



2013

MARYLAND TRANSPORTATION AUTHORITY

Annual Report



Maryland
Transportation
Authority

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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.

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.

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 One 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.

Governor & Lieutenant Governor's Message



▶ *Martin O'Malley, Governor*



▶ *Anthony G. Brown, Lt. Governor*

Since taking office at the onset of this nation's worst recession since the Great Depression, the O'Malley-Brown Administration has been intensely focused on moving Maryland forward by creating jobs and strengthening and growing our middle class. Working together, our efforts have paid off as Maryland continues to recover from the recession and come back more resilient than ever. The Maryland Transportation Authority (MDTA) has put their innovative financing capabilities to good use to fund key projects that help expand economic opportunity while meeting the transportation needs of our citizens. One of the more visible projects, which is highlighted in this 2013 Annual Report, is the redevelopment of the Maryland House and Chesapeake House Travel Plazas.

Strategically positioned along the busy John F. Kennedy Expressway (I-95), the Maryland House and Chesapeake House were in need of redevelopment to better meet the ever-increasing demands from residents and visitors traveling along this vital economic corridor. Through innovation and teamwork, MDTA is using a creative and promising Public-Private Partnership to rebuild both facilities. Thanks to the \$56 million investment from private-sector partners Areas USA, these redeveloped, modern facilities will better meet the needs of Maryland residents and the 30 million motorists who travel along this portion of I-95 each year. Through this work, the redeveloped Travel Plazas are supporting an estimated 400 construction jobs and 575 facility jobs.

This job-creating project is just one among many accomplishments you will read about in this report that showcase the innovation and ingenuity displayed by MDTA employees. On behalf of the citizens of Maryland, we invite you to take a few moments to review this 2013 Annual Report where you will learn more about our efforts to respond to changing transportation needs, rebuild our infrastructure, protect our environment and create jobs all at the same time.

A handwritten signature in black ink, appearing to read "Martin O'Malley".

Martin O'Malley
Governor

A handwritten signature in black ink, appearing to read "Anthony G. Brown".

Anthony G. Brown
Lt. Governor

Governing Members



Walter E. Woodford, Jr., P.E.
Served July 1991 – January 2013



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



Michael J. Whitson
Appointed May 2007



Peter J. Basso
Appointed August 2007



Mary Beyer Halsey
Appointed February 2008



Arthur Hock
Appointed October 2011



A. Bradley Mims
Appointed April 2011



William K. Hellmann
Appointed March 2013

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 sole 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 of the State in its expertise, geographic location, race and gender. The composition of the Members 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.

A New Member

William K. "Bill" Hellmann was sworn in as the MDTA's newest Board Member on March 27. Mr. Hellmann served as Transportation Secretary and MDTA Chairman from 1984 -1987. A 47-year veteran of the transportation industry, he is a Partner Emeritus of RK&K, LLP, a Baltimore-based engineering firm and also served as Chief of the Interstate Division for Baltimore City. Mr. Hellmann is a Professional Engineer and holds a bachelor's degree in civil engineering from the University of Maryland. He also has served on numerous State boards and committees.

A Dear Friend

On May 22, former MDTA Board Member Walter Woodford passed away. Mr. Woodford had served as a Member since July 1991. He was a Professional Engineer and retired vice president of the Rouse Company and was a former chief engineer and deputy highway administrator for the State Roads Commission. He also was integral in the construction of the Interstate Highway System and parallel Bay Bridge. During his tenure as Board Member, Mr. Woodford helped the agency lead an aggressive plan to preserve its aging toll facilities, enhance customer service and safety, provide financial accountability and ensure the progress of safety improvements and mega projects including the I-95 Express Toll Lanes, the Intercounty Connector and the Bay Bridge Preservation Project. He also served as Chairman of the Capital Committee. Mr. Woodford retired Jan. 31 after 62 years of active service to Maryland's transportation system during which he served 10 Governors and 13 Secretaries of Transportation. The 300 Authority Drive Engineering Building was dedicated to Mr. Woodford on Sept. 5.

A New Chair

In June, Governor Martin O'Malley named James T. Smith, Jr., the new Secretary for the Maryland Department of Transportation and new MDTA Chairman. As Transportation Secretary, Mr. Smith oversees the Transportation Infrastructure Investment Act of 2013's \$4.4 billion in new investments over the next six years and manages a 10,000-employee department. Mr. Smith previously served eight years as Baltimore County Executive and most recently was a partner in the law firm of Smith, Gildea & Schmidt in Towson, Md., working on complex litigation and business matters, administrative law, governmental affairs, land use and development.

A New Executive Director

The MDTA Board named Bruce W. Gartner as Executive Secretary (referred to as Executive Director effective Jan. 1, 2014) on Dec. 11, 2013. Mr. Gartner had been serving a dual role since June 2013 when he was named Acting MDTA Executive Secretary while also serving as Assistant Secretary for Transportation Policy and Freight for the Maryland Department of Transportation (MDOT). Mr. Gartner has nearly 24 years of experience in transportation policy management. Before being named Director of MDOT's Office of Policy and Governmental Affairs in 2007, he served at the MDTA as its Director of Strategic Development for four years. Mr. Gartner also served in several other roles at MDOT, including State Legislative Officer and Operating Budget Manager. Prior to joining MDOT, he worked as the transportation budget analyst for the Maryland General Assembly.

Management Committee

Bruce W. Gartner
Executive Director

Deborah E. Sharpless
Deputy Executive Director

John J. Ayd
Chief Information Officer

David W. Chapin
Special Projects Coordinator

Percy Dangerfield
Chief Administrative Officer

Donna Dicerbo
Director of Procurement

David K. Greene
Director of Strategic Development

Jaclyn Hartman
Director of Finance

Meshelle V. Howard
Director of Fair Practices

Douglas M. Hutcheson, P.E.
Chief Engineer

Derek Jones
Director of Operations

Col. Michael T. Kundrat
MDTA Police Chief

Jody D. McCurley
Director of Audits

Kimberly Millender
Principal Counsel

Marjorie Nesbitt
Director of Human Resources & Workforce Development

Dennis Simpson
Director of Capital Planning

Cheryl M. Sparks
Director of Communications

Paul Truntich
Director, Environment, Safety and Risk Management

Chairman's Message



▶ James T. Smith, Jr., Chairman

On behalf of the proud men and women of the Maryland Transportation Authority (MDTA), I am pleased to present our 2013 Annual Report. Governor O'Malley and Lt. Governor Brown have focused on making better choices that deliver better results for Maryland families, and they have challenged all of us at MDTA to deliver transportation projects that help create jobs while making a real difference to the citizens of Maryland. As Maryland's Transportation Secretary and Chairman of the Maryland Transportation Authority, I am proud of our efforts to meet this challenge by building a comprehensive and convenient transportation system that improves the quality of life of Maryland's citizens and visitors, spurs economic development and increases job opportunities.

In this report, you can read more about our efforts to safeguard our facilities through the nationally accredited MDTA Police force and to improve operations on the Intercounty Connector by safely raising the speed limit to 60 mph. You also will learn about projects to preserve Maryland's investment in the Chesapeake Bay Bridge through an extensive cleaning and painting project and enhance highway safety along the heavily-traveled I-95 corridor by reconfiguring three major interchanges between I-895 and MD 43. We will continue to build on our past success by listening to our customers, adhering to sound fiscal planning and ensuring our projects protect and preserve our environment.

Transportation touches all of our lives and plays a key role in the O'Malley-Brown Administration's efforts to create jobs, expand opportunity and strengthen Maryland's middle class. The men and women of the MDTA are proud to play an important role in this effort and proud to serve the citizens of Maryland. Thank you for your continued support of the Maryland Transportation Authority. We hope you enjoy reading about the agency's award-winning programs and initiatives.

A handwritten signature in blue ink that reads "James T. Smith, Jr." in a cursive style.

James T. Smith, Jr.
Chairman

Executive Director's Message



► *Bruce W. Gartner, Executive Director*

In November 2013, it was truly an honor to have been selected by the Maryland Transportation Authority Board Members and Chairman Smith as Executive Director. As someone who has spent my entire career working on Maryland transportation policy, I look forward to the opportunity to bring my experience and perspective to the agency.

While serving in an acting capacity during the second half of 2013, I quickly became amazed at the range of issues in which the MDTA is involved and the challenges that lie ahead. First and foremost is a focus on safety -- whether it's for motorists traveling over the Bay Bridge or our own workforce of police officers, facility maintenance technicians, inspectors, toll collectors and courtesy patrols working on our highways, bridges and tunnels.

The MDTA's commitment to the constant preservation and improvement of its facilities has also been evident with significant projects such as the re-wrapping and dehumidification of the Bay Bridge cables and the Tydings and Hatem Bridge underwater foundation repairs, as well as the I-95 roadway joint replacement project that is currently underway. Our continued focus on financial stewardship and customer service is vital, given the implementation of new toll rates and the new Video Toll Collection and toll-citation process that began last fall. In the upcoming years, we will continue to focus on preservation and improvement, with the I-895 Canton Viaduct project, Bay Bridge preservation projects, Nice Bridge replacement, life-cycle cost analyses at our facilities, electronic toll collection replacement to modernize our tolling system.

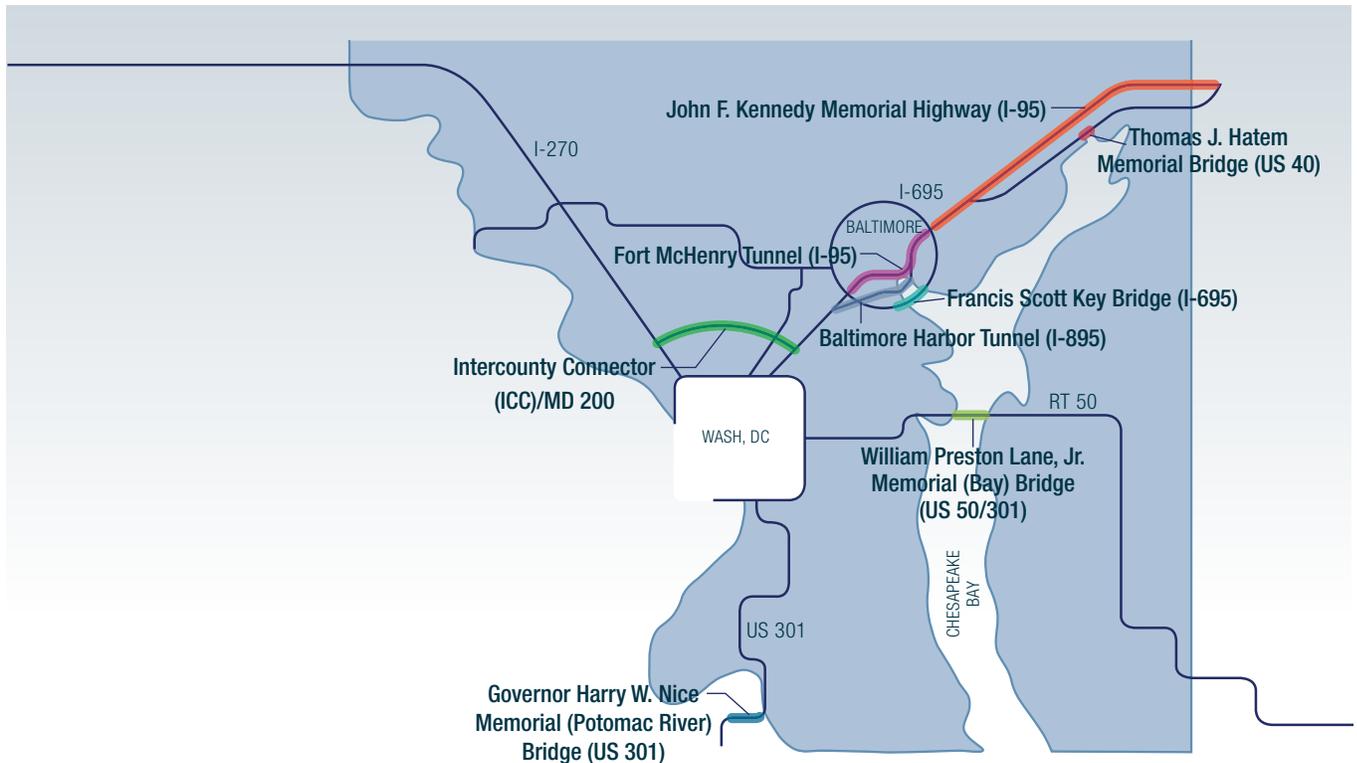
Thank you for reading about our agency's efforts and our employees' continued commitment to excellence and teamwork.

A handwritten signature in blue ink that reads "Bruce W. Gartner". The signature is written in a cursive, flowing style.

Bruce W. Gartner
Executive Director

Our Facilities

Vital Links in Maryland's Transportation Network



▶ Thomas J. Hatem Memorial Bridge

Thomas J. Hatem Memorial Bridge (US 40)

The oldest of the MDTA's facilities, this 1.4-mile, four-lane bridge opened in August 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in northeast Maryland. Tolls are collected in the eastbound direction only.

FY 2013 traffic volume – 9.1 million vehicles.

On Friday, Nov. 15, 2013, the John F. Kennedy Memorial Highway turned 50!

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.

FY 2013 traffic volume – 29.2 million vehicles.



The first toll collected by Administrator Tom Kay on the Kennedy Highway. At that time, the two-axle toll was \$1. Ramp tolls were collected until they were removed in 1982.



The highway was dedicated at 4 p.m. on Nov. 14, 1963, and opened to traffic at 12:01 a.m. Nov. 15. President John F. Kennedy, with Governor Millard Tawes of Maryland and Governor Carvel of Delaware, officiated the ceremony. Maryland renamed the expressway the John F. Kennedy Memorial Highway on April 7, 1964.



The first toll collection staff and administrators included (left to right): Tom Kay, Dot Collette, Mae Galloway, Lou Gilso, State Roads Chairman John Funk, George Denny, Agnes Sellare, Velma Farmer, Nellie Norris, Olive Shepherd and Hope Goodyear.

Our Facilities



► *Fort McHenry Tunnel*

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, which includes I-395 into downtown Baltimore, the facility is approximately 10.3 miles in length.

FY 2013 traffic volume – 43.6 million vehicles.



► *Baltimore Harbor Tunnel*

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.

FY 2013 traffic volume – 24 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 10.9 miles in length.

FY 2013 traffic volume – 10.9 million vehicles.



► *Francis Scott Key Bridge*

Intercounty Connector (ICC)/MD 200

The Intercounty Connector (ICC)/MD 200 links I-270/I-370 in Montgomery County and I-95 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, 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 2013 traffic volume – 17.2 million vehicles.

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 2013 traffic volume – 25.5 million vehicles.



► *Intercounty Connector (ICC)*



► *Governor Harry W. Nice Memorial Bridge*



► *William Preston Lane, Jr. Memorial (Bay) Bridge*

Governor Harry W. Nice Memorial (Potomac River) Bridge (US 301)

Opened in December 1940, this 1.9-mile, two-lane bridge is located on US 301 and spans the Potomac River from Newburg, Md., to Dahlgren, Va. President Franklin D. Roosevelt participated in the facility’s groundbreaking in 1939. Tolls are collected in the southbound direction only.

FY 2013 traffic volume – 6.5 million vehicles.



► *Intercounty Connector (ICC)*

Intercounty Connector

The first all-electronic toll facility in the region

Maryland's eighth and first all-electronic toll facility reached its second anniversary since opening to I-95 on Nov. 22, 2011. The Intercounty Connector (ICC), connecting Montgomery and Prince George's counties near Washington, D.C., provides reduced and reliable travel times and greater convenience for commuters, businesses and transit users between the I-270 and I-95 corridors. The ICC's first segment from I-270/I-370 at Shady Grove to MD 97 (Georgia Avenue) opened in February 2011.

The ICC was designed to accommodate expected traffic capacity in 2030 and to provide relatively congestion-free travel with reliable travel times today and for years to come. Traffic volumes on the ICC are growing at an average rate of 2.6 percent per month. With new toll facilities like the ICC, there is an expected "ramping up" period during the first few years when traffic grows gradually as users become more familiar with the facility. Between July 2012 and June 2013, more than 17.2 million trips were made on the ICC with total revenue of \$39.59 million, as compared to the projected \$39.56 million.

There are no toll plazas on the ICC. Tolls are collected via *E-ZPass* 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. 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.

WHY ARE ROADS TOLLED?

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, 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 long-term transportation improvements on toll highways, bridges and tunnels. Toll roads offer economic, quality of life and safety benefits that can be delivered years in advance of using other funding methods.

Following extensive analysis, in late March, the MDTA increased the posted speed limit on the ICC from 55 mph to 60 mph. The decision came after comparing the results of MDTA's engineering study and crash analysis. With the crash analysis, traffic engineers examined vehicular crashes for the ICC's first year of operations between I-270 and I-95. The analysis helped the MDTA confirm that the speed limit could be safely raised to 60 mph based on the analysis findings, design speed and geometry of the roadway.

In July, the MDTA and State Highway Administration released a study indicating that the ICC has helped drivers cut their commute times in half when compared to travel on local east-west routes. Motorists who continued to travel local routes during peak hours also experienced time savings.



► *Intercounty Connector (ICC)*

Capital Investments



▶ ABOVE PHOTOS:

Top: Patapsco Avenue bridge decking

Bottom: Crews work on the cable dehumidification project at the Bay Bridge.

Consolidated Transportation Program

The MDTA's current six-year Consolidated Transportation Program (CTP) is nearly \$2.27 billion and includes projects to preserve our facilities for years to come. In FY 2014 alone, the MDTA's annual capital program is more than \$417.7 million.

Our CTP consists of 240 projects that range from small feasibility studies to large-scale construction projects. Projects are organized by three major components for the six-year program:

CONSTRUCTION PROGRAM

49 projects with a total budget of more than \$950.7 million.

DEVELOPMENT AND EVALUATION PROGRAM

3 projects with a total budget of more than \$68.6 million.

MINOR PROJECTS PROGRAM

188 projects with a total budget of more than \$1.25 billion.

System Preservation

The MDTA focuses on System Preservation to ensure that its aging transportation 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 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 for FY 2014 - 2019 is comprised of 213 projects with a total budget of about \$1.8 billion.

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. Phase 1, which included cleaning and painting the steel girder spans just past the suspension span approaching the western shore, began in April 2011 and was completed in March 2013. Phase 2, which included removing the existing paint and repainting the structural steel below the roadway and the towers above the roadway, began in February 2012 and was completed in October 2013. Phase 3, which includes cleaning and painting the deck cantilever truss spans and steel piers, began in May 2013 and is expected to be complete by early 2015. The timing of the final phase of westbound span painting is still to be determined. The total cost of all four phases is close to \$100 million.



▶ Crews assemble the containment system for the Bay Bridge painting project.

Millard E. Tydings and Hatem Bridge Preservation

The \$43 million preservation project to perform underwater foundation (concrete piers/bridge supports) repairs to the Millard E. Tydings Memorial Bridge (I-95 over the Susquehanna River) began in 2011. The project is anticipated to be complete by spring 2014. Ten of 13 bridge piers are being repaired – three piers are not located in the river and do not require work. To the extent possible, the project was designed to minimize the disturbance or loss of submerged aquatic vegetation beds. A similar project to perform underwater foundation and substructure repairs to the Hatem Bridge began in April 2012 at a cost of \$48 million and is expected to be complete by fall 2014.



► Millard E. Tydings Memorial Bridge substructure

Harbor Tunnel Thruway Ramp Project

Repairs to the I-895 Potee Street and Patapsco Avenue entrance and exit ramps took place as part of the MDTA's \$12.6 million facility preservation project to replace the decks of the I-895 bridges over Patapsco Avenue, Potee Street and Hanover Street.



► Thomas J. Hatem Memorial Bridge foundation and substructure

Bay Bridge Cable Rewrapping and Dehumidification

A 2.5-year, \$54 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. The project is expected to be complete by fall 2015.



► Hanover Street bridge decking

Bear Creek Bridge Preservation

A \$4 million project continued to clean and paint the existing structural steel on the Bear Creek Bridge (I-695) just north of the Francis Scott Key Bridge. Work also included miscellaneous structural repairs. Construction began in March 2013 and was completed in December 2013.



► Gov. Harry W. Nice Memorial (Potomac River) Bridge

Capital Investments

Gov. Harry W. Nice Memorial (Potomac River) Bridge Preservation

A \$13.7 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 by spring 2015.

Nice Bridge Replacement

On Nov. 21, Gov. Martin O'Malley announced that the MDTA approved an additional \$50 million in its final six-year capital program (FY 2014 – FY 2019) to fund initial design and right-of-way acquisition for the project to replace the Nice Bridge. The new four-lane bridge will be built parallel to, and north of, the existing bridge. The new bridge also will have a two-way bicycle path. The existing bridge will be removed upon completion of the new bridge. A designated path on each shore will guide bicyclists to the appropriate outside shoulder along US 301.

With the announcement, the MDTA plans to spend \$56.1 million between fiscal years 2014-2019 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 type of bridge structure and where the bridge's support piers would be placed in the Potomac River, among other design elements. Construction of the new bridge is estimated to cost nearly \$1 billion. The project is not currently funded for construction.

"Together, with the support of local elected officials and federal partners, we are making a significant down payment on a wider, safer and more pedestrian-friendly Nice Bridge," said Governor Martin O'Malley. "Southern Maryland residents have long waited for a new bridge, and this \$50 million investment brings the new bridge one step closer to reality. There is more work to be done, but I commend the leadership of U.S. Congressman Steny Hoyer and Maryland Senator Thomas "Mac" Middleton for working with the State to advance this crucial project."

"I'm pleased Governor O'Malley announced \$50 million in funding for design and right-of-way acquisition for the Nice Bridge replacement, which will benefit Southern Maryland residents, businesses, and commuters once completed," stated Congressman Hoyer. "Improving our infrastructure and ensuring that it is safer and more user-friendly is critically important to spurring economic growth in our communities. I thank the O'Malley-Brown Administration for making the bridge replacement a top priority and look forward to working with the Administration, the Maryland Congressional Delegation, Senator Mac Middleton, and others to see this replacement through to completion."

"I am immensely grateful for the Transportation Authority's action to allocate \$50 million to the Harry Nice Bridge project," said Senator Middleton. "This is one giant step in making the bridge replacement a reality. I will continue to work with the Authority to move this project forward as money becomes available and appreciate that it has been identified as their number one expansion priority."

Planning Studies

Bay Bridge Life-Cycle Cost Analysis

The Bay Bridge Life-Cycle Cost Analysis will establish when major system preservation work and routine maintenance will be required throughout the life cycle of both spans. In doing this, we will know how long until a replacement bridge is necessary based on structural conditions. The MDTA felt this study was necessary before it could even entertain a discussion about when the State should address peak-period traffic capacity over the Chesapeake Bay. In fact, during the study, traffic analyses will be reviewed to determine future capacity needs. The analysis will develop various concepts for a replacement crossing, considering constructability, maintenance of traffic during construction and pedestrian/bicycle options. The Life-Cycle Cost Analysis will not determine location, right-of-way, or environmental impacts or mitigation, such as those required by a formal NEPA Project Planning Study. The Analysis began in August 2013 and is scheduled for completion in summer 2015.

All Electronic Tolling (AET) Conversion and Prioritization Study

Completed in late 2013, the study evaluated the conversion of Maryland's seven toll plazas to all electronic tolling (AET). AET would provide toll collection at highway speeds through the electronic methods of *E-ZPass* and Video Tolling, just like on the Intercounty Connector (ICC)/MD 200. 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 study evaluated the following three components: physical conversion of the existing toll plazas to AET; changes within MDTA to accommodate removal of toll plazas; and prioritizing the conversion order of MDTA's facilities based on traffic composition, cost, potential revenue impacts and other operational considerations.



► William Preston Lane, Jr. Memorial (Bay) Bridge



► Gov. Harry W. Nice Memorial (Potomac River) Bridge toll plaza

Capital Investments

I-95 Improvement Project with Express Toll Lanes

The \$1.08 billion I-95 Improvement Project 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).
- Two new Express Toll Lanes (ETL) in each direction of I-95, adjacent to the existing four general-purpose (non-tolled) lanes, between I-895 and just north of MD 43. Like the Intercounty Connector, the ETL will use all-electronic toll collection with toll rates that vary by time of day. There will be no toll plazas on the ETL. Tolls will be paid at highway speeds using *E-ZPass* as vehicles pass beneath overhead tolling structures. The ETL will also use Video Tolling for drivers who do not have *E-ZPass*.



► Proposed MD43 rendering.

In preparation for opening the I-95 ETL in late 2014, the MDTA announced and approved a tolling plan on Sept. 19 and Dec. 19 respectively. The mileage rate ranges vary for peak, off-peak and overnight traffic and set the minimum and maximum per-mile toll rates for travel in the toll lanes. The MDTA Executive Director sets the actual toll rates. Drivers of two-axle vehicles with *E-ZPass* will pay \$1.75 during peak hours, \$1.40 during off-peak hours and \$0.70 overnight per trip on the new lanes. The toll schedule is derived from a two-axle peak toll rate of \$0.25/mile, off-peak rate of \$0.20/mile and overnight rate of \$0.10/mile.

Work on the I-95 interchanges at I-695 and MD 43 (White Marsh Boulevard) continued. In October, MDTA opened an additional lane to increase traffic capacity on the ramp from northbound I-95 to westbound I-695. High mast lighting was installed at the I-95/I-695 interchange over the fall. Also in the fall, the Exit 67 ramps from northbound and southbound I-95 to eastbound and westbound MD 43 were converted into single point exit ramps. Construction of the ETLs from north of MD 43 to north of Joppa Road (the northern terminus of the ETLs Project), which began in late 2012, is on track for completion in late 2014. The Campbell Boulevard improvements, which include widening Campbell Boulevard in White Marsh, will occur in 2014.

I-95 Travel Plaza Redevelopment

Through an innovative 35-year Public Private Partnership with the MDTA, Areas USA has invested \$56 million to redesign and rebuild both the Maryland House and Chesapeake House travel plazas and will operate and maintain the plazas through 2047. The State retains ownership and oversight of the travel plazas, while receiving revenue over the course of the agreement estimated at more than \$400 million. The agreement is supporting an estimated 400 jobs. Areas USA's team to construct and operate the new travel plazas also is comprised of many Maryland firms, several of which are minority-owned or women-owned businesses.

Throughout the redevelopment, Areas USA is keeping one travel plaza open to serve customers. The Maryland House was rebuilt in exactly the same location, while the new Chesapeake House will be built adjacent to its current site. The Maryland House closed in September 2012 and is expected to reopen in early 2014.

Construction of the new Chesapeake House began in spring 2013. The redevelopment plan includes contemporary design, additional bus parking, free WiFi, gas and food services and a staffed Welcome Center. The new travel plazas are expected to be LEED certified and include "green" features.



► Construction of the Maryland House.

Safety

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



► Fort McHenry Tunnel (I-95)

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

The Office of Engineering and Construction enhanced its inspection of maintenance of traffic (MOT) and safety on MDTA roadways by creating a more comprehensive inspection program. Project staff is now required to complete daily compliance reports, and random safety inspections are performed by an independent traffic engineer. In addition, a self-certified training course was developed specific to the MDTA's facilities, and 250 MDTA and consultant employees were trained during a four-week period. Within a short period of time, non-compliant MOT items were reduced significantly.

At the Bay Bridge, the MDTA installed new lane markings, rumble strips and signs on the westbound span to enhance safety measures during two-way traffic operations based on a safety study completed in 2012. These enhancements provide additional visual and physical guides designed to help drivers stay alert and stay in their lanes during two-way operations. A painted buffer separates the left and center lanes using continuous double-yellow lines, rumble strips and a solid white line along the span. New signs reminding motorists to stay in their lanes were also added as part of the effort. Lane changing is prohibited between these two lanes even when two-way operations are not in effect.

Facility Inspections

The MDTA is committed to maintaining the safety and integrity of Maryland's transportation infrastructure. Over the last six years, the 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 identified deficiencies.

Independent, certified and nationally experienced engineering firms inspect all bridges, tunnels, roadways, lighting and signage annually, which exceeds federal inspection standards. Inspections are performed from September through June each year. In 2013, 21 consultant and subconsultant firms performed more than

	DECK	SUPERSTRUCTURE	SUBSTRUCTURE
Francis Scott Key Bridge	6	6	6
Bay Bridge (Eastbound)	5	6	6
Bay Bridge (Westbound)	5	5	5
Thomas J. Hatem Bridge	8	5	5
Harry W. Nice Bridge	5	5	5
Millard E. Tydings Bridge	6	5	6

► *National Bridge Inspection Standards Ratings*

\$13.8 million in inspection services. All facilities were found to “be maintained in good repair, working order, and condition.”

In 2013, MDTA inspected 15 box culvert structures and 296 bridges, 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). The information on the chart above is from the NBIS data provided to the Federal Highway Administration in April 2013.

All MDTA bridges allow for legally-loaded vehicles, emergency vehicles and school buses to traverse safely. MDTA has just one bridge classified “structurally deficient” due to deck condition. The Canton Viaduct on I-895 just north of the Baltimore Harbor Tunnel is currently in design for complete replacement expected to begin in 2016.

The MDTA also inspects the Baltimore Harbor and Fort McHenry tunnels using guidelines and rating criteria similar to the bridge inspection program. In 2013, both tunnels received an overall rating of 5 (Fair).



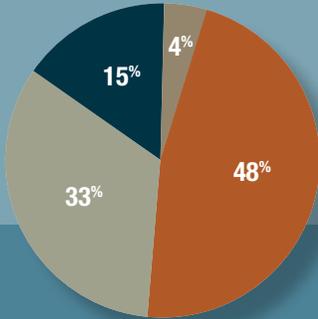
► *K-Truss Bridge at the Baltimore Harbor Tunnel (I-895)*



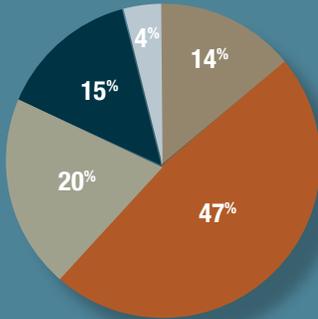
► *William Preston Lane, Jr. Memorial (Bay) Bridge*

The following charts summarize the condition ratings by component for the 296 bridges that the MDTA inspected.

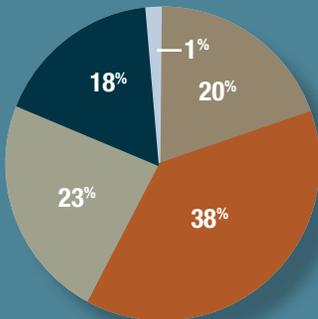
DECK RATING



SUPERSTRUCTURE RATING



SUBSTRUCTURE RATING



NBIS Rating Codes:

- 4 Poor
- 5 Fair
- 6 Satisfactory
- 7 Good
- 8 Very Good
- 9 Excellent

Safety

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 the many work zones agency-wide. By assisting drivers of disabled



▶ MDTA Courtesy Patrol

vehicles with gasoline, flat tires and other minor repairs, patrols minimize the risk for crashes and potential congestion from stopped vehicles – a necessity for facilities without roadway shoulders like 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 incidents. 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 2013, patrols assisted drivers of more than 33,500 disabled vehicles, removed more than 3,700 of those vehicles from MDTA roadways and changed nearly 6,000 flat tires. Most vehicles are returned to the road within 15 minutes. In 2013, appreciative customers sent nearly 40 emails and letters commending the patrols and our employees.

Employee Safety Efforts

The MDTA's Office of Environment, Safety, and Risk Management (OESRM) hosted the June Safety Month Conference and Expo for employees. The Injured Workers' Insurance Fund (IWIF), the Maryland Fire and Rescue Institute (MFRI), the Maryland Occupational Safety and Health (MOSH) and other vendors were on-hand to provide safety and health resources. A highlight of the conference was fire safety and fire extinguisher hands-on training, during which employees had the opportunity to use a fire extinguisher to put out an actual fire in a controlled environment.

OESRM also distributed 40 Automatic Electronic Defibrillators (AED) throughout the MDTA's facilities. With assistance from Division of Operations personnel, all facilities installed their AEDs, trained employees and identified personnel who perform weekly inspections of the AEDs. One of the installed devices was quickly put to use when Bay Bridge employees Rich Holthaus and John Mears provided life-saving assistance to a 91-year-old motorist who stopped at the facility when he was having trouble breathing and was not feeling well.



▶ MDTA employees participated in hands-on fire extinguisher training during the June Safety Month Conference.

E-ZPass Customer Service



▶ John F. Kennedy Memorial Highway (I-95) toll plaza



April 2013 marked 14 years of electronic toll collection in Maryland. In those 14 years, *E-ZPass* use has consistently grown each year. More than 1.1 million *E-ZPass* Maryland transponders are on the move, and more than 71% of all traffic at MDTA facilities uses *E-ZPass* to pay tolls electronically. In fact, 83% and 75% of customers using the Hatem Bridge and Key Bridge respectively pay by *E-ZPass* and 87% pay by *E-ZPass* on the ICC – the State’s first all electronic toll facility.

On Oct. 1, the MDTA began a new Video Toll collection process to help the agency recoup the money owed by drivers who use its facilities and choose not to pay. A new law that took effect on July 1 puts “teeth” into the process the MDTA uses to collect unpaid Video Tolls and gives motorists an added incentive to make prompt payment.



▶ Robyn Burston (left) is honored by Michelle Reheard with an Award of Excellence for her outstanding customer-service efforts.

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

With Video Tolling, the MDTA uses license plate information to identify registered vehicle owners with the Motor Vehicle Administration and then mails the owner a notice to pay the Video Toll after traveling. Under the new process, registered vehicle owners receive a Notice of Toll Due (NOTD) for using any of Maryland's eight toll facilities without paying via 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 their Video Toll within 30 days will receive a civil citation and \$50 civil penalty for each unpaid Video Toll transaction in addition to the Video Toll amount. The owner will have the option to pay the citation and civil penalty or contest the citation in District Court. Failure to pay the citation and civil penalty could lead to non-renewal or suspension of the owner's vehicle registration and/or referral to Maryland's Central Collection Unit.

The MDTA has ended the practice of imposing administrative fees on unpaid toll accounts. The new Video Toll collection process also allows the MDTA to enter into reciprocal agreements with other states to strengthen interagency collection of outstanding tolls, as well as allows for the growth of all electronic tolling (AET) in Maryland.



► Baltimore Harbor Tunnel toll plaza

- More than one million customers contacted the Maryland Customer Service Center in 2013 and received assistance.
- As mentioned previously, a study was completed in late 2013, to evaluate the conversion of Maryland's seven toll plazas to all electronic tolling (AET). The study evaluated the following three components: physical conversion of the existing toll plazas to AET; changes within MDTA to accommodate removal of toll plazas; and prioritizing the conversion order of MDTA's facilities based on traffic composition, cost, potential revenue impacts and other operational considerations.
- The MDTA's *E-ZPass* Outreach Team continued to provide information to large employers, businesses and civic organizations on how to use the ICC and how to get *E-ZPass*. During 2013, the group sold 565 transponders and shared information with more than 8,600 citizens during 150 local events and visits to area businesses.
- Efforts to re-design the ezpassmd.com website are underway. Website stakeholders were interviewed to determine how the website can be improved. The information provided was based on customer and employee feedback and will be used as a basis for site improvements.
- The *E-ZPass* Maryland Notice of Toll Due was redesigned to be more effective. The new notice also includes the image of the vehicle captured in the toll lane for easier customer reference.
- Customer communications efforts included proper account management, selecting the right *E-ZPass* plan, Video Tolling and the new citation process.

Law Enforcement



► *Maryland Transportation Authority Police Honor Guard*

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.

Throughout the year, MDTA Police hit the roads to enhance travel safety by targeting impaired and aggressive drivers through annual 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 participated in the “Click It or Ticket” campaign for seatbelt enforcement.

To increase traffic and criminal enforcement, the MDTA Police uses Interagency Traffic initiatives and saturation patrols. In 2013, officers made 403 criminal arrests, 1,102 arrests for suspected DUI offenses and issued 62,411 traffic citations and 107,349 traffic warnings – of which more than 2,900 were for DUI offenses, more than 7,100 were for adult seatbelt-related offenses and more than 200 were for child seatbelt-related offenses.

In 2013, the Commercial Vehicle Safety Unit (CVSU) inspected 25,585 vehicles. Inspectors found 2,976 of these vehicles to be overweight. The unit took 3,962 vehicles and 2,315 drivers out-of-service to help preserve our roadways and facilities.

Other Law-Enforcement Highlights Include:

- A Graduation Ceremony was held on Jan. 31 for MDTA Police Class 45. Thirty-five police recruits graduated after training at the MDTA Police Academy.
- In February, Maj. Michael Kundrat was named the new MDTA Chief of Police. Chief Kundrat was selected following an extensive review process of highly qualified candidates identified through a national recruitment. Chief Kundrat joined the MDTA Police in March 2007 from the Baltimore Police Department, serving as Chief of Staff and Patrol Commander before being named Acting Police Chief in August 2011.
- The MDTA Police hosted its fourth annual Police Cadet Career Night on March 22. Twenty-three young men and women participated in the event, which provided high school seniors and graduates – 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.



► *MDTA Police Academy Class 45*

- The MDTA Police received its fourth CALEA reaccreditation on March 23, 2013.
- MDTA Police honored their seven Fallen Officers and their surviving family members at the MDTA Police Memorial Garden on May 3. 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 event.
- MDTA Police Class #46 began their training at the MDTA Police Training Academy in July. Training is expected to last seven months and includes 31 MDTA Police Officer Candidates and three Maryland Transit Administration Police Officer Candidates.
- To comply with Title VI of the Civil Rights Act of 1964, Presidential Executive Order 13166 and the Maryland Annotated Code, the MDTA Police created a Limited English Proficiency (LEP) Plan to help provide quality service to the public and help ensure the safety of our police officers and customers. The plan makes reasonable efforts to eliminate or reduce limited English proficiency as a barrier to accessing MDTA Police services, programs or activities.
- The MDTA Police was recognized by United States Attorney Rod J. Rosenstein for efforts during an investigation of two brothers who were sentenced to 10 years in prison (followed by five years of supervised release) for possession with intent to distribute cocaine.
- Effective Oct. 1, using a hand-held cell phone when driving in Maryland became a “primary offense,” enabling law-enforcement officers to pull over and ticket motorists for this reason alone. Prior to Oct. 1, hand-held cell phone use was a secondary offense, and officers needed to pull over a driver for another offense before a citation could be issued. With the new law, no points are assessed to a driver’s license unless the offense contributes to a crash. The fines for first-time violators range from \$45 to \$75.
- The MDTA Police Recruiting Unit hosted its annual Women in Law Enforcement Career Night on Nov. 15. It was a rousing success, with 70 guests attending the event.



► *K-9 Betty and her handler Off. Nina Bowser.*



► *Then-Off. William Berry, now a detective, sets up a mobile license-plate recognition unit.*

On July 2, an attempted purse snatching occurred at an Annapolis-area supermarket. After a brief struggle, the female suspect fled on foot leaving the victim’s purse behind. As she ran out the door, two store employees gave chase. The suspect was detained in the parking lot, where an off-duty Anne Arundel County officer took her into custody. As this was happening, a witness informed store personnel that the female arrived at the store as a passenger in a white van being driven by a male suspect. When the female suspect was stopped and detained, the driver of the van sped off. On-duty MDTA Off. David Bahr saw the van speed away and followed the vehicle, which was eventually stopped on US 50 near the Bay Bridge. After the witness positively identified the driver of the van, he was taken into custody. Both suspects were then charged with Attempted Robbery, Attempted Theft and Second Degree Assault. Well done, Off. Bahr!

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).



► BWI Thurgood Marshall Airport bicycle patrol officers with the Mobile Command Unit.



► A K-9 conducts a scan of a commercial vehicle.

Highlights:

- Under Governor O'Malley, the State has focused its transportation security efforts on conducting comprehensive vulnerability assessments and hardening key transportation assets such as airports, ports, bridges and tunnels with physical countermeasures including CCTV and access control systems, and integrating various security enhancements to create multilayered protection. Successfully securing Maryland's transportation assets requires coordination between many agencies, across jurisdictional boundaries and with private sector partners. To that end, the MDTA is working to ensure that the shorelines and anchorage islands of the State's bridges are protected by anti-climbing fencing, razor wire and electronic fence sensors. If the fence sensors are activated by movement, an alarm will be triggered at the central security operations center. Also underway is an electronic bridge security project, which includes additional lighting, above and below roadway cameras and stopped vehicle detection analytics for the major bridges.
- 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.
- The MDTA Police initiated its Computer Automated Dispatch (CAD), Records Management System (RMS) and Automated Field Reporting/Automated Vehicle Locator Project, which will increase officer safety and enhance state agency interoperability and records management efficiency.

Smart, Green and Growing

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.

Earth Day

MDTA employees celebrated Earth Day on April 23 with an event that included information booths, a game show and a rain barrel demonstration. Employees who participated in the rain barrel demonstration were rewarded for their hard work by being able to take home their barrels. Employees spoke with booth vendors about growing their own foods at home, composting, rain-barrel installation and solar and alternative-energy sources. Information about storm water, agriculture and general environmental awareness also was available. In addition, the MDTA's Environmental Engineering Department hosted two planting events during which native trees were planted at the Bay Bridge and various plants were installed at the Key Bridge.



► *Employees participate in the rain barrel demonstration.*

Renewed Recycling Efforts

Over the last seven years, the MDTA has steadily increased its recycling numbers. In 2008, the MDTA reported a recycling rate of 5.38%; in 2012 (most-recent data available), the recycling rate increased to 31%!

Since 2009, the Office of Environment, Safety and Risk Management has worked with employees to carry out its recycling program for Maryland Recycling Act (MRA) materials: cardboard, paper, bottles

By recycling 109 tons of paper and cardboard in 2012 (most recent data available), the agency contributed to the conservation of approximately:

- 1,853 trees (35 feet in size)
- 327 cubic yards of landfill space
- 757,550 gallons of water
- 218 barrels of oil
- 494,424 kilowatt (kW) hours of energy
- 6,540 pounds of air pollution effluents.

Recycling 25 tons of bottles and cans in 2012 contributed to an additional conservation of approximately:

- 106,042 kW hours of energy
- 1,083 pounds of sand
- 3,608 pounds of limestone
- 162 cubic yards of landfill space.

Smart, Green and Growing

In Spring 2013, three baby peregrine falcons – also known as eyases – found a home on the Bay Bridge's eastbound span. A United States Fish and Wildlife Service specialist visited the facility to check on their health and crews took care to not disturb them and their watchful mother. MDTA maintenance crews created a nesting box several years ago to encourage the mother to nest beneath the roadway. Previously, she favored the westbound span; however, the agency began major construction on that span and didn't want to upset her nesting cycle. She has been returning to the eastbound nesting box for the last several years.

In addition, a team of scientists from the Patuxent Wildlife Research Center monitored osprey nestlings (approximately 45-50 days old) at the Hatem and Tydings bridges. There were four active nests on each bridge! Researchers estimate there are 6,000 – 8,000 nesting pairs across the Chesapeake Bay. The birds mate for life and return to the same nest each March after wintering in Central and South America.

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, wood and used oil. Together, the combined efforts of office staff and maintenance/automotive personnel have resulted in the recycling of 1,270 tons of materials during 2012.

Energy Conservation

An \$8.1 million project to upgrade and/or install equipment and systems at various MDTA facilities was completed in 2013. Energy Services Contractor's Energy Systems Group completed lighting, heating and air conditioning (HVAC), water, building envelope (weatherization/insulation materials to doors, walls and attics), roadway sign lighting and green initiatives such as solar power for hot water and electricity. Interior and exterior lighting fixtures were changed, resulting in an estimated 20 - 25 % reduction in energy consumption. Some HVAC systems were upgraded, with the new controls helping to save energy and provide more flexibility in maintaining the temperature in office spaces. In addition, by installing special faucets, shower heads and valves that introduce air into the water flow and reduce the running time of the device, water consumption reductions are anticipated. Solar panels also are saving energy at the Key Bridge complex.

Chesapeake Bay Restoration Efforts

In November 2009, President Barack Obama signed an Executive Order to protect and restore the Chesapeake Bay and its tributaries. This led the U.S. Environmental Protection Agency to develop regulatory Total Maximum Daily Loads (TMDLs), which limit sediment, nitrogen and phosphorous that flow into the Bay -- essentially a "pollution diet." The MDTA is proactively planning, designing and constructing stormwater management retrofits at all facilities. The initial phase includes constructing streamlined stormwater retrofits. In addition, new stormwater devices are being constructed along I-895 and others are scheduled for I-95.

Northern Region Tankless Water Heaters

In 2008, the MDTA's very first Energy Star natural gas-fired tankless water heater was installed at the northbound I-95 Commercial Vehicle Weigh Station and Inspection Complex on the Kennedy Highway. As water heaters required replacement, the Northern Region took advantage of the opportunity to replace outdated water heaters with tankless water systems at the southbound I-95 weigh station and at the Hatem Bridge's maintenance building. Tankless water heaters allow for continuous hot water on demand, can cut heating expenses by as much as 30% and may reduce carbon dioxide emissions up to 33% annually. The units that have been installed have a life expectancy of up to 20 years, and there is no risk to the facility of water damage from a leaking tank.

Bay Bridge Plantings

When it was discovered that two trees were in the sight of newly installed security cameras and needed to be removed, facility staff made sure that the grounds remained in compliance with the Critical Area Commission by planting two new White Cedars, which are native to the area. Four additional trees also were planted to help with the environmental growth and stability of the area.

Fort McHenry Tunnel Lighting

During the next several years, lighting in the Fort McHenry Tunnel will be changed to LED, which will result in an estimated energy savings of 20-25% of the current utility cost.



► The MDTA's stormwater management efforts will help to protect and restore the Chesapeake Bay.



► An eyase (baby peregrine falcon) at the Bay Bridge.



► A scientist monitors an osprey nestling at the Hatem Bridge.

Communications and Community



► *Cpl. Barry Poindexter and Santa collect Toys for Tots at the Bay Bridge.*

In 2013, 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 and grassroots marketing, 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 new 511 traveler information system. In 2013, the hotline received more than 1.4 million calls. The baybridge.com web site remained an extremely popular information source, with more than 101,000 unique visitors accessing the web site during 2013, a remarkable 80,000 of which were first-time visitors. In addition, 15,780 baybridge.com visitors are registered to receive email alerts. The DOC generates the email alerts – 74 Bay Bridge alerts were sent in 2013 – providing information about major incidents, lane closures, bridge services and safety efforts. The agency's mdta.maryland.gov web site continued to provide valuable information about all facets of the agency. Nearly 590,000 unique visitors browsed the site in 2013.

Other Customer Service and Community Highlights for this year included:

- During 2013, DOC staff handled more than 5,900 customer calls, emails and pieces of correspondence and 608 media inquiries. In addition, 182 traffic advisories and news releases were provided to media outlets.
- Spike and Otis “spokesbirds” continued to emphasize safety, travel tools and the best times for traveling the Bay Bridge.
- The I-95ExpressTollLanes.com web site provided project information to more than 56,000 visitors during 2013.
- The MDTA achieved – and exceeded – its Minority Business Enterprise (MBE) Program goal during Fiscal Year 2013. With the help of its committed stakeholders, the MDTA exceeded the State's overall 25% goal by achieving 28.37%. The agency's Division of Civil Rights and Fair Practices (CRFP) worked with internal and external customers to make them aware of, and our need to achieve, this goal and resumed its outreach program entitled “Getting Your Foot in the Door.”
- MDTA staff provided information regarding E-ZPass and the Bay Bridge at Kent Island Day on May 18.
- The 8th annual Annapolis Open Baseball Tournament was held March 23-24 in memory of MDTA Police Officer Grant Turner. The tournament raises money for the Grant Turner Memorial Fund, which provides college scholarships in Grant's name. In 2013, 143 teams with more than 2,000 athletes from Maine to Florida participated in what has now become the largest youth baseball tournament in the U.S.!
- The MDTA Police detachments participated in local events including Dundalk's annual Fourth of July Parade. In addition, MDTA Police, Communications and Operations Center employees at the Bay Bridge donated school supplies for the eighth year for the Anne Arundel County “Back to School” program.

- MDTA Police and operations personnel dedicated many hours preparing for and staffing the third annual Baltimore Grand Prix held Labor Day weekend 2013.
- The MDTA supported Maryland's "Day To Serve" 2013 by collecting 3,289 pounds of canned and non-perishable food for the Maryland Food Bank at its facilities from September 23-27.
- The MDTA Police and MDTA staff hosted another successful Toys for Tots campaign in December marking the 24th year the MDTA has participated in this program. More than 4,500 toys and \$4,276 were collected in 2013. Since 1990, more than 138,000 toys and \$103,000 have been collected from MDTA customers and employees.
- MDTA employees participated in numerous events and activities to benefit Special Olympics Maryland:
 - Nearly 50 of the MDTA's employees, family and friends and members of Academy Class 45 raised close to \$3,800 by participating in the 17th Annual Polar Bear Plunge.
 - The MDTA Police participated in the annual Law Enforcement Torch Run – the largest grassroots fundraiser and public awareness vehicle in the world for Special Olympics.
 - The MDTA Police and MDTA staff hosted the Fort McHenry Tunnel 5K Run/Walk on September 15. Participants ran or walked through the right northbound tunnel tube and raised \$40,000.



► *The Fort McHenry Tunnel 5K Run/Walk*



Social Media

The MDTA's first Twitter post occurred on October 20, 2011, with a tweet related to the Intercounty Connector and continued with providing safety and "how to use the ICC" tweets. The MDTA entered the world of Facebook on May 11, 2012, with the introduction of a Spike and Otis "spokesbirds" page coupled with Bay Bridge safety and 1-877-BAYSPAN (229-7726) messages on both Facebook and Twitter. The MDTA expanded its Twitter and Facebook presence in fall 2012 to cover all of its facilities.

Social media has become another important outlet for our customers to get timely information about our facilities throughout the State. Events such as powerful summer thunderstorms, unexpected bridge closures and Hurricane Sandy made Twitter an especially vital resource due to its ability to reach customers quickly and to allow media outlets to re-tweet our messages directly to their followers. In 2013, the MDTA sent more than 2,500 tweets and has garnered more than 4,700 Twitter followers and more than 5,700 "likes" on Facebook.

The MDTA began sharing photos on Instagram this Fall.

Awards

Industry Awards

- The Office of Human Resources and Workforce Development's Helen Dale was honored with a Women Who Move the Nation Award by the Conference of Minority Transportation Officials.
- The MDTA's contractor, engineering and construction teams were honored with five awards during the 2013 Maryland Quality Initiative (MdQI) conference. The I-95/I-895 Interchange from Moravia Road to south of Chesaco Boulevard project led by Project Manager Joe Jachelski received the MdQI Award of Excellence Partnering Gold Award, the MdQI Award of Excellence MBE/WBE/DBE and the MdQI Award of Excellence (MDTA Modal Award, Project Over \$5 Million). The ICC Project was honored with the Award of Excellence Green/Sustainability/Environmental, which was presented to MDTA Project Manager Bob Michael. The MdQI Award of Excellence (MDTA Modal Award, Project Under \$5 Million) was presented to MDTA Project Engineer Rey Magsino and Structural Engineer Koudjo "Guy" Amouzou for the drainage system rehabilitation at the Harbor Tunnel.
- The MDTA was honored with the 2012 Quality in Construction Award from the National Asphalt Paving Association for the asphalt paving portion of the I-895/I-95 Interchange from Moravia Road to south of Chesaco Boulevard.
- Cpl. Emory Williams, Off. Gregory Sampson, Off. Andre Fontz and Off. Timothy Howell were recognized by Harford County State's Attorney Joseph Cassilly for their efforts in 2012 to keep impaired drivers off the road.
- On May 14, ASIS International honored Off. Gregory Sampson (Officer of the Year), Det. Sgt. Ariane Warren (Exceptional Performance Award), Off. Joshua Jazwinski (Crime Performance Award), Off. Jonathan Slusar (Award of Valor) and Cpl. Timothy Morandi (Award of Valor). ASIS International is a global community of 38,000 security practitioners.



▶ Left to right: 1st Sgt. Kevin Ayd, Col. Michael Kundrat, Off. Renato Guarnaccia, Off. Jeremy Herbert accept the Maryland Law Enforcement Challenge award.

- The MDTA Police were honored on May 29 with the "State and Federal Law Enforcement" category award for the 2012 Maryland Law Enforcement Challenge.
- The MDTA Police received second place in the Special Law Enforcement category for the International Association of Chiefs of Police 2012 National Law Enforcement Challenge.
- Officers Paul Pastorek, John Willis and Tyler Sheldon were honored during the annual Smooth Operator Campaign Awards Ceremony held September 25 for their focus on aggressive and impaired driving enforcement.
- On Oct. 10, 1st Sgt. John Irwin and Cpl. David Ramnath were honored at the Maryland Police and Corrections Training Commission's 13th Annual Instructor's Conference. 1st Sgt. Irwin was awarded the non-academy Instructor of the Year Award and Cpl. Ramnath was presented the Academy Instructor of the Year Award for the MDTA Police.

Employee Awards

MDTA POLICE OFFICER OF THE YEAR

Off. Gregory Sampson

DETACHMENT OFFICERS OF THE YEAR

Off. Gregory Sampson
Hatem Bridge Detachment

Off. Jonathan Malfi
Nice Bridge Detachment

Off. Brendan Foard
Key Bridge Detachment

Off. Alexander Slusser
Bay Bridge Detachment

Off. Renato Guarnaccia
Tunnel Command Detachment

Off. Howard Burnett
ICC Detachment

Off. Michael Brant
Commercial Vehicle Safety Unit

MCI Robert Hoskins
Commercial Vehicle Safety Unit

Off. James Claytor
Port Detachment

Off. Michael Freeman
BWI/TM Airport Detachment

Off. Adam Laprade
K-9 Unit

Det. William Berry, III
Detective Unit

TCO Craig Phillips
Communications Unit

Joseph Blackwell
Police Civilian Employee of the Year

Sgt. Kirk Perez and Off. Brendan Foard received a Chief's Salute in recognition of their life-saving efforts at the Key Bridge on August 9.

The following employees received MDTA Award of Excellence, Heroic Act and Special Act awards:

AWARD OF EXCELLENCE

Glen Smith
Capital Planning

Larry Thomas
Office of Engineering and Construction

Randy Clayton
Office of Engineering and Construction

Janet Alston
Division of Finance

Robyn Burston
Intercounty Connector

Catherine Noone
Bay Bridge

SPECIAL ACT

Joseph Blackwell
MDTA Police

Mary L. King
Fort McHenry Tunnel

Cheryl Jordan and Charles Lee
Division of Finance

Mark Evans
Leonid Feldman
Paul Novac
Robert Simmons, Jr.
Steven Yelton
Radio Shop

HEROIC ACT

Charles Marcum
Intercounty Connector

Cpl. Timothy Morandi
Off. Jonathan Slusar
MDTA Police

EMPLOYEES ON MILITARY DUTY

Aarion Franklin
Edgar Wright
Peter Layden
Brittany Berry

Financials

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The MDTA is responsible for various Transportation Facilities Projects, whose revenues are pooled together and pledged to the payment of toll revenue bonds. MDTA's toll facilities include the Hatem Bridge and all of the Transportation Facilities Projects: the Nice Bridge, Bay Bridge, Baltimore Harbor Tunnel, Key Bridge, Kennedy Highway, Fort McHenry Tunnel and the Intercounty Connector. Transportation Facilities Projects include the Nice Bridge, Bay Bridge, Baltimore Harbor Tunnel, Key Bridge, Kennedy Highway, Fort McHenry Tunnel and the ICC/MD 200. The 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 large-scale projects that would otherwise exceed current available operating revenues. Through this financing mechanism, the MDTA is able to finance the construction of projects that will generate sufficient future revenues to repay bondholders the principal amount borrowed, along with interest.

The outstanding principal and interest due each year is paid from all revenues collected from the MDTA's toll facilities. Toll revenues are the primary source of funds. Revenues from all eight toll facilities are combined for operating, maintaining, preserving, protecting/securing and making capital improvements to these facilities. The agency's strong bond ratings secure its position to finance transportation solutions for Maryland's citizens. This year, the MDTA received underlying 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 has 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, 2013. The MDTA's financial statements were audited by CliftonLarsonAllen, 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, 2013, 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.

Statement of Net Position

June 30, 2013 (In Thousands)

Assets	
Current Assets	
Cash and cash equivalents	\$ 75,139
Restricted cash and cash equivalents	112,724
Investments	550,228
Restricted investments	82,140
Intergovernmental receivable	4,437
Inventory	5,188
Accounts receivable	17,328
Accrued interest	2,139
Notes receivable	1,674
Contractor deposits	1,313
Direct financing lease receivable	33,960
Total current assets	886,270
Noncurrent Assets	
Capital assets, not being depreciated	1,604,493
Capital assets being depreciated, net of accumulated depreciation	3,622,769
Total capital assets	5,227,262
Restricted cash and cash equivalents	100,717
Restricted investments	168,437
Notes receivable, net of current portion	7,837
Direct financing lease receivable, net of current portion	334,062
Other assets	8,813
Direct financing costs, net of accumulated amortization	17,445
Total noncurrent assets	5,864,573
Total Assets	\$ 6,750,843

Liabilities and Net Position	
Current Liabilities	
Accounts payable & accrued liabilities	\$ 104,130
Intergovernmental payable	70,277
Unearned revenue	21,957
Accrued interest	69,941
Contractor deposits and retainage	3,612
Accrued annual leave	432
Accrued workers' compensation costs	1,828
Bonds payable	124,290
Total current liabilities	396,467
Noncurrent Liabilities	
Contractor retainage, net of current portion	8,133
Accrued annual leave, net of current portion	8,675
Accrued workers' compensation costs, net of current portion	9,965
Bonds payable, net of current portion	3,241,285
Total noncurrent liabilities	3,268,058
Total liabilities	3,664,525
Deferred Inflow of Resources	
Deferred Service Concession Arrangement Receipts	3,000
Net Position	
Net Investment in capital assets	2,396,410
Restricted for:	
Debt service	110,081
Capital expenses	22,666
Total Restricted	132,747
Unrestricted	554,161
Total Net Position	\$ 3,083,318

Financials

Statement of Revenues, Expenses and Change in Net Position

June 30, 2013 (In Thousands)

Operating Revenues	
Toll	\$ 454,849
Intergovernmental	127,660
E-ZPass Fees	26,333
Concession	4,088
Other	4,404
Total operating revenue	617,334

Operating Expenses	
Collection, police patrol, and maintenance	200,985
Major repairs, replacements, and insurance	11,633
General and administrative	30,124
Depreciation	103,743
Total operating expenses	346,485
Income from operations	270,849

Non-operating Revenues (Expenses)	
Investment revenue	650
Restricted interest income on investments	1,026
Loss on disposal of infrastructure	(10,293)
Interest expense	(95,166)
Total non-operating revenues & expenses	(103,783)
Change in net position	167,066
Net Position - Beginning of Year	2,916,252

Net Position - End of Year \$ 3,083,318

Revenues, Expenses and Change in Net Position

For the Years Ending June 30 (In Thousands)

	2013	2012	2011
Operating revenues	\$617,334	\$578,197	\$547,327
Operating expenses	346,485	309,073	288,263
Income from operations	270,849	269,124	259,064
Non-operating revenues (expenses)	(103,783)	(95,918)	(59,278)
Change in net position	\$167,066	\$173,206	\$199,786

Statement of Cash Flows

June 30, 2013 (In Thousands)

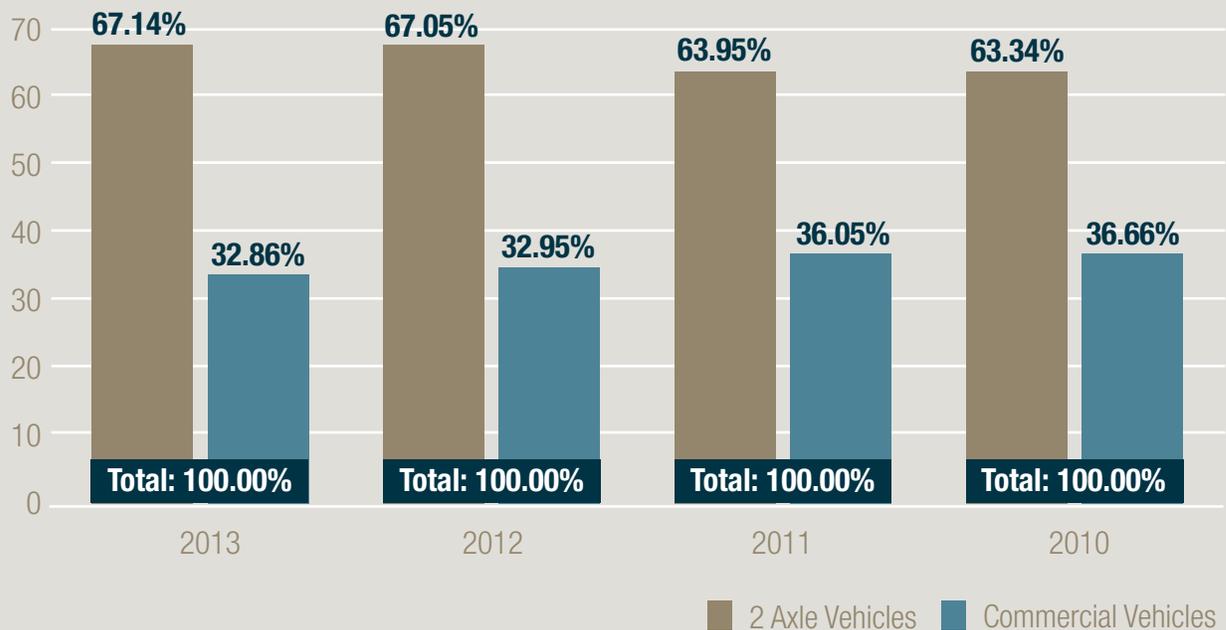
Cash Flows from Operating Activities			
Receipts from toll collections and E-ZPass	\$ 484,286		
Receipts from concessions and other revenue	11,116		
Receipts from other governmental agencies for services	128,845		
Payments to employees	(129,320)		
Payments to suppliers	(91,771)		
Net cash provided by operating activities	403,156		
Cash Flows from Noncapital Financing Activities			
Bond proceeds	135,470		
Capital debt principal payments	(25,520)		
Direct financing costs	(1,708)		
New direct financing lease	(135,470)		
Payments received on direct financing lease	100,220		
Net cash used by non capital financing activities	72,992		
Cash Flows from Capital Financing Activities			
Bond proceeds	513		
Capital debt interest payments	(130,625)		
Capital debt principal payments	(86,916)		
Purchase of capital assets	(325,439)		
Net cash used in capital financing activities	(542,467)		
Cash Flows from Investing Activities			
Proceeds from sales of investments	830,584		
Proceeds from interest income on investments	5,476		
Purchase of investments	(783,482)		
Net cash provided by investing activities	52,578		
Net Decrease in Cash and Cash Equivalents	(13,741)		
Cash and Cash Equivalents - Beginning of Year	302,321		
Cash and Cash Equivalents - End of Year	\$ 288,580		
		Supplemental disclosure of significant noncash investing activities - change in fair value of investments	\$ (2,041)
		Supplemental disclosure of significant noncash capital financing activities- construction retainage	\$ 320
		Supplemental disclosure of significant noncash financing activities - amortization of debt issuance costs and premium	\$ (5,915)
Reconciliation of Operating Income to Net Cash Provided by Operating Activities			
		Income from operations	\$ 270,849
		Depreciation and amortization	103,743
Effect of changes in operating assets and liabilities:			
		Intergovernmental receivables	95
		Inventory	(396)
		Accounts receivable	(518)
		Notes receivable	1,090
		Accounts payable and accrued liabilities	28,718
		Intergovernmental payables	(7,381)
		Deferred revenue	3,246
		Accrued annual leave	208
		Accrued workers' compensation costs	502
		Deferred service concession receipts.	3,000
		Net Cash Provided by Operating Activities	\$ 403,156

Financials

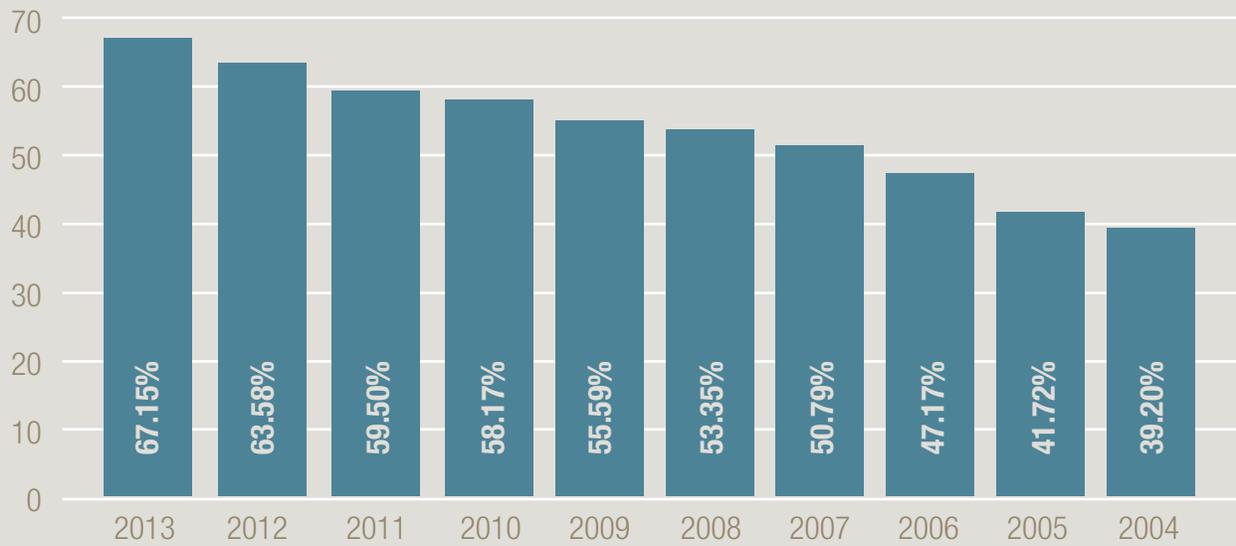
Toll Revenue (In Thousands)



Toll Composition



Percent of Revenue from Electronic Toll Collection



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
James T. Smith, Jr., Chairman
Bruce W. Gartner, Executive Director

Maryland Transportation Authority

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