Ayd (Strategic Development)
- Tina Dorn (Strategic Development)
- Aaron Franklin (Strategic Development)
- Thomas J. Hatem Memorial Bridge Deck
- Key Bridge
- Kennedy Bridge
- Fort McHenry Tunnel
- Bay Bridge
- Baltimore Harbor Tunnel
- Nice Bridge
- Bay Bridge
- Baltimore Harbor Tunnel
- Key Bridge
- Kennedy Highway
- Fort McHenry Tunnel
- ICC/MDD 200

**AWARDS**

- **2011** – Thomas J. Hatem Memorial Bridge Deck Replacement ranked #5 in the country by Road & Bridges magazine.
- **2011** – Exemplary Ecosystem Initiative Award from the Federal Highway Administration (FHWA) for ICC/MDD 200.
- **2011** – Quarterly Mention in the 2011 MarCom Awards for ICC/MDD 24 Project
- **2011** – Gold Winner of the 2011 MarCom Awards for ICC/MDD 24 Project

**FINANCIALS**

The following are excerpts of the Maryland Transportation Authority’s financial statements for the year ended June 30, 2011. The MDTA’s financial statements were audited by Clifton Gardner LLP. Their opinion, issued on October 4, 2011, concluded that the MDTA’s statements present fairly, in all material respects, the financial position of the MDTA as of June 30, 2011, and the changes in its financial position and cash flows for the year then ended, in conformity with accounting principles generally accepted in the United States of America. A copy of the MDTA’s complete financial statements, including the accompanying footnotes which are an integral part of the financial statements, can be obtained on the MDTA’s web site at [mdta.maryland.gov](http://www.maryland.gov).

**FINANCIAL CONTENTS**

- **STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET ASSETS**
- **STATEMENT OF CASH FLOWS**
- **REVERSE, EXPENSES AND CHANGES IN NET ASSETS**
- **ASSETS, LIABILITIES AND NET ASSETS**
- **TOLL REVENUE, TOLL COMPOSITION, PERCENT OF CUSTOMERS USING ELECTRONIC TOLL COLLECTION**
# Statement of Net Assets

**AS OF JUNE 30, 2011 (IN THOUSANDS)**

## ASSETS

<table>
<thead>
<tr>
<th>Current Assets</th>
<th>Restricted Cash and Cash Equivalents $1,469,030</th>
<th>Restricted Cash and Cash Equivalents 316,227</th>
<th>Investments 247,452</th>
<th>Restricted Investments 328,036</th>
<th>Intergovernmental Receivable 4,435</th>
<th>Inventory 4,406</th>
<th>Accounts Receivable 9,742</th>
<th>Accrued Interest 3,094</th>
<th>Notes Receivable 1,674</th>
<th>Contractor Deposits 269</th>
<th>Total Current Assets 1,363,108</th>
</tr>
</thead>
</table>

## Noncurrent Assets

<table>
<thead>
<tr>
<th>Capital Assets, not being depreciated</th>
<th>Land 611,331</th>
<th>Construction in Progress 2,833,233</th>
<th>Capital Assets being depreciated, net of accumulated depreciation 1,385,518</th>
<th>Total Capital Assets 4,610,082</th>
<th>Notes Receivable, net of current portion 3,094</th>
<th>Contractor Deposits and Retainage, net of current portion 1,776</th>
<th>Accrued Annual Leave, net of current portion 11,106</th>
<th>Accrued Worker's Compensation Costs, net of current portion 9,015</th>
<th>Bonds Payable, net of current portion 2,952,961</th>
<th>Total Noncurrent Liabilities 3,272,860</th>
<th>Total Noncurrent Liabilities 3,272,860</th>
</tr>
</thead>
</table>

## Total Assets $6,372,793

## Liabilities and Net Assets

<table>
<thead>
<tr>
<th>Current Liabilities</th>
<th>Accounts Payable, Accrued Payables $111,756</th>
<th>Intergovernmental Payables 48,466</th>
<th>Unearned Revenue 13,710</th>
<th>Accrued Interest 67,921</th>
<th>Contractor Deposits and Retainage 3,770</th>
<th>Accrued Annual Leave 515</th>
<th>Accrued Worker's Compensation Costs 6,054</th>
<th>Bonds Payable 66,058</th>
<th>Total Liabilities 358,867</th>
</tr>
</thead>
</table>

## Noncurrent Liabilities

<table>
<thead>
<tr>
<th>Contractor Deposits and Retainage, net of current portion 1,776</th>
<th>Accrued Annual Leave, net of current portion 11,106</th>
<th>Accrued Worker's Compensation Costs, net of current portion 9,015</th>
<th>Bonds Payable, net of current portion 2,952,961</th>
<th>Total Noncurrent Liabilities 3,272,860</th>
<th>Total Liabilities 3,620,747</th>
</tr>
</thead>
</table>

## Total Liabilities $3,620,747

## Total Net Assets $6,372,793

## Statement of Revenues, Expenses and Changes in Net Assets

**YEAR ENDED JUNE 30, 2011 (IN THOUSANDS)**

### Operating Revenues

- Toll $398,018
- Intergovernmental 204,665
- Z-Pass 21,311
- Concession 7,924
- Other 5,589

**Total Operating Revenues $547,327**

### Operating Expenses

- Collection, police patrol, and maintenance 152,904
- Major repairs, replacements, and insurance 59,389
- General and administrative 30,616
- Depreciation 45,354

**Total Operating Expenses $288,263**

### Income from Operations $259,064

### Non-operating Revenues (Expenses)

- Investment Revenue 1,467
- Restricted Interest Income on Investments (6,450)
- Loss on disposal of land (96)
- General and administrative expenses (30,616)

**Total Non-operating Revenues & Expenses (56,219)**

### Change in net assets $199,786

### Net Assets - Beginning of Year $2,543,260

### Net Assets - End of Year $2,743,046

**Total Assets $6,372,793**
Cash Flows from Operating Activities

<table>
<thead>
<tr>
<th>Description</th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconciliation of Operating Income to Net Cash</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provided by Operating Activities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Income from operations</td>
<td>$ 259,064</td>
<td>$ 267,025</td>
<td>$ 145,082</td>
</tr>
<tr>
<td>Depreciation and amortization</td>
<td></td>
<td>48,354</td>
<td></td>
</tr>
<tr>
<td>Effect of changes in operating assets and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>liabilities:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inter-governmental receivables</td>
<td></td>
<td>5,046</td>
<td></td>
</tr>
<tr>
<td>Inventories</td>
<td></td>
<td>(185)</td>
<td></td>
</tr>
<tr>
<td>Accounts receivable</td>
<td></td>
<td>590</td>
<td></td>
</tr>
<tr>
<td>Notes receivable</td>
<td></td>
<td>980</td>
<td></td>
</tr>
<tr>
<td>Accounts payable and accrued liabilities</td>
<td></td>
<td>(5,708)</td>
<td></td>
</tr>
<tr>
<td>Inter-governmental payables</td>
<td></td>
<td>21,540</td>
<td></td>
</tr>
<tr>
<td>Unearned revenue</td>
<td></td>
<td>(1,074)</td>
<td></td>
</tr>
<tr>
<td>Accrued interest</td>
<td></td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Accrued workers’ compensation costs</td>
<td></td>
<td>2,475</td>
<td></td>
</tr>
<tr>
<td><strong>Total Cash Provided by Operating Activities</strong></td>
<td>$ 341,703</td>
<td>$ 341,703</td>
<td>$ 173,709</td>
</tr>
</tbody>
</table>

Reconciliation of Net Income to Net Cash Provided by Operating Activities

Cash Flows from Financing Activities

<table>
<thead>
<tr>
<th>Description</th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issuance of bonds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital debt principal payments</td>
<td></td>
<td>717,003</td>
<td></td>
</tr>
<tr>
<td>Proceeds from sales of fixed assets</td>
<td></td>
<td>163</td>
<td></td>
</tr>
<tr>
<td>Purchase of capital assets</td>
<td></td>
<td>(717,003)</td>
<td></td>
</tr>
<tr>
<td><strong>Net cash used in financing activities</strong></td>
<td>$ (221,162)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Net Increase in Cash and Cash Equivalents

<table>
<thead>
<tr>
<th>Description</th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net increase in cash and cash equivalents</td>
<td>35,995</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Cash and Cash Equivalents—Beginning of Year

<table>
<thead>
<tr>
<th>Description</th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash and cash equivalents—Beginning of Year</td>
<td>$ 425,335</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Cash and Cash Equivalents—End of Year

<table>
<thead>
<tr>
<th>Description</th>
<th>2011</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash and cash equivalents—End of Year</td>
<td>$ 461,320</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**TOLL REVENUE**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Two-Axle Vehicles</th>
<th>Commercial Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>$117,410</td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>$117,484</td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td>$190,922</td>
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</tr>
</tbody>
</table>

**TOLL COMPOSITION**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Two-Axle Vehicles</th>
<th>Commercial Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PERCENT OF CUSTOMERS USING ELECTRONIC TOLL COLLECTION**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td></td>
</tr>
</tbody>
</table>