



MARYLAND  
TRANSPORTATION  
AUTHORITY

An Enterprise Fund of the  
State of Maryland



# 2018

## COMPREHENSIVE ANNUAL FINANCIAL REPORT

For The Fiscal Year Ended  
JUNE 30, 2018



Maryland  
Transportation  
Authority



PREPARED BY  
**THE DIVISION OF FINANCE**

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For The Fiscal Year Ended JUNE 30, 2018



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# INTRODUCTORY SECTION



Government Finance Officers Association

**Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting**

Presented to

**Maryland Transportation Authority**

For its Comprehensive Annual  
Financial Report  
for the Fiscal Year Ended

**June 30, 2017**

*Christopher P. Morrell*

Executive Director/CEO





# Maryland Transportation Authority

**Larry Hogan, Governor**

Boyd K. Rutherford, Lt. Governor

Pete K. Rahn, Chairman

**Board Members:**

Katherine Bays Armstrong

Peter J. Basso

Dontae Carroll

William H. Cox, Jr.

William C. Ensor, III

W. Lee Gaines, Jr.

Mario J. Gangemi, P.E.

John von Paris

Kevin C. Reigrut, Executive Director

December 21, 2018

To the Chairman and the Members of the Maryland Transportation Authority Board:

We are pleased to respectfully submit the Comprehensive Annual Financial Report (CAFR) for the Maryland Transportation Authority (MDTA) for the fiscal year ended June 30, 2018, which includes the MDTA's Financial Statements. The MDTA prepared the Financial Statements as required by the Trust Agreement between the MDTA and The Bank of New York Mellon as Trustee. The data as presented consists of management's representation of its finances. The responsibility for the accuracy, completeness and fairness of the data rests with management. To the best of our knowledge and belief, this report contains data complete and reliable in all material respects.

To provide a reasonable basis for making these representations, management of the MDTA has established an internal control structure designed to provide reasonable assurance that assets are safeguarded from loss, theft, or misuse and that adequate and reliable accounting data is compiled to prepare Financial Statements in conformity with accounting principles generally accepted in the United States of America. The cost of internal control should not outweigh their benefits; therefore, the MDTA's comprehensive framework of internal control has been designed to provide reasonable rather than absolute assurances that the Financial Statements will be free from material misstatements.

The MDTA's Trust Agreement requires an annual audit of the MDTA's Financial Statements by an independent audit firm. The MDTA's Financial Statements have been audited by SB & Company, a firm of certified public accountants selected by the MDTA through a competitive process. The goal of the independent audit is to provide reasonable assurance that the financial statements of the MDTA as of and for the fiscal year ended June 30, 2018, are free of material misstatements. The audit was performed in accordance with generally accepted auditing standards and government auditing standards and included tests of the accounting records and other auditing procedures considered necessary during the audit. Based upon the audit, the independent auditors issued an unmodified ("clean") opinion of the MDTA's Financial Statements for the fiscal year ended June 30, 2018. The independent auditor's report is presented in the Financial Section of this report.

Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic Financial Statements. This letter of transmittal complements the MD&A and should be read in conjunction with it.



*Hatem Bridge*

## PROFILE OF THE MDTA

The MDTA was established in 1971 by the Maryland General Assembly to finance, construct, operate and improve the State's toll facilities, as well as to finance new revenue-producing transportation projects. The MDTA acts on behalf of, but is separate from, the Maryland Department of Transportation (MDOT). The MDTA helps support MDOT's mission to be a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions to connect its customers to life's opportunities. The MDTA's nine toll facilities – four bridges, two tunnels, two turnpikes, and one express toll lanes (ETL) – connect Marylanders to life's opportunities.

The MDTA is a self-sufficient non-budgeted State agency and receives no money from the State's General Fund or the Transportation Trust Fund. The MDTA is exclusively financed by toll revenues, and such revenue is reinvested in the operation and maintenance of the toll facilities. The MDTA's Trust Agreement, between the MDTA and its Trustee, is for the benefit of bondholders and outlines how these funds may be used. For more than 45 years, the MDTA has provided Maryland's citizens and visitors with safe, secure, reliable and convenient transportation facilities.

The MDTA's finances are accounted for as a proprietary-type enterprise fund using the accrual basis of accounting, similar to a private business entity. Over four-fifths of the MDTA's revenues come from toll revenue and related fees collected at its nine toll facilities. Revenues from all facilities are pooled together to fund operations, capital projects, and debt service on revenue bonds issued by the MDTA to help fund its capital program.

## ORGANIZATIONAL STRUCTURE

The Maryland Transportation Authority Board serves as the policy-setting, decision-making and governing body responsible for all actions taken by the MDTA. Maryland's Secretary of Transportation presides as the MDTA's Chairman. In addition to the Chairman, the Board consists of eight Members, appointed by the Governor with the advice and consent of the Maryland Senate. Per statute, the Board's composition reflects the racial, gender and geographic diversity of the State and includes 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.

The day-to-day operations of the MDTA are led by the Executive Director, who is appointed by the Board, and members of the Executive Advisory Committee (EAC). The EAC comprises the Chief Administrative Officer, Chief Financial Officer, Chief Law Enforcement Officer, Chief of Operations, and the Chief of Staff. The Executive Director and the EAC are supported by Division and Office Directors and Managers.

## MAJOR DIVISIONS OF MDTA

The work of the MDTA is handled by its 1,748 dedicated employees. Employees work in the following functional areas, with the largest number of employees serving in the Division of Operations and the Maryland Transportation Authority Police.

**Audits:** Responsible for providing independent and objective approaches to improving the effectiveness of the MDTA's management and internal controls.

**Business Planning, Policy and Performance:** Responsible for the implementation of the MDTA's Strategic and Business Plans and the assessment of the MDTA's internal administrative policies that support its strategic plan. The section is also



*Snow plows on the Bay Bridge*



responsible for ensuring that the MDTA complies with government-required reporting requirements and identifying and coordinating MDTA initiatives to improve performance and promote innovation and process improvement.

**Civil Rights and Fair Practices:** Responsible for the development, oversight, and administration of the Minority Business Enterprise, Small Business Reserve, Veteran Small Business Enterprise, and the Equal Employment Opportunity & Diversity Programs. The section is also responsible for the implementation of the Title VI Program at the MDTA.

**Communications:** Serves as the official voice of the MDTA for the media and the public and manages the MDTA communications, outreach and education efforts.

**Electronic Toll Collection Program (3G):** Responsible for the development, implementation, and transition of the MDTA's next generation toll collection system.

**Engineering and Construction:** Provides overall direction and management of the design, construction, and contract maintenance of the MDTA's facilities.

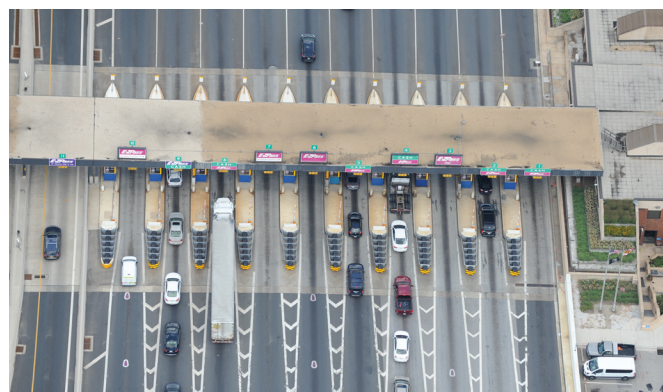
**Environment, Safety, and Risk Management:** Responsible for employee safety, risk management, and environmental compliance programs; managing the tracking, inventory, safeguarding, and disposal of MDTA property and equipment; and providing oversight of the collection of monies owed to the MDTA from responsible parties who damage MDTA facilities.

**E-ZPass Operations:** Responsible for planning, directing, managing, operating, and maintaining Maryland's electronic toll collection system. Its functions include overseeing electronic toll operation contract vendors, E-ZPass customer service operations, and electronic toll collection quality assurance and data reporting.

**Facility Operations:** Oversees all bridges, tunnels, turnpikes, and buildings under the jurisdiction of the MDTA. Its functions include the operation, management, and maintenance of the MDTA's facilities as well as the collection, disposition, and safeguarding of toll revenue.

**Finance:** Responsible for all financial and accounting services for the MDTA. This includes overseeing the investment of funds; developing and managing the operating budget; issuing debt; reviewing and processing the payment of all expenses; preparing and maintaining all financial records, financial forecasts, reports, and statistics; establishing procedures and methods for monitoring the collection, safeguarding, and deposit of all toll revenue; and overseeing the MDTA's travel plazas.

**Government Relations:** Responsible for coordinating with federal, State and local elected officials regarding MDTA projects. The office initiates departmental legislation and coordinates the MDTA's responses to all legislation introduced during the State legislative session that impacts the MDTA. The



Baltimore Harbor Tunnel toll lanes

section also assists elected officials with information and constituent inquiries that relate to the MDTA.

**Human Resources and Workforce Development:** Responsible for employee relations, recruitment, compensation, and training.

**Information Technology:** Responsible for the planning, implementation, and support of the MDTA's computer and electronic information system infrastructure.

**Legal:** The Maryland Office of the Attorney General assigns staff to provide legal counsel and representation for the MDTA.

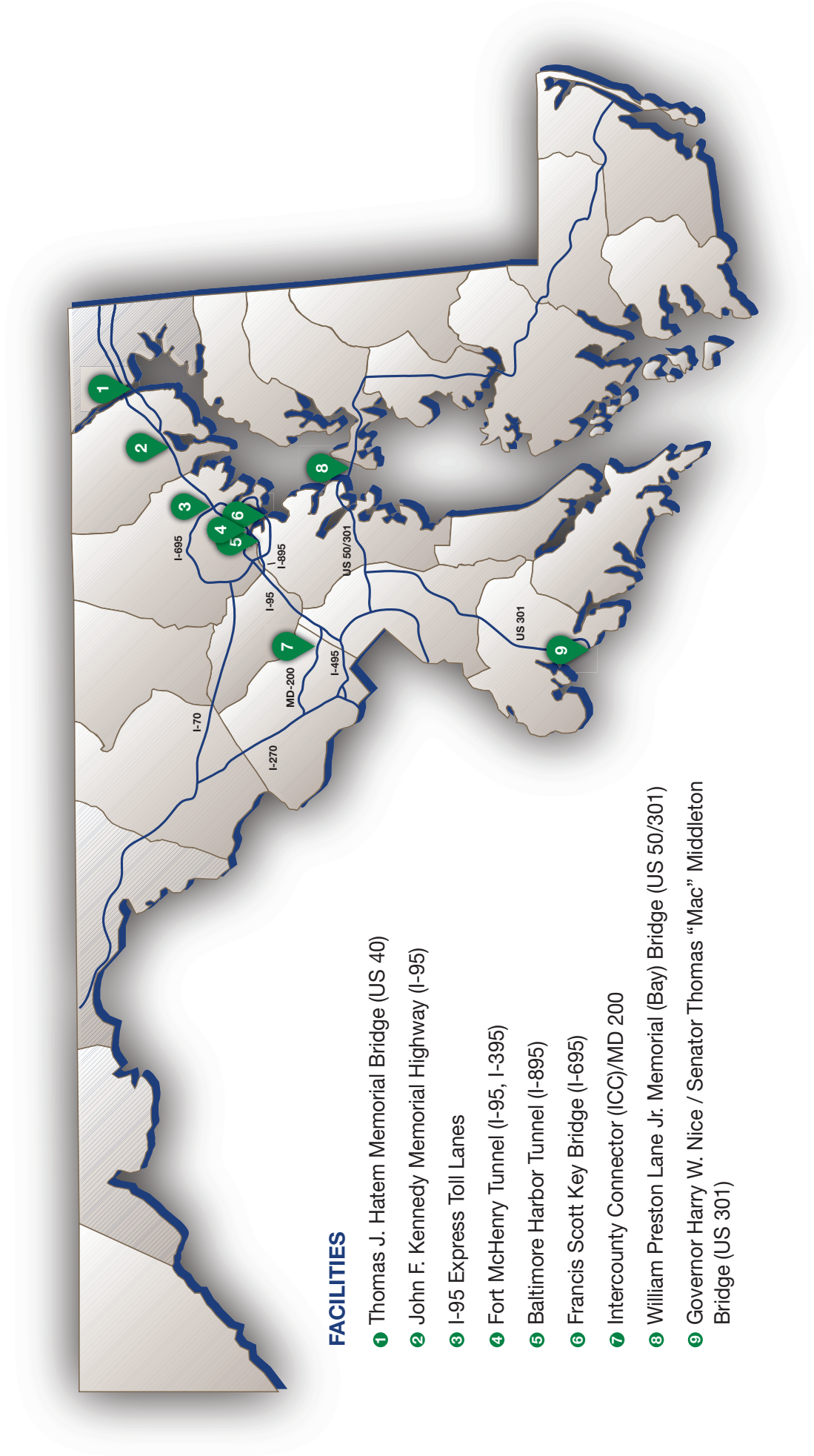
**Planning and Program Development:** Develops and continually assesses short- and long-term capital planning activities, develops funding strategies for the capital program, coordinates public outreach activities, and manages the MDTA's real estate holdings.

**Police:** Responsible for overseeing security services and law enforcement activities at MDTA facilities. The Police also provide law enforcement services at the Baltimore/Washington International Thurgood Marshall Airport and at the Port of Baltimore. Since 2012, the Police have held the Tri-Arc Award from the Commission on Law Enforcement Accreditation for having concurrent accreditation for its law enforcement, communications and training units.

**Procurement:** Responsible for the development, oversight, and administration of all MDTA procurements. The section oversees contractual agreements related to architectural and engineering, commodity, construction, fleet, information technology, maintenance, small procurement, and other related services.

**Traffic Management and Support Services:** Oversees the MDTA's asset management, maintenance, and inventory; manages the MDTA's Operations Center, intelligent transportation systems infrastructure, and telecommunications and public safety radio systems and equipment; maintains and monitors the MDTA's facility security systems; and provides support for MDTA office renovations.

# THE MDTA'S TOLL FACILITIES



## FACILITIES

- 1 Thomas J. Hatem Memorial Bridge (US 40)
- 2 John F. Kennedy Memorial Highway (I-95)
- 3 I-95 Express Toll Lanes
- 4 Fort McHenry Tunnel (I-95, I-395)
- 5 Baltimore Harbor Tunnel (I-895)
- 6 Francis Scott Key Bridge (I-695)
- 7 Intercounty Connector (ICC)/MD 200
- 8 William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301)
- 9 Governor Harry W. Nice / Senator Thomas "Mac" Middleton Bridge (US 301)



### Thomas J. Hatem Memorial Bridge (US 40) ►

The oldest of 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 2018 toll transactions, eastbound – 5.1 million*

*FY 2018 toll revenue – \$11.4 million*

*FY 2018 revenue as a percentage of total toll revenue – 1.7%*

*Change in revenue from FY 2017 – \$(0.5 million)*



### 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 2018 toll transactions, northbound – 15.5 million*

*FY 2018 toll revenue – \$174.4 million*

*FY 2018 revenue as a percentage of total toll revenue – 25.8%*

*Change in revenue from FY 2017 – \$1.0 million*

### I-95 Express Toll Lanes ►

Maryland's second all-electronic toll road opened along the Kennedy Highway in December 2014. The I-95 Express Toll Lanes provide eight miles, seven tolled, of generally free-flowing traffic between I-895 and just north of MD 43 in Baltimore. The I-95 Express Toll Lanes are part of the larger John F. Kennedy Memorial Highway facility, but are shown as a separate facility for reporting purposes.

*FY 2018 toll transactions – 9.4 million*

*FY 2018 toll revenue – \$13.1 million*

*FY 2018 revenue as a percentage of total toll revenue – 1.9%*

*Change in revenue from FY 2017 – \$0.7 million*







### ◀ 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. 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 2018 toll transactions – 44.7 million*

*FY 2018 toll revenue – \$201.8 million*

*FY 2018 revenue as a percentage of total toll revenue – 29.8%*

*Change in revenue from FY 2017 – \$0.4 million*

### 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 2018 toll transactions – 28.0 million*

*FY 2018 toll revenue – \$90.1 million*

*FY 2018 revenue as a percentage of total toll revenue – 13.3%*

*Change in revenue from FY 2017 – \$1.7 million*



### ◀ 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 2018 toll transactions – 11.4 million*

*FY 2018 toll revenue – \$45.2 million*

*FY 2018 revenue as a percentage of total toll revenue – 6.7%*

*Change in revenue from FY 2017 – \$0.8 million*



### 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/MD 200 is the MDTA's first all-electronic, variably-priced toll facility. The majority of the roadway, from I-370 to I-95, opened to traffic in 2011 and the final segment, connecting I-95 to US 1, opened in 2014.

*FY 2018 toll transactions – 34.4 million constructed trips*

*FY 2018 toll revenue – \$67.5 million*

*FY 2018 revenue as a percentage of total toll revenue – 10.0%*

*Change in revenue from FY 2017 – \$3.2 million*



### 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 2018 toll transactions, eastbound – 13.5 million*

*FY 2018 toll revenue – \$52.7 million*

*FY 2018 revenue as a percentage of total toll revenue – 7.8%*

*Change in revenue from FY 2017 – (\$0.6 million)*

### Governor Harry W. Nice / Senator Thomas "Mac" Middleton 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 2018 toll transactions, southbound – 3.3 million*

*FY 2018 toll revenue – \$20.5 million*

*FY 2018 revenue as a percentage of total toll revenue – 3.0%*

*Change in revenue from FY 2017 – (\$0.7 million)*

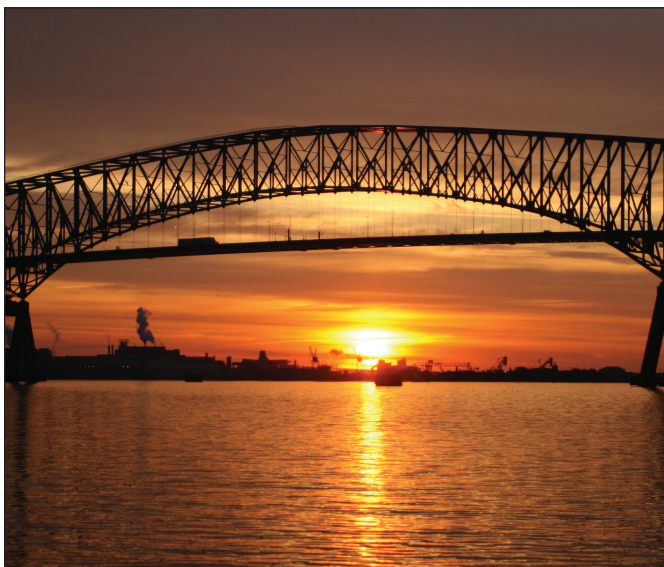


## LONG-TERM FINANCIAL PLANNING

The MDTA utilizes conservative financial forecasting modeling that produces strong debt service coverage and is seen as a strength by the credit rating agencies, allowing the MDTA to improve its already strong credit ratings to AA, Aa2, and AA- from Fitch Ratings, Moody's Investors Service, and Standard and Poor's Global Ratings, respectively. Traffic and revenue forecasts are produced annually by an independent consultant covering a ten-year period utilizing conservative elasticity factors and limited long-term growth on existing facilities to reflect recent experience and changing demographics.

These conservative traffic and revenue forecasts are utilized in the development of the MDTA's financial forecast. Additional conservatism is built into the financial forecast by assuming that the operating and capital budgets will be fully spent, despite historical spending below budgeted levels, and the use of assumed interest rates on future borrowings at rates higher than current market trends. The financial forecast ensures that the MDTA will meet all financial goals and legal requirements throughout the forecast period, helps to determine the appropriate mix of current year funding and bond proceeds to fund the capital program, and identifies the potential need for future toll rate adjustments.

As required by statute, the MDTA's six-year financial forecast is provided to the legislature twice per year for informational purposes and the timing coincides with the development of the annual operating budget by July 1 of each year and with the submission of the MDTA's annual update to its six-year capital program in January. For internal financial planning purposes, additional forecasts are developed for varying planning horizons and testing alternative sensitivity cases. The toll



*Francis Scott Key Bridge*



*Bridge inspection*

rates for the additional sensitivity cases remain unchanged as a means of accurately reflecting the effects of each stress test on the system; however, in reality, if such unexpected circumstances were to occur, the MDTA would adjust its budgets and to the extent necessary, use its independent toll rate-setting power to take mitigating action.

The MDTA develops an annual operating budget and is required by the Trust Agreement to approve it by July 1 of each fiscal year. Each of the MDTA's division/office directors and managers contribute to the development of a preliminary operating budget based on the expected staffing and funding level necessary to operate the MDTA's facilities and departments. On a quarterly basis, the budget is reviewed by division/office and by budget category for any significant variances from targeted spending levels. The MDTA may at any time adopt an amended or supplemental budget for the remainder of the then-current fiscal year. The operating budget is provided to the legislature annually for informational purposes but does not require legislative approval.

The annual capital budget is developed as part of a six-year capital program. The capital program includes both major and minor projects in varying stages of development. Projects are moved from the Development & Evaluation Program to the Construction Program as funding becomes available and as design work is significantly advanced. Annual inspections of each of the MDTA's facilities by a nationally accredited engineering firm is required by the Trust Agreement and help to identify needed improvements and prioritize projects. The FY 2018-2023 capital program provides a \$2.6 billion investment



in the MDTA's facilities, with the majority of this funding focused on system preservation of existing facilities, while still investing in expansion projects.

## Relevant Financial Policies

The MDTA may issue revenue bonds backed by its toll revenues. Per Maryland statute, debt outstanding for toll-revenue backed debt is limited to \$2.325 billion through fiscal 2020 and \$3.0 billion thereafter. All toll-backed debt must comply with the Rate Covenant contained in the Trust Agreement. The Rate Covenant requires the MDTA to fix, revise, charge and collect rentals, rates, fees, tolls and other charges and revenues for the use or services of its facilities in order to produce in each bond year net revenues in an amount not less than the sum of: (a) 120% of the Debt Service Requirement for outstanding bonds; and (b) 100% of the amount budgeted for deposit to the Maintenance and Operations Reserve Account. Failure to maintain a Rate Covenant of greater than or equal to 1.0 annually would contractually result in the Trustee stepping in and taking control of setting toll rates sufficient to adhere to this requirement. The MDTA's historical Rate Covenant has shown strong coverage with operating results well above the 1.0 times minimum coverage level.

As part of its Additional Bonds Test, prior to issuing any new debt, the MDTA must certify that this Rate Covenant has been met in the 12 consecutive months of the preceding 18 month period. In addition, the MDTA must certify on a prospective basis that the Rate Covenant will be met in the current bond year, and in the fifth complete bond year following the completion date of a bond-financed additional project or project improvement.

The MDTA Board has adopted several financial management policies for guidance to address the key aspects of fiscal planning, issuing debt, approving bond sales, conducting bond closings and investment strategies. These policies require the MDTA's strict adherence to prudent financial management, compliance with the Rate Covenant, the setting of liquidity standards, and debt affordability tests. The policies are reviewed periodically and modified as appropriate. These include Board Policies on Debt Management, Revenue Bonds, Preparation of Financial Forecasts, Investment Management, and Revenue.

The Debt Management Board Policy provides an administrative policy goal which presents a higher and more stringent test of adequacy of revenues than the Rate Covenant. In this Debt Service Coverage Policy, the net revenues cannot be less than 2.5 times the Debt Service Requirement of current and projected outstanding debt. In addition, to ensure that adequate liquidity is available, the Policy requires that the MDTA

maintain an unrestricted cash balance of at least \$350 million.

Financial investments of the MDTA are substantially controlled by provisions of the Trust Agreement. Investments are purchased in accordance with bond indenture and Investment Policy limitations. As required by the bond indenture, the investment portfolio is managed by MDTA staff with oversight by the Investment and Finance Committees. The Investment Committee consists of the Executive Director, Chief Financial Officer, Director of Finance, and Deputy Directors of Finance as voting members with the Director of Treasury and Debt Management and financial advisors serving as non-voting members. The Finance Committee is composed of four members of the MDTA Board that review the Investment Policy at least annually and the investment strategy, practices, and portfolio performance at least quarterly.

The MDTA's funds are primarily held in trust accounts created under the bond indenture, including various debt service accounts, debt service reserves, a capital account, an operating and maintenance reserve, and a general account. Available funds are conservatively invested in a variety of instruments including money market mutual funds, U.S. Government and Agency debentures, municipal bonds, Tier-1 rated corporate commercial paper, Supranationals, and the Maryland Local Government Investment Pool. Certain accounts are invested on a matched-funding basis, with maturities matched to known or projected spending for debt service and capital accounts. Unrestricted funds and reserves are managed for total return.



*Respectful, reliable and consistent interaction with our customers is a priority.*



ICC / MD 200

## MAJOR INITIATIVES

During fiscal year 2018, the MDTA focused on core operations while embracing its role in preparing the State's infrastructure for the future. Core operations include financial health, system preservation and expansion, and promoting exceptional customer service. Preparing for the future includes shaping and enhancing Maryland's transportation network through the delivery of innovative tolling technology solutions.

### Financial Health

The MDTA takes very seriously its commitment to be financial stewards of dedicated toll revenues that provide vital transportation links to move people and commerce across the State. Long-term financial planning, conservative forecasting, and Board-adopted financial policies are key to the MDTA's financial health. Several important events occurred during 2018 that support the MDTA's financial position. Fitch Ratings and Moody's Investor Service upgraded the MDTA's credit ratings by one notch to AA and Aa2, respectively, citing the MDTA's superior financial flexibility, consistently high debt service coverage relative to peers, and prudent capital planning. Standard & Poor's Global Ratings affirmed the MDTA's AA- and Stable outlook.

Revenues from the operation of toll facilities (includes both toll collection and enforcement efforts) exceeded \$700 million for the second consecutive year. Strong revenue performance totaling \$725 million in fiscal year 2018, allowed the MDTA

to fund the \$503 million repayment of the outstanding Series 2008 Bonds and the \$100 million partial repayment of the Series 2007 bonds, resulting in a total debt service reduction of \$966.8 million through July 1, 2041.

### System Preservation & Expansion

The MDTA's six-year capital program for FY 2018-2023 totals \$2.6 billion and includes a hybrid of system preservation and expansion projects ranging from minor renovations to large-scale construction projects designed to secure, preserve, and enhance the MDTA's facilities for years to come. Independent, certified, and nationally experienced engineering firms inspect all bridges, tunnels, roadways, lighting, and signage annually. All facilities were found to be maintained in good repair, working order, and condition. The MDTA inspected 324 bridges in accordance with the National Bridge Inspection Standards, and all bridges allow for legally-loaded vehicles, emergency vehicles, and school busses to traverse safely. The MDTA has just one bridge classified as structurally deficient due to deck condition. Efforts to replace this bridge are underway. A contract to replace the structure was awarded on December 21, 2017 and notice to proceed was issued on April 2, 2018.

**Harry W. Nice/Thomas "Mac" Middleton Bridge Replacement:** In November 2016, the MDTA Board approved \$765 million in funding for a new Potomac River crossing to replace the 76-year-old Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge. The MDTA expects to advertise a design-build contract for the new bridge in 2018, start



Charging stations at the Maryland House and Chesapeake House travel plazas



construction in 2020, and open a new, wider, and safer bridge in 2023. The new bridge will be built north of and parallel to the existing 1.7-mile bridge and will provide two lanes of traffic in each direction. Currently, with only one, narrow lane in each direction, traffic incidents, disabled vehicles, routine maintenance, and large-scale preservation projects create significant traffic impacts at the bridge.

***I-95 Express Toll Lanes Northbound Extension:*** In June 2018, the MDTA announced the investment of an additional \$890 million to extend the Northbound I-95 ETL. The expanded \$1.1 billion project will provide two ETL for more than 10 miles from north of MD 43 in Baltimore County to north of MD 24 in Harford County. The project includes the reconstruction of two interchanges and the replacement of two overpasses benefitting the northbound extension and future southbound lanes. This traffic relief initiative will benefit Marylanders throughout the Baltimore region by giving drivers a safer, more reliable, and efficient commute. The MDTA will begin the project in early 2019.

***Baltimore Harbor Crossings Infrastructure Improvements:*** In 2018, the MDTA began three major construction projects designed to address safety and capacity at the Baltimore Harbor Crossings (Fort McHenry Tunnel (I-95), Baltimore Harbor Tunnel (I-895), and Francis Scott Key Bridge (I-695)). These include a \$49.4 million project to reconfigure travel lanes on a four-mile stretch of I-95 north of the Fort McHenry Tunnel, which, once complete, will provide four continuous lanes on I-95 between the Fort McHenry Tunnel and Moravia Road; a \$48.5 million project to replace the deck and superstructure for the bridge carrying I-895 over the Patapsco Flats; and a \$20 million project to rehabilitate the structural, mechanical, and electrical components of the Curtis Creek Drawbridge.

***I-895 Bridge Project:*** Efforts to replace the MDTA's only structurally deficient bridge are underway. The \$189 million I-895 Bridge Project will replace the I-895 bridge located north of the Harbor Tunnel. The project includes replacing the Holabird Avenue exit ramp and rehabilitating the Harbor Tunnel, including repairs to the tunnel portal, approach ramps and walls, deck and tiles. The project commenced in April 2018 and is expected to be completed in summer 2021.

## Customer Service

In 2018, the MDTA implemented multiple customer service initiatives aimed at enhancing customers' experience. These include: permanently eliminating the \$7.50 transponder fee for all new customers and replacing aged transponders at no cost; unveiling a new *E-ZPass* Maryland mobile website that provides customers with easier and more-convenient access to their accounts; sending email alerts to *E-ZPass* customers when certain account-based activities occur; allowing custom-



*Fort McHenry Tunnel cleaning*

ers to sign up for *E-ZPass* at Motor Vehicle Administration (MVA) kiosks and through online purchases at MVA eStores; opening a new *E-ZPass* Maryland Customer Service Center at the Bel Air MVA Branch where customers can sign up for *E-ZPass* Maryland, update their account, pay Video Tolls, and have face-to-face interaction with a customer service representative; opening a new Emergency Operations Center designed to enable the MDTA to better respond to traffic incidents by improving coordination between the traffic management and police dispatch; and installing pavement markings and *E-ZPass* symbols in certain toll lanes in an effort to improve motorist safety and the flow of traffic at MDTA facilities.

## PREPARING FOR THE FUTURE

The MDTA is poised to become a leader in shaping and enhancing the delivery of tolling services by supporting the development of innovative solutions. On February 21, 2018, Maryland's Board of Public Works approved two innovative major contracts that will revolutionize the MDTA's electronic toll collection system. The \$71.9 million contract for the third generation (3G) of the MDTA's tolling technology/operations and the \$200.4 million contract for customer-service technology/operations will expand and modernize how customers interact with the MDTA by increasing its ability to participate in nationwide toll system interoperability and reciprocity initiatives; increasing the accuracy of automated assignments of toll classifications and rates through the application of profile-based technology; and facilitating the communication and payment of tolls in the manner that customers desire in today's technology enriched world.

## ECONOMIC OUTLOOK

The MDTA owns and operates a large and well-diversified system that provides essential transportation infrastructure links in a high volume market with limited competing facilities. The MDTA's facilities include commuter travel routes and a portion of Interstate 95. The toll facilities have demonstrated low elasticity and are located in affluent service areas that include the Baltimore and Washington D.C. metropolitan statistical areas. The facilities serve a varied mix of passenger and commercial traffic that pay tolls using E-ZPass, cash, and Video Tolling.

Ten-year traffic and revenue forecasts are prepared annually by independent consultants and are available on the MDTA's website. Separate traffic and revenue forecasts are prepared for all legacy facilities, the Intercounty Connector, and the I-95 Express Toll Lanes. The following information on economic performance and the outlook is derived from the most recent reports.

The forecasts rely on historical toll transaction and revenue trend information by vehicle classification, payment method, and facility, as well as socioeconomic and demographic trends locally, regionally, and nationally. Socioeconomic and demographic data that impact the forecast include: population, employment, income, gross regional product, inflation, and gasoline prices.

**Population:** Since 2000, Maryland has exhibited stable population growth of 0.8 percent annually, which lags slightly



Emergency Dispatch call center

behind the national average of 0.9 percent annually over the same time period. Within Maryland, population growth rates range from 0.6 percent in the Baltimore region to 1.5 percent in Southern Maryland. Projected regional population growth is expected to follow similar trends over the next 10 years, with expected growth of 0.6 percent annually statewide.

**Employment:** Employment growth in Maryland since 2000 has exceeded total population growth and has generally exceeded the nation as a whole. Statewide employment changes have averaged 1.1 percent per year during this timeframe and is expected to grow an average of 1.2 percent annually through 2022 and 1.0 percent through 2027.

**Income:** Median incomes in many of the counties containing toll facilities tend to be higher than the State as a whole and higher than the national average. Nationwide, per capita income in 2017 was \$45,300 following average annual growth of 1.2 percent in 2000 to 2017. Historic per capita income in Maryland was \$52,860 in 2017, with the Washington Suburban region enjoying the highest per capita incomes in the State and throughout much of the country, at just over \$57,000. The Intercounty Connector is partly located in Montgomery County, which is among the nation's wealthiest counties. Per capita income in Maryland is forecasted to increase annually by about 1.4 percent through 2022 and by approximately 1.1 percent from 2022 through 2027.

**Gross Regional Product:** Another fundamental economic indicator that has bearing on traffic demand is gross regional product (or gross domestic product/gross state product, depending on the geographic focus). Since 2000, gross domestic product has averaged 1.7 percent growth annually nationwide. Growth rates in Maryland, both statewide and for all six major planning regions, have generally matched or exceeded nationwide growth rates. Statewide average annual growth from 2000 to 2017 was 2.0 percent, and nearly the same rate of average annual growth is expected through 2027.

**Inflation:** Since 2000, the Consumer Price Index has averaged about 2.2 percent growth per annum. Prior to the 2008 recession, inflation peaked at 3.8 percent. Since that time, inflation has varied, dropping as low as -0.4 percent (deflation) in 2009 and increasing to 3.2 percent by 2011. Since 2011, inflation has continued to fluctuate, declining as low as 0.1 percent in 2015 and increasing to 2.1 percent in 2017. Inflation in the Washington-Baltimore region has generally followed a similar trend, with average annual growth of 2.4 percent during the same time period. Nationwide, inflation is expected to inch upward over the near term with larger potential increases in the medium- to long-term.





I-95 Express Toll Lanes

**Gas Prices:** Retail gasoline prices have been extremely volatile since 2000. Average national gas prices have ranged from a low of \$1.13 per gallon in 2001 to a high of \$4.11 per gallon in 2008. Since 2015, gas prices have stabilized, averaging less than \$2.50 per gallon. Most recently, there has been a steady increase in gasoline prices to \$2.93 per gallon in 2018. Prices are expected to remain below \$3.00 a gallon through 2020, with continued growth in gasoline prices through 2032.

With the growth momentum in Maryland and the surrounding regional economies that has generally strengthened and broadened in recent years, one can be cautiously optimistic about ongoing economic expansion. This optimism should be tempered with the knowledge that favorable factors like relatively robust traffic growth, which is driven by a strong labor market and lower fuel prices may not be sustainable over the long term.

## AWARDS AND ACKNOWLEDGEMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the MDTA for its CAFR for the fiscal year ended June 30, 2017. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized CAFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current CAFR continues to meet the Certificate of Achievement Program's requirements and we will again submit it to the GFOA to determine its eligibility for another certificate.

The dedicated and knowledgeable staff of the MDTA's Finance Division was instrumental in the preparation of this CAFR. Furthermore, the assistance of the Division of Communications was vital in the production and publication of the CAFR. The successful day-to-day operations of the MDTA would not be possible without the vision and leadership provided by the MDTA Board. We look forward to continuing this progress into 2019 and beyond.

Respectfully Submitted,

Kevin C. Reigrut

*Executive Director*

Deborah Sharpless, CPA

*Chief Financial Officer*

## MEMBERS OF THE MARYLAND TRANSPORTATION AUTHORITY



Pete K. Rahn  
*Chairman*



Katherine Bays Armstrong  
*Member*



William H. Cox, Jr.  
*Member*



Peter J. Basso  
*Member*



Dontae Carroll  
*Member*



W. Lee Gaines, Jr.  
*Member*



William C. Ensor, III  
*Member*



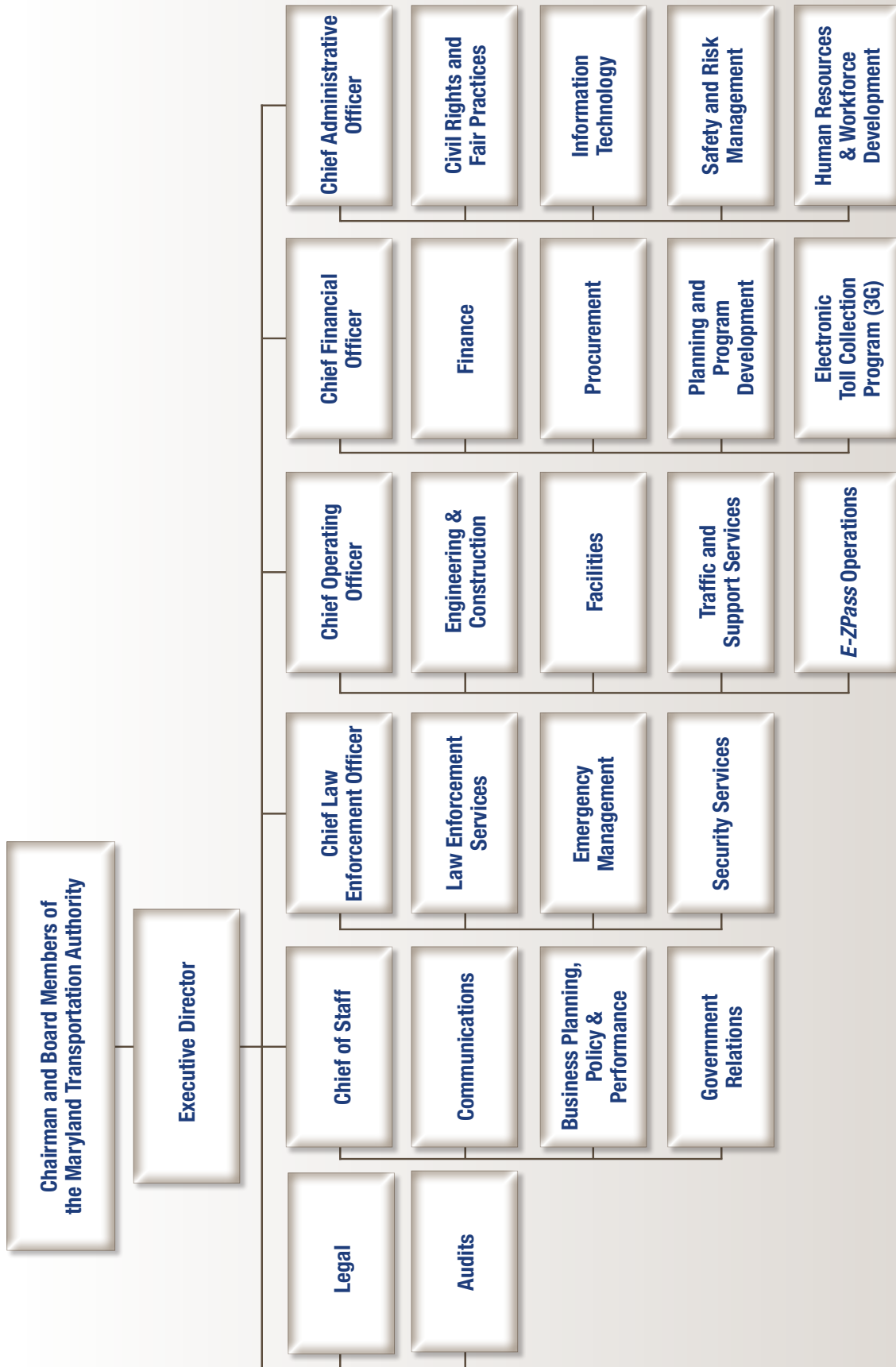
John von Paris  
*Member*



Mario J. Gangemi, P.E.  
*Member*



## ORGANIZATION OF THE MDTA



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# FINANCIAL SECTION

## REPORT OF INDEPENDENT PUBLIC ACCOUNTANTS

Board of Trustees  
Maryland Transportation Authority  
Baltimore, Maryland

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the business-type activities of the Maryland Transportation Authority (the Authority), an enterprise fund of the State of Maryland, as of and for the year ended June 30, 2018, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

The Authority's management is responsible for the preparation and fair presentation of these basic financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of basic financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor's Responsibility***

Our responsibility is to express an opinion on these basic financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the basic financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the basic financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the basic financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the basic financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### ***Opinion***

In our opinion, the basic financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of June 30, 2018, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Other Matters***

#### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discuss and analysis, MDTA's proportionate share of the net pension liability, and MDTA contributions to the Maryland State Retirement and Pension System, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures





to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### *Other Supplementary Information*

Our audit was conducted for the purpose of forming an opinion on the basic financial statements that collectively comprise the Authority's basic financial statements. The introductory section, other supplementary information, and statistical information, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements.

The other supplementary information, consisting of the combined schedule of revenue and expenses – all facilities, the schedules of toll revenue, and the schedules investments of funds, as listed in the table of contents, has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the other supplementary information as listed above is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The combined schedule of toll transactions – all facilities, the schedules of toll transactions, introductory section and statistical information, as listed in the table of contents, have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

#### **Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated September 28, 2018, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Hunt Valley, Maryland  
September 28, 2018

# MANAGEMENT'S

## DISCUSSION and ANALYSIS

The following Management's Discussion and Analysis (MD&A) provides an overview of the Maryland Transportation Authority's (MDTA) financial performance for the fiscal year ended June 30, 2018. As you read the MD&A, 2018 refers to the fiscal year ended June 30, 2018, and 2017 refers to the fiscal year ended June 30, 2017. This narrative intends to supplement the MDTA's audited financial statements, which are comprised of the basic financial statements and the notes to the financial statements.

### FINANCIAL HIGHLIGHTS

- The MDTA's net position totaled \$4.5 billion in 2018, an increase of \$309.8 million, or 7.3%, compared to 2017. Operating revenues decreased by \$7.2 million, or 0.8%, from 2017 to 2018. The decline is largely the result of a \$13.1 million reduction in toll administrative revenues collected from civil penalties. The reduction is partially offset by a \$6.0 million increase in toll revenue as a result of 1% growth in toll transactions on the MDTA's facilities.
- For the fiscal year ended June 30, 2018, the MDTA had total bonded debt outstanding of \$2.2 billion, which includes \$1.6 billion in revenue bonds backed by the MDTA's toll revenues and \$561 million in debt backed by sources external to the MDTA. The MDTA's revenue bonds remain below the statutory cap of \$2.325 billion and the MDTA maintains strong rate covenant coverage of 2.95 versus a 1.0 requirement.
- The MDTA maintains credit ratings of AA, Aa2, and AA- from Fitch Ratings, Moody's Investors Service, and Standard and Poor's Global Ratings, respectively. In 2018, both Fitch Ratings and Moody's Investors Service upgraded the MDTA's credit rating, citing the MDTA's superior financial flexibility, consistently high debt service coverage relative to peers, and prudent capital planning.
- As a result of significant infrastructure investment, capital assets, net of accumulated depreciation, increased by \$141.5 million, or 2.4%, from 2017. The largest portion of the increase, \$130.3 million, is attributed to system preservation and restoration of existing facilities. The remaining portion is attributed to expansion growth related to the I-95 Express Toll Lanes on the John F. Kennedy Memorial Highway.

### OVERVIEW OF THE FINANCIAL STATEMENTS

The MDTA is an independent agency of the State of Maryland that was created to manage the State's toll facilities as well as to finance certain new revenue-producing transportation projects. The MDTA is a non-budgeted agency that relies solely on revenues generated from its transportation facilities. Disposition of these revenues is governed by a Trust Agreement between the MDTA and its Trustee. The MDTA is accounted for as a proprietary-type enterprise fund using the accrual basis of accounting, similar to a private business entity.

#### Financial Statements

The financial statements included in this report are the: Statement of Net Position; Statement of Revenues, Expenses, and Changes in Net Position; and Statement of Cash Flows. These statements have been prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB).

#### Statement of Net Position

The Statement of Net Position depicts the MDTA's financial position as of a point in time and includes all assets, liabilities, deferred inflows, and deferred outflows of the MDTA. The net position represents the residual interest in the MDTA's assets and deferred outflows after liabilities and deferred inflows are deducted and is displayed in three components: 1) net investment in capital assets; 2) restricted; and 3) unrestricted.



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

The Statement of Revenues, Expenses and Changes in Net Position reports the revenues and expenses of the MDTA that are used to measure the success of the MDTA's operations for a given period of time and how the MDTA has funded its operations.

## Statement of Cash Flows

The Statement of Cash Flows reconciles the changes in cash and cash equivalents with the noncapital financing, capital financing, and investing activities.

## Notes to the Financial Statements

The Notes to the Financial Statements provide additional information that is essential to the full understanding of the data provided in the financial statements. The Notes to the Financial Statements can be found on pages 41 to 74 of this report.

# FINANCIAL ANALYSIS

## Financial Position

Table 1 is a summarized version of the Statement of Net Position for the years ended June 30, 2018 and 2017. The table reflects the MDTA's overall change in financial resources and claims on those resources. The majority of the MDTA's assets consist of cash, investments, direct financing lease receivables, and capital assets. Liabilities primarily represent accounts payable, accrued liabilities, pensions, and bonds payable.

**TABLE 1: Assets, Liabilities, and Net Position**  
(In Thousands)

For the Fiscal Years Ended June 30				
	2018	2017	Variance	% Change
Current Assets	\$ 575,516	\$ 1,164,507	\$ (588,991)	-50.6%
Noncurrent Assets	536,054	577,864	(41,810)	-7.2%
Capital Assets, Net	6,090,219	5,948,741	141,478	2.4
Total Assets	<u>\$ 7,201,789</u>	<u>\$ 7,691,112</u>	<u>\$ (489,323)</u>	<u>-6.4%</u>
Deferred Outflow of Resources	<u>\$ 56,757</u>	<u>\$ 79,590</u>	<u>\$ (22,833)</u>	<u>-28.7%</u>
Current Liabilities	\$ 363,808	\$ 388,707	\$ (24,899)	-6.4%
Long-Term Bonds Payable	2,040,999	2,815,825	(774,826)	-27.5%
Other Long-Term Liabilities	237,483	270,625	(33,142)	-12.2%
Total Liabilities	<u>\$ 2,642,290</u>	<u>\$ 3,475,157</u>	<u>\$ (832,867)</u>	<u>-24.0%</u>
Deferred Inflow of Resources	<u>\$ 78,151</u>	<u>\$ 67,190</u>	<u>\$ 10,961</u>	<u>16.3%</u>
Net Position				
Net Investment in Capital Assets	\$ 4,351,581	\$ 3,457,877	\$ 893,704	25.8%
Restricted	118,729	120,135	(1,406)	-1.2%
Unrestricted	67,795	650,343	(582,548)	-89.6%
Total Net Position	<u>\$ 4,538,105</u>	<u>\$ 4,228,355</u>	<u>\$ 309,750</u>	<u>7.3%</u>

## Current Assets

Current assets decreased by \$589 million, or 50.6%, in 2018 as compared to 2017. The decrease in 2018 occurred primarily due to the sale of current investment assets that were used to fund the \$503 million repayment of the Series 2008 bonds and the \$100 million partial repayment of the Series 2007 bonds.

## Noncurrent Assets

Noncurrent assets decreased by \$41.8 million, or 7.2%, from 2017 to 2018. The decrease is primarily due to a decrease in the noncurrent portion of the direct finance lease receivables of \$33.5 million, or 8.6%. This reduction occurred primarily as a result of payments on non-recourse debt service.

## Capital Assets, net

Table 2 is a summarized version of the MDTA's capital assets, net of depreciation, for the years ended June 30, 2018 and 2017. Investment in capital assets include land, construction in progress, highways, bridges, tunnels, buildings, machinery, equipment, and certain vehicles. Details of capital assets, additions, and depreciation are included in Note 4 to the financial statements.

**TABLE 2: Capital Assets, Net of Depreciation**  
(In Thousands)

<b>For the Fiscal Years Ended June 30</b>		
	<b>2018</b>	<b>2017</b>
Non-depreciated:		
Land	\$ 397,654	\$ 396,549
Construction in Progress	1,094,983	1,219,691
	<u>1,492,637</u>	<u>1,616,240</u>
Depreciated:		
Infrastructure	4,414,639	4,172,236
Buildings	149,637	131,544
Machinery, Equipment, and Vehicles	<u>33,306</u>	<u>28,721</u>
<b>Total Capital Assets, Net</b>	<b><u>\$ 6,090,219</u></b>	<b><u>\$ 5,948,741</u></b>

As a result of significant infrastructure investment, capital assets, net of accumulated depreciation, increased by \$141.5 million, or 2.4%, from 2017. The largest portion of the increase, \$130.3 million, is attributed to system preservation and restoration of existing facilities. The remaining portion is attributed to expansion growth related to the I-95 Express Toll Lanes on the John F. Kennedy Memorial Highway.

## Deferred Outflow of Resources

In addition to assets, the Statement of Net Position reports a separate section for deferred outflow of resources. The MDTA has two items that qualify for reporting in this category – the deferred amount on refunding debt and deferred pension expense. Deferred outflow of resources decreased by \$22.8 million, or 28.7%, from 2017 to 2018. This decrease is primarily due to a reduction in the MDTA's amortization of outflows. (See Note 7 for additional information on deferred pension expense.)

## Current Liabilities

Current liabilities decreased by \$24.9 million, or 6.4%, in 2018 compared to 2017. Significant changes include a \$19.0 million decrease in accrued interest due to the repayment of the Series 2008 bonds and the refunding of the Series 2007 and GARVEE 2007 bonds. The current portion of bonds payable decreased by \$6.6 million primarily due to the defeasance of the Series 2008 bonds. These decreases were offset by a \$3.4 million increase in accounts payable and accrued liabilities arising from a large percentage of construction and engineering billing occurring in the latter half of the year.



## Noncurrent Liabilities

Noncurrent liabilities decreased by \$808.0 million, or 26.2%, in 2018 compared to 2017. This net decrease is primarily due to a \$774.8 million decrease in long-term bonds payable, largely due to the partial repayment of the Series 2007 bonds and the full repayment of the Series 2008 bonds. The decrease in noncurrent bonds payable also results from payments of principal on existing debt and some liabilities moving from noncurrent to current. (See Note 5 for additional information concerning details of bonds payable.) Table 3 is a summary of outstanding bond debt.

**TABLE 3: Outstanding Bond Debt**  
(In Thousands)

<b>For the Fiscal Years Ended June 30</b>		
	<b>2018</b>	<b>2017</b>
Transportation Facility Revenue	\$ 1,588,642	\$ 2,264,224
GARVEE	129,680	206,590
Non-recourse Debt:		
BWI Airport PFC Revenue	181,425	190,980
BWI Airport Rental Car Facility	84,560	87,830
BWI Airport Parking Garage Revenue	125,515	136,900
WMATA Metrorail Parking Revenue	22,320	23,905
Calvert Street Parking Revenue	17,786	18,011
Total Non-recourse Debt	431,606	457,626
Unamortized Premium	35,691	38,562
<b>Total Bond Debt, Net</b>	<b>\$ 2,185,619</b>	<b>\$ 2,967,002</b>

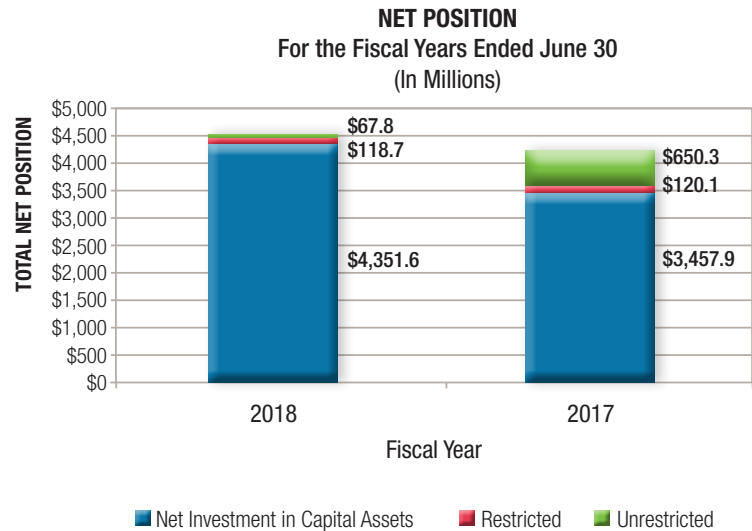
The MDTA's revenue bonds have underlying ratings of AA, Aa2, and AA- from Fitch Ratings, Moody's Investors Service, and Standard and Poor's Global Ratings, respectively. Pursuant to statute, the MDTA may issue revenue bonds secured by toll revenues in any amount provided the aggregate outstanding balance does not exceed \$2.325 billion as of fiscal year end. The MDTA is subject to the provisions and restrictions of the Trust Agreement with the Trustee, The Bank of New York Mellon, dated as of September 1, 2007, as amended and supplemented. The MDTA's rate covenant coverage for 2018 as defined by the Trust Agreement was 2.95 versus a 1.00 requirement.

## Deferred Inflow of Resources

In addition to liabilities, the Statement of Net Position reports a separate section for deferred inflows of resources. The MDTA has two items that qualify for reporting in this category – the deferred service concession arrangement and deferred pension inflows. Deferred inflows of resources increased by \$11.0 million, or 16.3%. The increase occurred as a result of a \$12.7 million increase in the projected versus actual pension liability. This was offset by the \$1.7 million amortization of the service concession arrangement for the two travel plazas that the MDTA owns along I-95. (See Note 4 for additional information concerning service concession arrangements and Note 7 for additional information concerning pensions.)

## Total Net Position

Net position includes net investment in capital assets, restricted net position (restricted for debt service and capital expenses), and unrestricted net position. In 2018, net position increased by \$309.8 million, or 7.3%, compared to 2017. The increase in net position includes an increase of \$893.7 million in net investment in capital assets, a decrease of \$582.5 million in unrestricted assets, and a \$1.4 million decrease in restricted net position. The increase in net investments in capital assets resulted from payments on the MDTA's outstanding debt and the use of cash reserves in the restoration of existing facilities. The decrease in unrestricted assets results from the use of cash and investments to extinguish debt service. The reduction in restricted net position results from increased debt service payments in 2018.



## Results of Operations

Table 4 is a summarized version of the Statement of Revenues, Expenses, and Changes in Net Position for the fiscal years ended June 30, 2018 and 2017.

**TABLE 4: Revenues, Expenses, and Changes in Net Position**  
(In Thousands)

For the Fiscal Years Ended June 30				
	2018	2017	Variance	% Change
Operating revenues				
Toll revenue	\$ 676,726	\$ 670,760	\$ 5,966	0.9%
Concession revenue	6,337	6,006	331	5.5%
Intergovernmental revenue	129,675	129,931	(256)	-0.2%
Toll administrative revenue	48,121	61,263	(13,142)	-21.5%
Other revenue	1,536	1,645	(109)	-6.6%
Total operating revenue	862,395	869,605	(7,210)	-0.8%
Operating expenses	(439,080)	(418,851)	(20,229)	4.8%
Total operating revenues and expenses	423,315	450,754	(27,439)	-6.1%
Non-operating revenues				
Investment revenue (loss)	(1,376)	(126)	(1,251)	996.4%
Restricted interest income on investments	7,284	970	6,315	651.3%
Total non-operating revenue	5,908	844	5,064	600.0%
Non-operating expenses				
Loss on disposal	(20,069)	(6,026)	(14,043)	233.0%
Interest expense	(99,404)	(112,896)	13,492	-12.0%
Total non-operating expenses	(119,473)	(118,922)	(551)	0.5%
Total non-operating revenues and expenses	(113,565)	(118,078)	4,513	-3.8%
Changes in net position	309,750	332,676	(22,926)	-6.9%
Net position – Beginning of Year	4,228,355	3,895,679	332,676	8.5%
<b>Net position – End of Year</b>	<b>\$4,538,105</b>	<b>\$4,228,355</b>	<b>\$309,750</b>	<b>7.3%</b>



## Operating Revenues

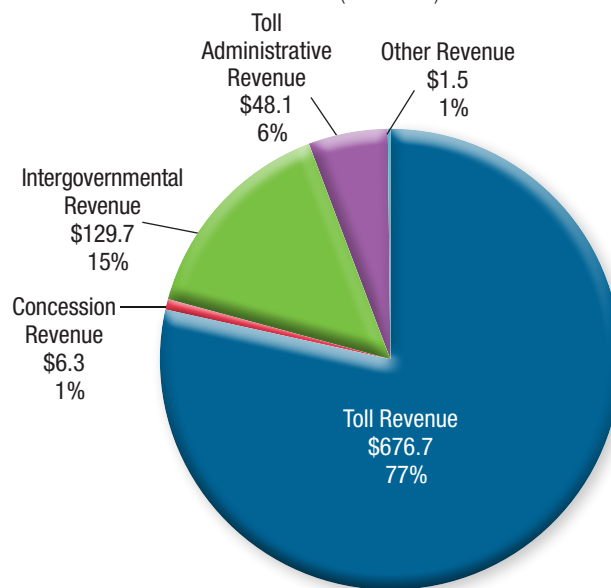
The MDTA's operating revenues include revenues from tolls, administrative fees, concessions, intergovernmental, and other. Operating revenues decreased by \$7.2 million, or 0.8%, from 2017 to 2018. The decline is largely the result of a \$13.1 million reduction in toll administrative revenues collected from civil penalties. The reduction is partially offset by a \$6.0 million increase in toll revenue as a result of 1% growth in toll transactions on the MDTA's facilities.

## Toll Transactions and Revenue Comparison

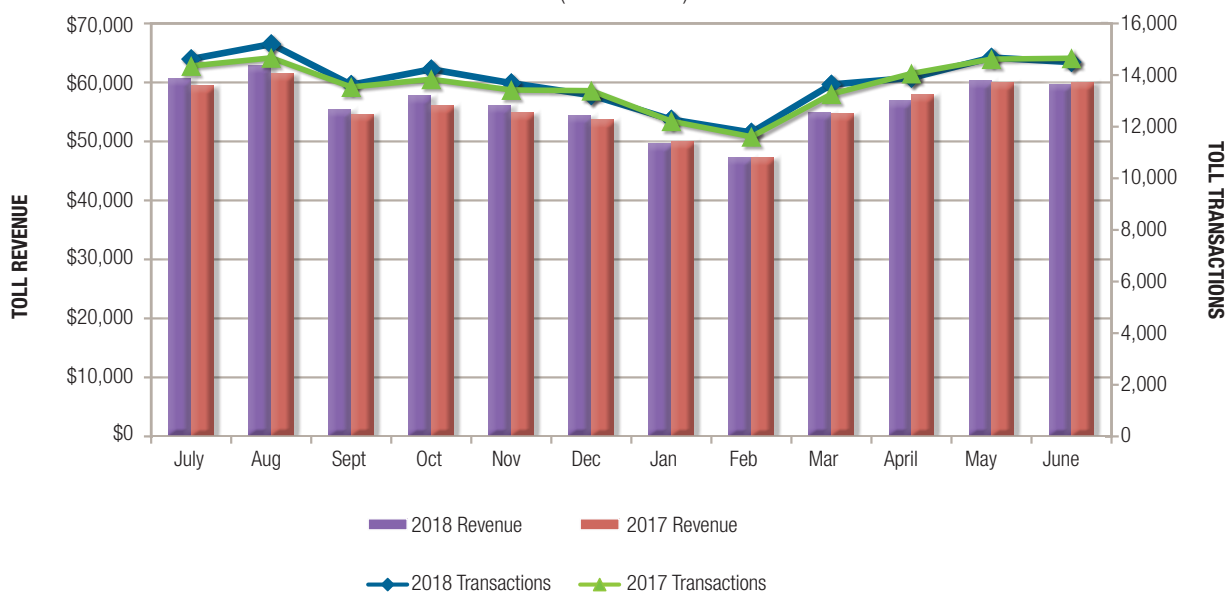
Toll transactions and toll revenue are generally correlated, but variations due to vehicle class and payment type may occur. The MDTA's facilities experienced traffic growth of 1.0% systemwide in 2018. This includes transaction growth of 5.4% on the Intercounty Connector (ICC), 4.0% on the I-95 Express Toll Lanes, and a 0.4% decline in toll transactions at the legacy facilities (all facilities excluding the ICC and I-95 Express Toll Lanes) mostly due to a reduction in passenger vehicle transactions.

Traffic growth produced increased toll revenue in 2018. Toll revenue at all facilities increased by \$6.0 million, or 0.9%. This includes an increase of \$3.2 million, or 5.0%, on the ICC; an increase of \$0.7 million, or 5.4%, on the I-95 Express Toll Lanes; and an increase of \$2.1 million, or 0.35%, on the MDTA's legacy facilities. Growth in commercial vehicle transactions has had the effect of slightly increasing the average toll rate in 2018, thereby increasing legacy facilities revenues despite a decline in passenger vehicle transactions.

**SOURCES of REVENUE**  
For the Year Ended June 30, 2018  
(In Millions)



**TOLL TRANSACTIONS and REVENUE COMPARISON**  
(In Thousands)



Operating Expenses

The MDTA’s operating expenses include toll collection, law enforcement, maintenance, major repairs and replacements, administrative, depreciation, and pension. In 2018, operating expenses increased by \$20.2 million, or 4.8%, from 2017. This net increase was largely the result of an increase in depreciation and other operating expenses. Depreciation increased by \$16.9 million as a result of new infrastructure assets entering the depreciation cycle. Collection, police patrol, and maintenance expenses increased by \$4.1 million primarily due to salary increases for the police patrol, increased engineering costs, and increased investments in the MDTA’s toll facilities. Pension expense decreased by \$0.8 million due to a reduction in the MDTA’s allocated portion of the State’s pension costs.

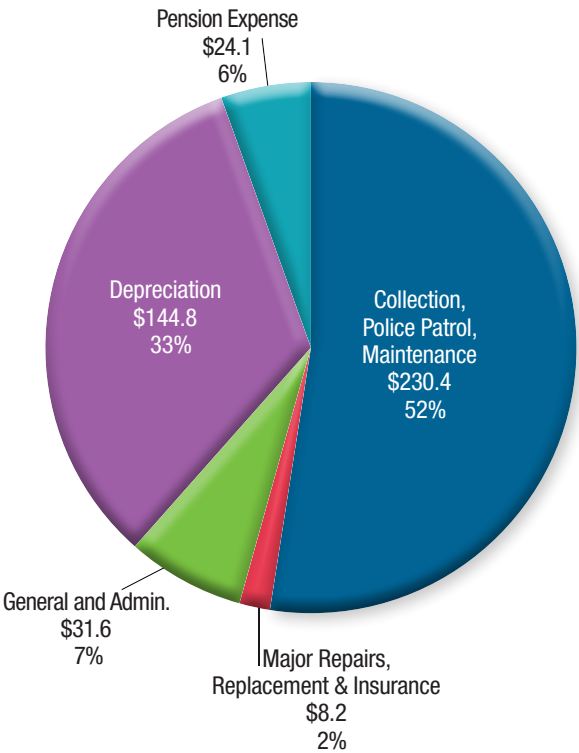
Non-Operating Revenues and Expenses

The MDTA’s non-operating revenues include investment revenue and restricted interest income on investments. Non-operating expenses include loss on disposal of infrastructure and interest expense. Non-operating revenues and expenses increased by \$4.5 million, or 3.8%, in 2018 compared to 2017. Restricted interest income on investments and bond interest expense were the major drivers of the increase in non-operating revenues. Restricted interest income on investments increased by \$6.3 million mostly due to a \$5.8 million gain on the repayment of the Series 2008 bonds. Interest expense declined by \$13.5 million, or 12%, due to less interest accrued on lower bond principal balances. This was offset by a \$14.0 million increase in losses on capital asset disposals following the replacement of a major infrastructure asset before the end of its natural useful life.

Economic Outlook

The MDTA owns and operates a large and well-diversified system that provides essential transportation infrastructure links in a high volume market with limited competing facilities. The MDTA’s facilities include commuter travel routes and a portion of Interstate 95. The toll facilities have demonstrated low elasticity and are located in affluent service areas that include the Baltimore and Washington, D.C. metropolitan statistical areas. Recent trends in population, employment, income, gross regional product, inflation, and gasoline prices suggest that Maryland is expected to continue to exhibit strong labor market characteristics in the near term.

OPERATING EXPENSES  
For the Year Ended June 30, 2018  
(In Millions)



REQUESTS FOR INFORMATION

For additional information concerning the MDTA, please visit the MDTA’s website, [www.mdt Maryland.gov](http://www.mdt Maryland.gov). Financial information can be found in the “About the MDTA” section of the website. The MDTA’s executive offices are located at 2310 Broening Highway, Baltimore, Maryland, 21224, and the main telephone number is 410-537-1000.





# BASIC FINANCIAL STATEMENTS

**Maryland Transportation Authority**  
**STATEMENT OF NET POSITION**

June 30, 2018  
(In Thousands)

<b>ASSETS</b>	
<b>Current Assets</b>	
Cash and cash equivalents	\$ 75,305
Restricted cash and cash equivalents	87,672
Investments	345,436
Accounts receivable	24,610
Intergovernmental	5,506
Inventory	5,351
Accrued interest	3,659
Direct financing lease receivable	27,977
Total Current Assets	575,516
<b>Noncurrent Assets</b>	
Restricted cash and cash equivalents	49,516
Restricted investments	117,748
Total Restricted Assets	167,264
Capital assets, not being depreciated	1,492,637
Capital assets being depreciated, net of accumulated depreciation	4,597,582
Total Capital Assets	6,090,219
Direct financing lease receivable, net of current portion	356,548
Other assets	12,242
Total Noncurrent Assets	6,626,273
<b>Total Assets</b>	<b>7,201,789</b>
<b>Deferred Outflow of Resources</b>	
Deferred loss on refunding	3,160
Deferred outflows-pensions	53,597
Deferred Outflow of Resources	56,757
Total Assets and Deferred Outflow of Resources	<u>\$ 7,258,546</u>

The accompanying notes are an integral part of the financial statements.



**Maryland Transportation Authority**  
**STATEMENT OF NET POSITION**

June 30, 2018  
(In Thousands)

<b>LIABILITIES AND NET POSITION</b>	
<b>Current Liabilities</b>	
Accounts payable & accrued liabilities	\$ 94,602
Intergovernmental payable	32,564
Unearned revenue	34,126
Accrued interest	42,874
Contractor deposits and retainage	12,439
Accrued annual leave	564
Accrued workers' compensation costs	2,019
Bonds payable	144,620
Total Current Liabilities	<u>363,808</u>
<b>Noncurrent Liabilities</b>	
Contractor retainage, net of current portion	2,718
Accrued annual leave, net of current portion	10,177
Accrued workers' compensation costs, net of current portion	11,438
Bonds payable, net of current portion	2,040,999
Net Pension Liability	213,150
Total Noncurrent Liabilities	<u>2,278,482</u>
<b>Total Liabilities</b>	<u>2,642,290</u>
<b>Deferred Inflow of Resources</b>	
Deferred service concessions	49,685
Deferred inflows-pensions	28,466
Deferred Inflow of Resources	<u>78,151</u>
<b>Net Position</b>	
Net investment in capital assets	4,351,581
Restricted for:	
Debt service	118,727
Capital expenses	2
Unrestricted	67,795
Total Net Position	<u>4,538,105</u>
Total Liabilities, Deferred Inflow, and Net Position	<u><u>\$ 7,258,546</u></u>

The accompanying notes are an integral part of the financial statements.

**Maryland Transportation Authority**  
**Statement of Revenues, Expenses, and Changes in Net Position**  
Year Ended June 30, 2018  
(In Thousands)

***Operating Revenues***

Toll	\$ 676,726
Intergovernmental	129,675
Toll administrative	48,121
Concession	6,337
Other	<u>1,536</u>
Total operating revenue	<u>862,395</u>

***Operating Expenses***

Collection, police patrol, and maintenance	230,408
Major repairs, replacements, and insurance	8,244
General and administrative	31,550
Depreciation	144,784
Pension expense	<u>24,094</u>
Total operating expenses	<u>439,080</u>
Income from operations	<u>423,315</u>

***Non-operating Revenues (Expenses)***

Investment expense	(1,376)
Restricted interest income on investments	7,284
Loss on disposal of infrastructure	(20,069)
Interest expense	<u>(99,404)</u>
Total non-operating revenues & expenses	<u>(113,565)</u>
Changes in net position	309,750

***Net Position - Beginning of Year*** 4,228,355

***Net Position - End of Year*** \$ 4,538,105

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The accompanying notes are an integral part of the financial statements.



**Maryland Transportation Authority****Statement of Cash Flows**

Year Ended June 30, 2018

(In Thousands)

***Cash Flows from Operating Activities***

Receipts from toll collections	\$ 732,805
Receipts from concessions and other revenue	7,449
Receipts from other governmental agencies for services	116,979
Payments to employees	(154,769)
Payments to suppliers	(133,057)
Net cash provided by operating activities	<u>569,407</u>

***Cash Flows from Noncapital Financing Activities***

Non capital debt interest payments	(20,038)
Non capital debt principal payments	(26,020)
Payments for direct financing leases	(85,045)
Payments received on direct financing leases	<u>133,586</u>
Net cash used by noncapital financing activities	<u>2,483</u>

***Cash Flows from Capital Financing Activities***

Bond Proceeds	236,820
Capital debt interest payments	(115,005)
Capital debt principal payments	(989,312)
Acquisition and construction of capital assets	<u>(309,041)</u>
Net cash used in capital financing activities	<u>(1,176,538)</u>

***Cash Flow from Investing Activities***

Proceeds from sales of investment	841,101
Net interest activity	6,265
Purchase of investment	<u>(368,302)</u>
Net cash used in investing activities	<u>479,064</u>

<b><i>Net Decrease In Cash And Cash Equivalents</i></b>	<u>(125,584)</u>
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<b><i>Cash and Cash Equivalents- Beginning of Year</i></b>	<u>338,077</u>
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<b><i>Cash and Cash Equivalents- End of Year</i></b>	<u><u>\$ 212,493</u></u>
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The accompanying notes are an integral part of the financial statements.

**Maryland Transportation Authority**  
**Statement of Cash Flows (continued)**

Year Ended June 30, 2018  
(In Thousands)

***Reconciliation of Operating Income to Net Cash Provided by Operating Activities***

Income from operations	\$ 423,315
Adjustment to Reconcile Changes in Net asset to Net Cash Provided by Operating Activities:	
Deferred inflow service concession receipts	(86)
Deferred inflow pension investment	12,729
Deferred outflow pension expense & actuarial assumption	19,553
Depreciation	144,784
Effect of Changes in operating assets and liabilities:	
Accounts receivable and intergovernmental receivables	1,252
Inventory	307
Accounts payable and accrued liabilities	3,367
Intergovernmental payables	(14,088)
Unearned revenue	7,760
Accrued annual leave	241
Net pension liability	(32,004)
Accrued workers' compensation costs	(436)
Contractor deposits payable	2,713
<b><i>Net Cash Provided By Operating Activities</i></b>	<b><u><u>\$ 569,407</u></u></b>

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The accompanying notes are an integral part of the financial statements.

# NOTES TO THE FINANCIAL STATEMENTS

## NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

### Legislative Enactment

The Maryland Transportation Authority (MDTA) was established by Chapter 13 of the Laws of Maryland of 1971. The MDTA is part of the primary government of the State of Maryland (the State) and is reported as a proprietary fund and business-type activity within the State of Maryland's financial statements.

The legal mandate of the law establishes that the MDTA was created to manage the State's toll facilities, as well as to finance certain new revenue-producing transportation projects. The MDTA is responsible for supervising, financing, constructing, operating, maintaining and repairing the State's toll facilities in accordance with an Amended and Restated Trust Agreement dated as of September 1, 2007 (the Trust Agreement) and the Supplemental Trust Agreements dated as of March 1, 2008; April 29, 2008; December 1, 2008; December 1, 2009; July 1, 2010; and February 1, 2012, relating to the Maryland Transportation Authority Transportation Facilities Projects Revenue Bonds, 2008A, 2009A, 2009B, 2010A, 2010B and the Transportation Facilities Projects Revenue Refunding Bonds Series 2012, and Series 2017, respectively.

The MDTA is responsible for various projects (the Transportation Facilities Projects, as defined under the Trust Agreement), the revenue from which has been pledged to the payment of the toll revenue bonds issued under the Trust Agreement. The Transportation Facilities Projects consist of the following:

- **Potomac River Bridge** – Harry W. Nice/Thomas “Mac” Middleton Bridge
- **Chesapeake Bay Bridge** – William Preston Lane, Jr. Memorial Bridge
- **Patapsco Tunnel** – Baltimore Harbor Tunnel
- **Baltimore Outer Harbor Crossing** – Francis Scott Key Bridge
- **Northeastern Expressway** – John F. Kennedy Memorial Highway, including the I-95 Express Toll Lanes (I-95 ETL)
- **Fort McHenry Tunnel**
- **Intercounty Connector (ICC)**

In addition to the above facilities, the MDTA is permitted to construct and/or operate other projects, the revenues from and for which are also pledged to the payment of the bonds issued under the Trust Agreement unless and until, at the MDTA's option, such revenue is otherwise pledged. Currently, the Thomas J. Hatem Memorial Bridge (Susquehanna River Bridge) is the only General Account Project as defined under the Trust Agreement.

In addition to the foregoing facility, the MDTA is permitted to finance other projects (the transportation facilities projects, as defined by Maryland statute), the revenues from and for which are pledged to the payment of bonds issued under various other trust agreements. Therefore, the MDTA may issue revenue bonds that are secured by revenues pledged from or relating to certain projects which are not secured by MDTA's toll revenues. To date, the MDTA has also issued revenue bonds for various transportation facilities projects at the Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) in Anne Arundel County, Maryland; for vehicle-parking facilities projects at certain Metrorail stations operated by the Washington Metropolitan Area Transit Authority (WMATA) in Prince George's County, Maryland; for a State parking facility in Annapolis, Maryland; and for the Intercounty Connector between I-270/I-370 and I-95/US 1 in Montgomery and Prince George's Counties.

The MDTA has issued Airport Parking Revenue Refunding Bonds, Series 2012A and 2012B to refund the previously outstanding Series 2002A and Series 2002B Airport Parking Revenue Bonds; BWI Consolidated Rental Car Facility Revenue Bonds, Series 2002; BWI Variable Rate Passenger Facility Charge Revenue Bonds, Series 2003A, 2003B and 2012C; BWI Passenger Facility Charge Revenue Bonds, Series 2012A, 2012B and 2014; Lease Revenue Refunding Bonds, Series 2014 to refund the previously



outstanding Lease Revenue Bonds, Metrorail Parking Projects, Series 2004; Parking Lease Revenue Refunding Bond, Series 2015 to refund the previously outstanding Parking Lease Revenue Bonds, Calvert Street Parking Garage Project, Series 2005; Grant and Revenue Anticipation Bonds (GARVEE) Series, 2008; and GARVEE Refunding Bonds, Series 2017 to refund the previously outstanding GARVEE Series 2007 Bonds.

The State of Maryland prepares a comprehensive annual financial report (CAFR). The MDTA is an enterprise fund of the State of Maryland and is included in the basic financial statements of the CAFR of the State of Maryland. The State's CAFR can be found at <http://finances.marylandtaxes.gov>.

### **Basis of Accounting Presentation**

The MDTA is accounted for as a proprietary fund engaged in business-type activities. In accordance with Governmental Accounting Standards Board (GASB) Statement No. 34, "Basic Financial Statements, and Management's Discussion and Analysis, for State and Local Governments," as amended, and with accounting principles generally accepted in the United States of America, the financial statements are prepared on the accrual basis of accounting, which requires recognition of revenue when earned and expenses when incurred.

### **Use of Estimates in Preparing Financial Statements**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts in the financial statements and accompanying notes. Actual results may differ from those estimates.

### **Operating and Non-Operating Revenues and Expenses**

Operating revenues for the MDTA are derived from toll revenues and related toll administrative revenue, travel plaza concessions, and intergovernmental revenues. Revenue is recognized on an accrual basis as earned. Prepaid electronic tolls are recorded as unearned revenue until utilized or expired. Operating expenses include collection fees, maintenance and repairs of facilities, administrative, pension and depreciation expenses. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

### **Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, cash deposited with financial institutions, and investments with original maturities of three months or less at the time of purchase.

### **Receivables**

Receivables include intergovernmental, direct financing lease, and accounts receivable. Intergovernmental receivables represent amounts due for police services and rental income. Direct financing lease receivable represents amounts due from obligors on non-recourse debt issued by the MDTA. Accounts receivable represents the amounts due primarily from other E-ZPass states and concessionaires. The MDTA uses the allowance method to provide for doubtful accounts based on management's evaluation of the collectability of receivables and past collection history. The MDTA determines receivables to be delinquent when they become greater than 90 days past due. Receivables are written off when it is determined that amounts are uncollectible. As of June 30, 2018, management believes all receivables are collectible, and, as such, no allowance for doubtful accounts has been recorded.

### **Investments**

Investments are carried at fair value with all income, including unrealized changes in the fair value of investments, reported as interest and other investment income in the accompanying financial statements.

The MDTA's Trust Agreement defines the types of securities authorized as appropriate investments for the MDTA and conditions for making investment transactions. Investment transactions may be conducted only through authorized financial dealers and institutions.

## Inventory

Inventory consists primarily of spare parts, salt and supplies carried at cost using a weighted average cost method. The cost of inventory is expensed upon use (consumption method). The MDTA analyzes inventory for impairment on a periodic basis. For the year ended June 30, 2018, the MDTA determined no inventory was impaired, and, as such, no allowance was recorded.

## Capital Assets

Capital assets, not being depreciated, consist of land and construction in progress, which are recorded at historical cost. Land is determined to have an inexhaustible life. Construction in progress is transferred to a depreciating asset category upon completion of the project, at which time depreciation will commence. Capital assets, net of depreciation, consist of buildings, building improvements, infrastructure, machinery, equipment, and vehicles, which are recorded at historical cost less accumulated depreciation. Donated capital assets and capital assets received in a service concession arrangement are reported at acquisition value rather than fair value. The MDTA defines capital assets as assets with an initial individual cost of \$100 or more, and an estimated useful life in excess of seven years.

Land improvements, buildings, building improvements, infrastructure, machinery, vehicles and equipment are depreciated using the straight line method of depreciation over the following estimated useful lives:

Capital Asset Type	Useful Life
Land Improvements	20 Years
Buildings & Building Improvements	25-75 Years
Infrastructure	40-75 Years
Machinery, Equipment & Vehicles	7-20 Years

## Restricted Assets

In accordance with the Trust Agreements, the MDTA has established and maintains certain restricted accounts. Funds have been deposited in these accounts and are restricted for the payment of debt service related to the revenue bonds, major capital replacements, improvements, betterments, enlargements or capital additions and non-recourse related debt.

## Compensated Absences

The MDTA accrues compensated absences in accordance with GASB Statement No. 16, "Accounting for Compensated Absences." All full-time MDTA employees, except contractual employees, accrue annual leave at variable rates based on the number of years employed by the State of Maryland. The maximum annual leave an employee can earn per calendar year is 25 days. At the end of each calendar year, an employee's accrued annual leave may not exceed 75 days. All full-time MDTA employees, except contractual employees, also accrue sick pay benefits. However, the MDTA does not record a liability for accrued sick pay benefits, as neither the State of Maryland nor the MDTA has a policy to pay unused sick leave when employees terminate from State service.

## Arbitrage Payable

Arbitrage rebate requirements under Internal Revenue Code Section 148 apply to tax-exempt bond issuances issued after August 31, 1986. The law requires the computation and payment of arbitrage profits on unspent proceeds of a bond issue if the current investment of these funds yields a higher rate of return than the original bond issue. For the year ended June 30, 2018, there is no arbitrage liability due to the Internal Revenue Service.

## **Deferred Outflow/Inflow of Resources**

In addition to assets, the Statement of Net Position reports a separate section for deferred outflow of resources. This separate financial statement element represents a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expense) until then. The MDTA has two items that qualify for reporting in this category: the deferred amount on refunding debt, and deferred pension outflow (GASB No. 68), which are reported in the Statement of Net Position.

In addition to liabilities, the Statement of Net Position reports a separate section for deferred inflow of resources. This separate financial statement element represents an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time. The MDTA has two items that qualify for reporting in this category: the deferred service concession arrangement and deferred pension inflow (GASB No. 68) which are reported in the Statement of Net Position. (See Note 4 for additional information concerning service concession arrangements and Note 7 for additional information concerning GASB No. 68.)

## **Debt Issuance Costs, Bond Discounts/Premiums**

Debt issuance costs are expensed in the year the cost was incurred. Bond discounts/premiums and deferred amounts on refunding debt are amortized over the contractual term of the bonds using the effective interest method.

## **Pensions**

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions and pension expense, information about the fiduciary net position of the pension plans and additions to/deductions from their fiduciary net position have been determined on the same basis as they are reported by the pension plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

## **Net Position**

Net position is divided into three categories: Net investment in capital assets includes capital assets less accumulated depreciation and outstanding principal of the related debt. Restricted net position reflects restrictions on assets imposed by parties outside the MDTA. Net position restricted for capital expenses includes Intercounty Connector restricted funds. Unrestricted net position is total net position of the MDTA less net investment in capital assets, and restricted net position.

## **New Accounting Pronouncements**

GASB issued Statement No. 75, “Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions” in June 2015. The objective of this Statement is to improve accounting and financial reporting by state and local governments for postemployment benefits other than pensions (other postemployment benefits or OPEB). It also improves information provided by state and local governmental employers about financial support for OPEB that is provided by other entities. Statement No. 75 does not have a significant effect on the MDTA’s financial statements. (See Note 8).

GASB issued Statement No. 82, “Pension Issues –An Amendment of GASB Statements No. 67, No. 68, and No. 73” in March 2016. The objective of this Statement is to address certain issues that have been raised with respect to Statements No. 67, “Financial Reporting for Pension Plans-An Amendment of GASB Statement No. 25,” No. 68, “Accounting and Financial Reporting for Pensions – An Amendment of GASB Statement No. 27,” and No. 73, “Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68.” Statement No. 82 does not have a significant effect on the MDTA’s financial statements.



GASB issued Statement No. 85, “Omnibus 2017” in March 2017. The objective of this Statement is to address practice issues that have been identified during implementation and application of certain GASB Statements. This Statement addresses a variety of topics including issues related to blending component units, goodwill, fair value measurement and application, and postemployment benefits (pensions and OPEB). Statement No. 85 does not have a significant effect on the MDTA’s financial statements.

GASB issued Statement No. 86, “Certain Debt Extinguishment Issues” in May 2017. The objective of this Statement is to improve consistency in accounting and financial reporting for in-substance defeasance of debt by providing guidance for transactions in which cash and other monetary assets acquired with only existing resources – resources other than the proceeds of refunding debt – are placed in an irrevocable trust for the sole purpose of extinguishing debt. This Statement also improves accounting and financial reporting for prepaid insurance on debt that is extinguished and notes to financial statements for debt that is defeased in substance. Statement No. 86 does have a material effect on the MDTA’s financial statements.

### Upcoming Accounting Pronouncements

In November 2016, GASB issued Statement No. 83, “Certain Asset Retirement Obligations.” The objective of this Statement is to address accounting and financial reporting for certain asset retirement obligations (AROs). This Statement establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for AROs. This Statement will become effective for the fiscal year beginning after June 15, 2018.

In January 2017, GASB issued Statement No. 84, “Fiduciary Activities.” The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. This Statement will become effective for the fiscal year beginning after December 15, 2018.

In June 2017, GASB issued Statement No. 87, “Leases.” The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments’ financial statements by requiring recognition of certain lease assets and liabilities for leases that were previously classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019.

In April 2018, GASB issued Statement No. 88, “Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements.” The objective of this Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018.

In June 2018, GASB issued Statement No. 89, “Accounting for Interest Cost Incurred before the End of a Construction Period.” The objectives of this Statement are (1) to enhance the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period and (2) to simplify accounting for interest cost incurred before the end of a construction period. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019.

The MDTA has not completed the process of evaluating the impact that will result from adopting GASB Statements No. 83, 84, 87, 88, and 89 and is therefore unable to disclose the impact of adopting these Statements on the MDTA’s financial position at this time. However, MDTA does not believe adopting the GASB Statements will have a material impact on the financial statements.

## NOTE 2 – DEPOSITS AND INVESTMENTS

### Cash and Cash Equivalents

As of June 30, 2018, carrying amounts and bank balances of cash on deposit with financial institutions were \$43,474 and \$48,153, respectively. Cash on hand totaled \$582.

**Custodial credit risk – deposits.** Custodial credit risk is the risk that, in the event of a bank failure, the MDTA's deposits may not be returned. Deposits are exposed to custodial credit risk if they are not covered by depository insurance and the deposits are (a) uncollateralized, (b) collateralized with securities held by the pledging financial institution, or (c) collateralized with securities held by the pledging financial institution's trust department or agent but not in the government's name. The MDTA's Trust Agreement requires financial institutions to provide collateral with a market value that exceeds the amount by which a deposit exceeds deposit insurance.

Federal depository insurance covers the MDTA's deposits with a financial institution up to specified limits, and the remaining balance is collateralized with securities that are held by the State of Maryland's agent in the State's name.

As of June 30, 2018, the carrying amount of cash invested in money market mutual funds and the Maryland Local Government Investment Pool was \$168,437.

**Custodial credit risk – investments.** Custodial credit risk is the risk that, in the event of the failure of the counterparty, the MDTA will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Investment securities are exposed to custodial credit risk if the securities are uninsured, not registered in the name of the government, or held by either (a) the counterparty or (b) the counterparty's trust department or agent but not in the government's name. The MDTA's Trust Agreement requires all investments to be registered in the MDTA's name.

**Credit risk.** Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The MDTA's Trust Agreement allows the MDTA to invest in money market mutual funds rated AAAm or Aaa-mf. As of June 30, 2018, the money market mutual funds held by the MDTA were rated AAAm.

### Investments

For the year ended June 30, 2018, the MDTA's investments and quality ratings consisted of the following:

Investment Type	Investment Maturities (in Years)					Credit Ratings	
	Fair Value <sup>1</sup>	Less Than 1	1-5	6-10	More Than 10	Ratings	NRSRO
U.S. Treasury	\$ 45,792	\$ 5,494	\$ 33,400	\$ 6,898	\$ –	AA+	S&P
U.S. Agency	204,801	19,946	168,977	15,878	–	AA+	S&P
Supranational	129,350	–	129,350	–	–	AAA	S&P
Municipal	83,241	35,695	47,546	–	–	AAA	Multiple <sup>2</sup>
	<b>\$ 463,184</b>	<b>\$ 61,135</b>	<b>\$ 379,273</b>	<b>\$ 22,776</b>	<b>\$ –</b>		

(1) Level 1 pricing, quoted prices in active markets.

(2) All municipal bond holdings have triple-A credit ratings from at least two NRSROs.

NRSRO: Nationally Recognized Statistical Rating Organizations

**Interest rate risk.** Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. This risk is higher in debt securities with longer maturities. The MDTA's Investment Policy limits investment maturities by fund in order to minimize interest rate risk and match maturities with expected funding needs. As a means of limiting its exposure to market value fluctuations, the MDTA has limited investments in the Operating and Bond Service accounts to one year. The Operating Reserve, Maintenance and Operations Reserve, Capital, and General accounts are typically limited to five years. The Debt Service Reserve Fund is limited to 15 years.

**Credit risk.** Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The MDTA's policy allows for investment in obligations of the U.S. Treasury; obligations of U.S. Agencies; obligations of Supranational issuers; money market mutual funds; collateralized certificates of deposit; the Maryland Local Government Investment Pool; repurchase agreements secured by U.S. Treasury Obligations or Federal Agency Obligations; bankers' acceptances issued by a domestic bank or a federally chartered domestic office of a foreign bank with short-term paper rated Tier-1 by any two Nationally Recognized Statistical Ratings Organizations (NRSRO); commercial paper with Tier-1 short-term ratings and issuer long-term ratings of at least single-A from any two NRSROs; and municipal securities rated in the highest rating category by at least two NRSROs.

**Concentration of Credit Risk.** Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The MDTA's Investment Policy does not place a limit on the amount of U.S. Government Agency investments, but does limit single- issuer exposure to 50%. Supranational exposure is subject to 30% sector and 10% single-issuer limitations. Commercial paper and municipal bond credit exposures are limited to 20% of investments per sector, with single-issuer exposures limited to 5%. Small Business Administration (SBA) Pool securities are limited to 5% of investments and 0.5% per issue. More than 5% of the MDTA's investments were allocated to securities issued by the U.S. Treasury, Federal National Mortgage Association, Federal Home Loan Bank, International Bank of Reconstruction and Development, Federal Farm Credit Bank, and African Development Bank, representing 5.9%, 9.8%, 12.6%, 5.6%, 6.7% and 8.0% of total investments, respectively.

All of the MDTA's investments are measured at fair value using valuation hierarchy. Valuation hierarchy's three levels include: Level 1 – quoted prices in active markets for identical assets; Level 2 – inputs are observable for the asset, either directly or indirectly, but exclude quoted prices; and Level 3 – inputs are unobservable and may be based on valuation techniques such as market, cost, or income. All of the MDTA's financial investments are measured using quoted market prices that are categorized as Level 1 in the fair value hierarchy. These financial investments include U.S. Treasury Securities, U.S. Agency securities, Supranational securities and Municipal securities.

## Other Assets

Included in other assets on the accompanying Statement of Net Position is an interest in a rail logistics provider, Canton Development Company (CDC). The CDC offers freight services to industrial, manufacturing and port related shippers. The carrying value of the CDC is assessed on an annual basis by reference to the reported value of the MDTA's interest.



### NOTE 3 – RESTRICTED CASH AND CASH EQUIVALENTS AND RESTRICTED INVESTMENTS

Restricted assets are to be used to construct projects to be leased under direct financing lease agreements or to retire debt incurred to finance the assets leased.

The MDTA's restricted cash and cash equivalents and restricted investments as of June 30, 2018 are as follows:

<b>Restricted Cash and Cash Equivalents and Restricted Investments</b>			
	<b>Current</b>	<b>Non-Current</b>	<b>Total</b>
<b><i>Restricted Cash and Cash Equivalents</i></b>			
Capital projects	\$ —	\$ 2	\$ 2
Debt service and debt service reserves	71,886	6,069	77,955
Non-recourse projects:			
BWI projects	12,462	43,068	55,530
WMATA Metrorail projects	2,053	377	2,430
Calvert Street parking garage project	1,271	—	1,271
<b>Total Restricted Cash and Cash Equivalents</b>	<b>87,672</b>	<b>49,516</b>	<b>137,188</b>
<b><i>Restricted Investments</i></b>			
Debt service and bond reserves	—	77,652	77,652
Non-recourse projects:			
BWI projects	—	37,987	37,987
WMATA Metrorail projects	—	2,109	2,109
<b>Total Restricted Investments</b>	<b>—</b>	<b>117,748</b>	<b>117,748</b>
<b>Total Restricted Cash and Cash Equivalents and Restricted Investments</b>	<b>\$ 87,672</b>	<b>\$ 167,264</b>	<b>\$ 254,936</b>

## NOTE 4 – CAPITAL ASSETS

A summary of the changes in the MDTA's capital assets for the year ended June 30, 2018 is as follows:

	<b>Balance June 30, 2017</b>	<b>Additions and Transfers</b>	<b>Deductions and Transfers</b>	<b>Balance June 30, 2018</b>
<i><b>Capital assets not being depreciated:</b></i>				
Land	\$ 396,549	\$ 1,105	\$ —	\$ 397,654
Construction in progress	1,219,691	299,853	(424,561)	1,094,983
Total non-depreciated	<u>1,616,240</u>	<u>300,958</u>	<u>(424,561)</u>	<u>1,492,637</u>
<i><b>Capital assets being depreciated:</b></i>				
Infrastructure	5,811,314	396,350	(68,462)	6,139,202
Buildings	158,001	21,013	(760)	178,254
Equipment	57,495	14,116	(1,409)	70,202
	<u>6,026,810</u>	<u>431,479</u>	<u>(70,631)</u>	<u>6,387,658</u>
<i><b>Less accumulated depreciation for:</b></i>				
Infrastructure	1,639,078	132,955	(47,470)	1,724,563
Buildings	26,457	2,298	(138)	28,617
Equipment	28,774	9,531	(1,409)	36,896
	<u>1,694,309</u>	<u>144,784</u>	<u>(49,017)</u>	<u>1,790,076</u>
Total depreciated	<u>4,332,501</u>	<u>286,695</u>	<u>(21,614)</u>	<u>4,597,582</u>
<b>Capital Assets, Net</b>	<b><u><u>\$ 5,948,741</u></u></b>	<b><u><u>\$ 587,653</u></u></b>	<b><u><u>\$ (446,175)</u></u></b>	<b><u><u>\$ 6,090,219</u></u></b>

## **Pollution Remediation Obligations**

The MDTA has recognized a pollution remediation obligation per GASB Statement No. 49, “Accounting and Financial Reporting for Pollution Remediation Obligations,” on the Statement of Net Position. A pollution remediation obligation is an obligation to address the current or potential detrimental effects of existing pollution by participating in pollution remediation activities, including pre-cleanup activities, cleanup activities, government oversight and enforcement.

Obligating events that initiate the recognition of a pollution remediation liability include any of the following:

- An imminent threat to public health due to pollution;
- The government is in violation of a pollution prevention-related permit or license;
- The government is named by a regulator as a responsible or potentially responsible party to participate in remediation;
- The government is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities; or
- The government voluntarily commences or legally obligates itself to commence remediation efforts.

The pollution remediation obligation is an estimate and subject to change resulting from price increases or reductions, technology advances or from changes in applicable laws or regulations. The liability is recognized as it becomes estimable. In some cases, this may be at inception. In other cases, components of a liability are recognized as they become reasonably estimable. The measurement of the liability is based on the current value of outlays to be incurred using the expected cash flow technique. This technique measures the sum of probability-weighted amounts in a range of possible potential outcomes.

The MDTA had no pollution remediation liability for the year ended June 30, 2018.

## **Service Concession Arrangements**

The MDTA and Areas USA entered into a Service Concession Arrangement in 2012 to redevelop and operate the two travel plazas that the MDTA owns along the John F. Kennedy Memorial Highway (I-95). The structure of the agreement between the MDTA and Areas USA is a long-term lease and concession. The MDTA retains ownership of the property and assets. All property and improvements, with the exception of the fueling systems, are to be returned to the MDTA at the end of the 35-year capital lease. The MDTA will derive several financial benefits from this agreement including: reduced future operating and capital expenses, debt capacity will be reserved for core business activities, and revenue is guaranteed over the life of the agreement. Areas USA will operate and maintain the travel plazas through the year 2047.



## NOTE 5 – LONG-TERM LIABILITIES

Changes in long-term liabilities for the year ended June 30, 2018 are summarized as follows:

	Balance June 30, 2017	Additions	Reductions	Balance June 30, 2018	Amount Due Within One Year
Revenue Bonds	\$ 2,264,224	\$ 169,670	\$ (845,252)	\$ 1,588,642	\$ 35,829
GARVEE Bonds	206,590	67,150	(144,060)	129,680	80,815
BWI PFC Bonds	190,980	—	(9,555)	181,425	9,930
BWI Rental Car Facility Bonds	87,830	—	(3,270)	84,560	3,480
BWI Parking Garage Bonds	136,900	—	(11,385)	125,515	11,895
WMATA Metro-Rail Parking Bonds	23,905	—	(1,585)	22,320	1,635
Calvert Street Parking Garage Bonds	18,011	—	(225)	17,786	1,036
Total bonds payable	2,928,440	236,820	(1,015,332)	2,149,928	144,620
Unamortized premium	38,562	13,103	(15,974)	35,691	-
Total bonds payable, net	2,967,002	249,923	(1,031,306)	2,185,619	144,620
Contractors deposits	12,444	2,713	—	15,157	12,439
Accrued annual leave	10,500	241	—	10,741	564
Accrued workers' compensation	13,893	2,055	(2,491)	13,457	2,019
Net pension liability	245,154	—	(32,004)	213,150	—
<b>Total</b>	<b>\$ 3,248,993</b>	<b>\$ 254,932</b>	<b>\$ (1,065,801)</b>	<b>\$ 2,438,124</b>	<b>\$ 159,642</b>

### Transportation Facilities Projects Revenue Bonds

The Series 2008A, 2009A, 2009B, 2010A, 2010B, 2012, and 2017 Revenue Bonds issued in accordance with the provisions of the Trust Agreement, and the interest thereon, do not constitute a debt or a pledge of the faith and credit of the State of Maryland or the Maryland Department of Transportation (MDOT), but are payable solely from the revenue of the Transportation Facilities Projects of the MDTA. The MDTA must remain in compliance with covenants contained in the Trust Agreement.

Revenue Bonds outstanding for the year ended June 30, 2018, consisted of the following:

#### Series 2008A TIFIA

Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. The loan has a fixed interest rate of 2.56%, payable semiannually. Principal payments ranging from \$11,689 to \$24,330 from July 1, 2018 to July 1, 2047. \$ 518,122

#### Series 2009A Revenue Bonds

Principal payments ranging from \$11,415 to \$14,570 from July 1, 2018 to July 1, 2023, with coupons ranging from 3.00% to 5.00%, payable semiannually. 77,645

#### Series 2009B Revenue Bonds

Sinking fund principal payments from July 1, 2024 to July 1, 2029, for the term bond due July 1, 2029, with a coupon of 5.788%, and sinking fund principal payments from July 1, 2030 to July 1, 2043, for the term bond due July 1, 2043, with a coupon of 5.888%. 450,515

#### Series 2010A Revenue Bonds

Principal payments ranging from \$5,005 to \$5,520 from July 1, 2018 to July 1, 2020, with coupons of 5.00%, payable semiannually. 15,780

**Series 2010B Revenue Bonds**

Sinking fund principal payments from July 1, 2021 to July 1, 2025, for the term bond due July 1, 2025, with a coupon of 5.164%;  
sinking fund principal payments from July 1, 2026 to July 1, 2030, for the term bond due July 1, 2030, with a coupon of 5.604%;  
and sinking fund principal payments from July 1, 2031 to July 1, 2041, for the term bond due July 1, 2041, with a coupon of 5.754%. 296,640

**Series 2012 Revenue Refunding Bonds**

Principal payments ranging from \$3,870 to \$6,225 from July 1, 2018 to July 1, 2029,  
with coupons ranging from 3.00% to 5.00%, payable semiannually. 60,270

**Series 2017 Revenue Refunding Bonds**

Principal payments ranging from \$3,850 to \$11,030 from July 1, 2018 to July 1, 2040, with coupons ranging from  
3.00% to 5.00%, payable semiannually. 169,670

**Total Outstanding** \$ 1,588,642

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, for the Series 2008A, 2009A, 2009B, 2010A, 2010B, 2012, and 2017 Revenue Bonds for the year ended June 30, 2018.

**SERIES 2008A**

Year Ended June 30,	Principal	Interest	Total
2019	\$ 11,689	\$ 13,113	\$ 24,802
2020	11,988	12,793	24,781
2021	12,295	12,517	24,812
2022	12,610	12,180	24,790
2023	12,933	11,853	24,786
2024-2028	69,804	54,047	123,851
2029-2033	79,208	44,549	123,757
2034-2038	89,879	33,727	123,606
2039-2043	101,988	21,462	123,450
2044-2048	115,728	7,544	123,272
<b>Total</b>	<b>\$518,122</b>	<b>\$223,785</b>	<b>\$741,907</b>

**SERIES 2009A**

Year Ended June 30,	Principal	Interest	Total
2019	\$ 11,415	\$ 3,509	\$ 14,924
2020	11,985	2,980	14,965
2021	12,585	2,398	14,983
2022	13,215	1,753	14,968
2023	13,875	1,075	14,950
2024	14,570	364	14,934
<b>Total</b>	<b>\$ 77,645</b>	<b>\$ 12,079</b>	<b>\$ 89,724</b>

**SERIES 2009B**

Year Ended June 30,	Principal	Interest	Total
2019	\$ -	\$ 26,425	\$ 26,425
2020	-	26,425	26,425
2021	-	26,425	26,425
2022	-	26,425	26,425
2023	-	26,425	26,425
2024-2028	64,835	124,799	189,634
2029-2033	96,225	99,774	195,999
2034-2038	116,525	68,592	185,117
2039-2043	141,265	30,757	172,022
2044	31,665	932	32,597
<b>Total</b>	<b>\$450,515</b>	<b>\$456,979</b>	<b>\$907,494</b>

**SERIES 2010A**

Year Ended June 30,	Principal	Interest	Total
2019	\$5,005	\$664	\$5,669
2020	5,255	407	5,662
2021	5,520	138	5,658
<b>Total</b>	<b>\$15,780</b>	<b>\$1,209</b>	<b>\$16,989</b>

**SERIES 2010B**

Year Ended June 30,	Principal	Interest	Total
2019	\$ -	\$ 16,727	\$ 16,727
2020	-	16,727	16,727
2021	-	16,727	16,727
2022	8,365	16,511	24,876
2023	8,670	16,071	24,741
2024-2028	47,570	73,144	120,714
2029-2033	54,960	58,964	113,924
2034-2038	91,525	39,643	131,168
2039-2042	85,550	8,825	94,375
<b>Total</b>	<b>\$296,640</b>	<b>\$263,339</b>	<b>\$559,979</b>



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**NOTE 5 – LONG TERM LIABILITIES** *(continued)***SERIES 2012**

Year Ended June 30,	Principal	Interest	Total
2019	\$ 3,870	\$ 2,441	\$ 6,311
2020	4,065	2,263	6,328
2021	4,230	2,076	6,306
2022	4,440	1,859	6,299
2023	4,665	1,632	6,297
2024-2028	26,735	4,751	31,486
2029-2030	12,265	371	12,636
<b>Total</b>	<b>\$ 60,270</b>	<b>\$ 15,393</b>	<b>\$ 75,663</b>

**SERIES 2017**

Year Ended June 30,	Principal	Interest	Total
2019	\$ 3,850	\$ 6,682	\$ 10,532
2020	4,570	6,472	11,042
2021	4,780	6,238	11,018
2022	5,000	5,994	10,994
2023	5,230	5,738	10,968
2024-2028	30,480	24,384	54,864
2029-2033	38,360	16,608	54,968
2034-2038	45,540	9,756	55,296
2039-2041	31,860	1,688	33,548
<b>Total</b>	<b>\$169,670</b>	<b>\$ 83,560</b>	<b>\$253,230</b>

### Grant and Revenue Anticipation Bonds, Series 2008 and Series 2017

During the year ended June 30, 2008, the MDTA issued \$425,000 of Grant and Revenue Anticipation (GARVEE) Bonds, Series 2008 to finance the Intercounty Connector (ICC). During the year ended June 30, 2018, the MDTA issued \$67,150 of GARVEE Refunding Bonds, Series 2017 to refinance the Series 2007 bonds for economic savings. The true interest costs were 4.31% and 1.35%, respectively. The Series 2008 bonds mature in annual installments of original principal ranging from \$30,295 to \$48,865 from March 1, 2010 to March 1, 2020, with yields ranging from 3.00% to 5.25%. The Series 2017 bonds mature in annual installments of original principal ranging from \$32,760 to \$34,390 from March 1, 2018 to March 1, 2019, with a yield of 1.24%.

The GARVEE Bonds are limited obligations of the MDTA, payable solely from certain federal transportation aid available to the State of Maryland and other monies included in the trust estate created by the 2007 Trust Agreement, including certain State tax revenues that are pledged. The GARVEE Bonds are not general obligations of the MDTA or legal obligations of the Maryland State Highway Administration, MDOT, or the State of Maryland.

The following summarizes the bonds payable maturities and sinking fund requirements excluding unamortized premium on the Series 2008 and 2017 GARVEE bonds for the year ended June 30, 2018:

#### Grant and Revenue Anticipation Bonds, Series 2008

Year Ended June 30,	Principal	Interest	Total
2019	\$ 46,425	\$ 4,937	\$ 51,362
2020	48,865	2,500	51,365
<b>Total Series 2008</b>	<b>\$ 95,290</b>	<b>\$7,437</b>	<b>\$ 102,727</b>

#### Grant and Revenue Anticipation Bonds, Series 2017

Year Ended June 30,	Principal	Interest	Total
2019	34,390	426	34,816
<b>Total Series 2017</b>	<b>\$ 34,390</b>	<b>\$426</b>	<b>\$ 34,816</b>
<b>Total Combined Outstanding</b>	<b>\$ 129,680</b>	<b>\$ 7,863</b>	<b>\$ 137,543</b>

### Passenger Facility Charge Revenue Bonds (BWI Airport Facilities Projects) Series 2012A, 2012B, 2012C and 2014

During the year ended June 30, 2004, the MDTA issued \$69,700 of BWI Airport Facilities Projects, Series 2003A and 2003B Bonds to finance a portion of the costs of certain projects (the Airport Facility Projects) located at the BWI Marshall Airport. On September 11, 2006, the Maryland Aviation Administration (MAA) elected to redeem the Series 2003B Bonds in the amount of \$5,600. On July 1, 2013, the Series 2003A Bonds fully matured.

The MDTA issued three new series of Qualified Airport Bonds – AMT secured by Passenger Facility Charge (PFC) revenue in 2012, and a new series of Qualified Airport Bonds – AMT secured by PFC revenue in 2014, which are all secured by the Master 2003 Trust Agreement, as supplemented by the 2012 Supplemental Trust Agreements and the 2014 Supplemental Trust Agreement. The BWI Marshall Airport facilities are leased to the MAA through a direct financing lease (see Note 10 for additional information). The BWI Qualified Airport Bonds – AMT are payable solely from PFC revenue received by the MAA and deposited with the Trustee (M&T Bank). The PFC rate for 2018 was \$4.50 per enplaned passenger (not in thousands), and PFC collections for the year ended June 30, 2018, amounted to \$51,880. The debt service reserve fund for the year ended June 30, 2018, amounted to \$17,058, with interest receivables of \$17, which secures the Qualified Airport Bonds – AMT Series 2012A, 2012B, 2012C and 2014 PFC Revenue Bonds, as hereafter described.

The Series 2012 and Series 2014 PFC Revenue Bonds issued in accordance with the provisions of the Master 2003 Trust Agreement, as supplemented by the 2012 and 2014 Supplemental Trust Agreements, and the interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, MDOT or the MAA, but are payable solely from the PFC revenue, which the MDTA receives from MAA in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

The total amount of the PFC Revenue Bonds outstanding at June 30, 2018 was as follows:

Series 2012A	\$ 39,510
Series 2012B	63,485
Series 2012C	43,400
Series 2014	35,030
<b>Total</b>	<b><u>\$ 181,425</u></b>



### Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2012A

During the year ended June 30, 2012, the MDTA issued \$50,905 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) 2012A Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. These bonds are secured equally and ratably by PFC collections on a parity basis with the other outstanding PFC Revenue Bonds. These bonds mature in annual installments of original principal ranging from \$1,795 to \$3,780 from June 1, 2013 to June 1, 2032, with yields ranging from 0.74% to 4.30%, at an all-in true interest cost of 3.79%. The facilities are leased to the MAA through a direct financing lease (see Note 10 for additional information).

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the PFC Revenue Bonds Series 2012A for the year ended June 30, 2018:

#### Passenger Facility Charge Revenue Bonds, Series 2012A

Year Ended June 30,	Principal	Interest	Total
2019	\$ 2,085	\$ 1,844	\$ 3,929
2020	2,165	1,740	3,905
2021	2,255	1,631	3,886
2022	2,345	1,519	3,864
2023	2,440	1,401	3,841
2024-2028	14,145	5,052	19,197
2029-2032	14,075	1,474	15,549
<b>Total</b>	<b>\$ 39,510</b>	<b>\$ 14,661</b>	<b>\$ 54,171</b>

### Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2012B

During the year ended June 30, 2013, the MDTA issued \$92,070 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) Series 2012B Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. These bonds are secured equally and ratably by PFC collections on a parity basis with the other outstanding PFC Revenue Bonds. These bonds mature in annual installments of original principal ranging from \$5,460 to \$7,765 from June 1, 2014 to June 1, 2027, with yields ranging from 0.63% to 2.65%, at an all-in true interest cost of 2.42%. The facilities are leased to the MAA through a direct financing lease (see Note 10 for additional information).

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the PFC Revenue Bonds Series 2012B for the year ended June 30, 2018:

#### Passenger Facility Charge Revenue Bonds, Series 2012B

Year Ended June 30,	Principal	Interest	Total
2019	\$ 6,265	\$ 1,702	\$ 7,967
2020	6,515	1,451	7,966
2021	6,780	1,191	7,971
2022	6,915	1,055	7,970
2023	7,060	908	7,968
2024-2027	29,950	1,925	31,875
<b>Total</b>	<b>\$ 63,485</b>	<b>\$ 8,232</b>	<b>\$ 71,717</b>

### Variable Rate Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2012C

During the year ended June 30, 2013, the MDTA issued \$43,400 of Variable Rate BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) 2012C Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. These bonds are secured equally and ratably by PFC collections on a parity basis with all other outstanding PFC Revenue Bonds. These bonds fully mature on June 1, 2032 via sinking fund payments due on a term bond in the amount of \$43,400. The interest rates on the bonds are variable and the weekly reset rate was 1.55% as of June 30, 2018. The facilities are leased to the MAA through a direct financing lease (see Note 10 for additional information).

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the PFC Revenue Bonds Series 2012C for the year ended June 30, 2018:

#### Passenger Facility Charge Revenue Bonds, Series 2012C

Year Ended June 30,	Principal	Interest*	Total
2019	\$ —	\$ 673	\$ 673
2020	—	673	673
2021	—	673	673
2022	—	673	673
2023	—	673	673
2024-2028	7,855	3,353	11,208
2029-2032	35,545	1,386	36,931
<b>Total</b>	<b>\$ 43,400</b>	<b>\$ 8,104</b>	<b>\$ 51,504</b>

\*Based on the interest rate of 1.55% that was in effect June 30, 2018.

### Passenger Facility Charge Revenue Bonds BWI Thurgood Marshall Airport, Series 2014

During the year ended June 30, 2015, the MDTA issued \$40,000 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) Series 2014 Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport at an all-in true interest cost of 3.63%. These bonds are secured equally and ratably by PFC collections on a parity basis with the other outstanding PFC Bonds. These bonds mature in annual installments of original principal ranging from \$620 to \$2,535 from June 1, 2015 to June 1, 2031, with yields ranging from 0.40% to 3.80%, and a \$8,195 term bond having a 4.00% yield with annual sinking fund installments starting on June 1, 2032 to maturity on June 1, 2034. The facilities are leased to the MAA through a direct financing lease (see Note 10 for additional information).

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the PFC Revenue Bonds Series 2014 for the year ended June 30, 2018:

#### Passenger Facility Charge Revenue Bonds, Series 2014

Year Ended June 30,	Principal	Interest	Total
2019	\$ 1,580	\$ 1,372	\$ 2,952
2020	1,660	1,293	2,953
2021	1,745	1,210	2,955
2022	1,830	1,123	2,953
2023	1,925	1,032	2,957
2024-2028	10,745	4,030	14,775
2029-2033	12,705	2,064	14,769
2034	2,840	114	2,954
<b>Total</b>	<b>\$ 35,030</b>	<b>\$ 12,238</b>	<b>\$ 47,268</b>

### BWI Airport Consolidated Rental Car Facility Bonds, Series 2002

During the year ended June 30, 2002, the MDTA issued \$117,345 of BWI Airport Consolidated Rental Car Facility Taxable Limited Obligation Revenue Bonds, Series 2002 (the Series 2002 Rental Car Facility Bonds) to finance the costs of a rental car facility located in the vicinity of BWI Marshall Airport. The interest rates on the bonds ranged from 2.74% to 6.65%. These bonds mature in annual installments of original principal ranging from \$600 to \$8,505 from July 1, 2003 to July 1, 2032. The facility is leased to the MAA through a direct financing lease (see Note 10 for additional information).

The Series 2002 Rental Car Facility Bonds are payable as to principal and interest solely from Customer Facility Charges (CFC) and contingent rent, if applicable, from the MAA. The CFC rate in 2018 was \$3.75 per transaction (not in thousands). CFC collections were \$13,194 for the fiscal year ended June 30, 2018. The Series 2002 Bonds, issued in accordance with the provisions of the 2002 Trust Agreement, and the interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, MDOT or the MAA, but are payable solely from the CFCs and contingent rent, if applicable, which the MDTA will receive in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the Series 2002 Rental Car Facility Bonds for the year ended June 30, 2018:

#### BWI Consolidated Rental Car Facility Bonds, Series 2002

Year Ended June 30,	Principal	Interest	Total
2019	\$ 3,480	\$ 5,477	\$ 8,957
2020	3,705	5,244	8,949
2021	3,945	4,996	8,941
2022	4,200	4,732	8,932
2023	4,475	4,451	8,926
2024-2028	27,210	17,240	44,450
2029-2033	37,545	6,563	44,108
<b>Total</b>	<b>\$ 84,560</b>	<b>\$ 48,703</b>	<b>\$ 133,263</b>



**BWI Airport Parking Revenue Refunding Bonds, Series 2012A & 2012B**

During the year ended June 30, 2012, the MDTA issued \$190,560 of BWI Airport Parking Revenue Refunding Bonds, Series 2012A – Governmental Purpose and Series 2012B – Qualified Airport – AMT (the Series 2012A and 2012B Bonds), to refinance the outstanding BWI Airport Parking Revenue Bonds, Series 2002A – Governmental Purpose and Series 2002B – Qualified Airport – AMT (the Series 2002A and 2002B Bonds). The interest rates on the Series 2012A and 2012B Bonds range from 4.00% to 5.00%. The 2012A and 2012B Bonds mature in annual installments of original principal ranging from \$8,535 to \$16,455 from March 1, 2013 to March 1, 2027. The parking garage is leased to the MAA through a direct financing lease (see Note 10 for additional information).

The Series 2012A and 2012B Bonds are payable as to principal and interest solely from the parking fees collected at BWI Marshall Airport. The Series 2012A and 2012B Bonds issued in accordance with the provisions of the 2002 Trust Agreement, as supplemented by the 2012 Supplemental Trust Agreement, and the interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, MDOT or the MAA, but are payable solely from the parking fees, which the MDTA will receive in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

The following summarizes the bonds payable maturities and sinking fund requirements excluding unamortized premium on the Series 2012A and Series 2012B Bonds for the year ended June 30, 2018:

**Airport Parking Revenue Refunding Bonds, Series 2012A & 2012B**

Year Ended June 30,	Principal	Interest	Total
2019	\$ 11,895	\$ 6,276	\$ 18,171
2020	12,485	5,681	18,166
2021	13,115	5,057	18,172
2022	13,250	4,401	17,651
2023	13,515	3,739	17,254
2024-2027	61,255	7,843	69,098
<b>Total</b>	<b>\$ 125,515</b>	<b>\$ 32,997</b>	<b>\$ 158,512</b>

### Lease Revenue Refunding Bonds Metrorail Parking Projects, Series 2014

During the year ended June 30, 2015, the MDTA issued \$27,200 of Lease Revenue Refunding Bonds, Series 2014 (the Series 2014 Bonds), to refinance the outstanding MDTA Lease Revenue Bonds Metrorail Parking Projects, Series 2004 which financed three parking garages for WMATA at Metrorail facilities in New Carrollton, Largo and College Park, Maryland. The interest rates on the Series 2014 Bonds range from 2.00% to 5.00%. These bonds mature in annual installments of original principal ranging from \$1,535 to \$2,395 from July 1, 2015 to July 1, 2028. The facilities are leased to WMATA through a direct financing lease (see Note 10 for additional information).

The Series 2014 Bonds are payable as to principal and interest solely from pledged revenues payable to the MDTA by WMATA under the Facility Lease Agreement and by Prince George's County, Maryland under the Project Agreement and the Deficiency Agreement (as defined in the 2004 Trust Agreement, as supplemented by the 2014 Supplemental Trust Agreement). The parking surcharge rate for 2018 was \$1.25 (not in thousands) for all but three garages in Prince George's County. Parking surcharge revenues for the year ended June 30, 2018 amounted to \$4,741. The debt service reserve fund as of June 30, 2018, was \$2,486. The requirement is \$2,472, which is the maximum annual debt service in the bond year ended July 1, 2018. The Series 2014 Bonds issued in accordance with the provisions of the 2004 Trust Agreement, as supplemented by the 2014 Supplemental Trust Agreement, and the interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, the MDOT, the MDTA, WMATA or Prince George's County, but are payable solely from pledged revenue which the MDTA receives from WMATA in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the Series 2014 Bonds for the year ended June 30, 2018:

#### Lease Revenue Bonds Metrorail Parking Series 2014 Bonds

Year Ended June 30,	Principal	Interest	Total
2019	\$ 1,635	\$ 804	\$ 2,439
2020	1,695	729	2,424
2021	1,780	642	2,422
2022	1,870	551	2,421
2023	1,960	455	2,415
2024-2028	10,985	1,188	12,173
2029	2,395	36	2,431
<b>Total</b>	<b>\$ 22,320</b>	<b>\$ 4,405</b>	<b>\$ 26,725</b>

### Lease Revenue Refunding Bond Calvert Street Parking Garage Project, Series 2015

During the year ended June 30, 2016, the MDTA issued an \$18,011 Lease Revenue Refunding Bond, Series 2015 (the Series 2015 Refunding Bond), to refinance the outstanding MDTA Lease Revenue Bonds Calvert Street Parking Garage Project, Series 2005 which financed the cost of a parking garage for State of Maryland employees in Annapolis, Maryland. The facility is leased to the Maryland Department of General Services (DGS) through a direct financing lease (see Note 10 for additional information). The interest rate on the Series 2015 Refunding Bond is 2.62%. The bond matures in annual installments of original principal ranging from \$225 to \$1,422 from July 1, 2017 to July 1, 2032. Principal and interest on the Series 2015 Refunding Bond is paid under a Facility Lease with DGS, and such other revenues attributable to the leasing of the garage and other funds held under a Trust Agreement dated as of June 1, 2005, as supplemented by the 2015 Supplemental Trust Agreement. DGS's obligation to make rental payments is subject to appropriation by the General Assembly. The Series 2015 Refunding Bond does not constitute a debt or pledge of the full faith and credit of the State of Maryland, DGS, or the MDTA.

The following summarizes the bond payable maturities and sinking fund requirements, excluding unamortized premium, on the Series 2015 Bond for the year ended June 30, 2018:

#### Lease Revenue Bonds Calvert Street Parking Garage Project, Series 2015

Year Ended June 30,	Principal	Interest	Total
2019	\$ 1,036	\$ 452	\$ 1,488
2020	1,061	425	1,486
2021	1,085	397	1,482
2022	1,113	368	1,481
2023	1,139	339	1,478
2024-2028	6,126	1,225	7,351
2029-2033	6,226	380	6,606
<b>Total</b>	<b>\$ 17,786</b>	<b>\$ 3,586</b>	<b>\$ 21,372</b>



## NOTE 6 – COMMITMENTS AND CONTINGENCIES

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### Leases

#### Office Space – Point Breeze

Rent expense for the year ended June 30, 2018 totaled \$354. Subsequent to year end, the MDTA entered into a three-year five month extension of the present lease for office space for MDTA employees.

#### Engineering Office Space – White Marsh

In January 2018, the MDTA entered into a ten-year lease for office space for MDTA engineering employees. Rent expense for the year ending June 30, 2018 totaled \$80.

The following is a schedule showing future minimum lease payments:

Year Ended June 30,	Lease Payments
2019	\$ 69
2020	137
2021	137
2022	137
2023	137
2024-2028	757
2029	76
<b>Total</b>	<b><u>\$ 1,450</u></b>

### Contracts

As of June 30, 2018, the MDTA was contractually liable for \$1,069,753 of uncompleted construction and improvement contracts relating to various projects. Exclusive of that amount, the MDTA currently contemplates the expense, through 2024, of \$3,261,085 for capital additions, improvements and major rehabilitation.

## **NOTE 7 – RETIREMENT BENEFITS**

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The MDTA and its employees contribute to the Maryland State Retirement and Pension System (the System). The System is a cost-sharing multiple-employer public employee retirement system established by the State to provide retirement, death and disability benefits for State employees and employees of participating entities within the State. The MDTA accounts for the Plan as a cost-sharing multiple-employer public employee retirement system. A separate valuation is not performed for the MDTA. The MDTA's only obligation to the System is its required annual contribution. The System is administered by a Board of Trustees in accordance with Section 21-108 of the State Personnel and Pensions Article of the Annotated Code of Maryland. The System prepares a separate Comprehensive Annual Financial Report, which can be obtained from the Maryland State Retirement Agency website at <http://www.sra.state.md.us>.

The System includes several plans based on date of hire and job function. Employees of the MDTA are members of the Employees' and Teachers' Retirement System, Employees' and Teachers' Pension System, or Law Enforcement Officers' Pension System. The Employees' and Teachers' Retirement System (the Retirement Plan) includes those employees hired prior to January 1, 1980, who have not elected to transfer to the Employees' and Teachers' Pension System (the Pension Plan) and are not a member of the Law Enforcement Officers' Pension System (the Officers' Plan). Conversely, members of the Pension Plan include those employees hired after January 1, 1980, and prior employees who elected to transfer from the Retirement Plan and are not a member of the Officers' Plan. Members of the Officers' Plan include all MDTA law enforcement officers.

Members of the Retirement Plan become vested after five years. Members are generally eligible for full retirement benefits upon the earlier of attaining age 60 or accumulating 30 years of eligible service regardless of age. The annual retirement allowance equals  $1/55$  (1.8%) of the member's highest three-year average final salary (AFS) multiplied by the number of years of accumulated creditable service. A member may retire with reduced benefits after completing 25 years of eligible service. Benefits are reduced by 0.5% per month for each month the payments begin prior to age 60 or 30 years of eligible service, whichever is less. The maximum reduction for a member is 30%.

The Pension Plan includes several components based on a member's date of hire. This is the result of legislative changes to the Pension Plan enacted in 1998, 2006 and 2011. Provisions for these components are largely the same; however, important distinctions exist in the areas of member contributions, retirement eligibility and benefit calculations. Generally, the greatest distinctions for members of the plan exist for those hired before July 1, 2011, and those hired on or after that date.

The following applies to members of the Pension Plan hired before July 1, 2011. Vesting occurs once members have accrued at least five years of eligible service. Members of the Pension Plan are generally eligible for full retirement benefits upon attaining age 62, with specified years of eligibility service, or accumulating 30 years of eligibility service regardless of age. Generally, the annual pension allowance for a member equals 1.2% of the member's three-year AFS, multiplied by the number of years of creditable service accumulated prior to July 1, 1998, plus 1.8% of the member's AFS, multiplied by the number of years of creditable service accumulated subsequent to June 30, 1998. A member may retire with reduced benefits upon attaining age 55 with at least 15 years of eligible service. Benefits are reduced by 0.5% per month for each month remaining until the retiree reaches the normal retirement service age. The normal retirement service age is 62 with a maximum reduction of 42%.

The following applies to members of the Pension Plan hired on or after July 1, 2011. Vesting occurs once members have accrued at least ten years of eligible service. To receive full retirement benefits, a member's age and years of eligibility service must equal at least 90, or if the member is at least age 65, a minimum of 10 years of eligibility service are required on the date of retirement. The annual pension allowance for a member equals 1.5% of the member's five-year AFS multiplied by the number of years of creditable service. A member may retire with reduced benefits at age 60 with at least 15 years of eligible service. Benefits are reduced by 0.5% per month for each month remaining until the retiree reaches the normal retirement service age. The normal retirement service age is 65, with a maximum reduction of 30%.

For members of the Officers' Plan, hired on or before June 30, 2011, vesting occurs once members have accrued at least five years of eligible service. For members hired on or after July 1, 2011, vesting occurs once a member has accumulated ten years of eligible service. Members are eligible for full retirement benefits upon the earlier of attaining age 50 or accumulating 25 years of eligible service regardless of age. Generally, the annual pension allowance for a member equals 2.0% of the member's AFS, up to a maximum of benefit of 60% of AFS (30 years of creditable service). The Officers' Plan does not provide for early retirement.

### Funding Policy

Each of the above plans is funded by contributions from its members and contributions from the State and participating governmental agencies. The MDTA's required contributions are estimated by annual actuarial valuations using the entry age normal cost method with projection and other actuarial assumptions adopted by the Board of Trustees. Members of the Retirement Plan, Pension Plan, and Officers' Plan are required to contribute 5% to 7% of earnable compensation.

The MDTA's contributions, which equal 100% of the annual required contributions, for the three years ended June 30, 2018, 2017, and 2016 are as follows:

	2018	2017	2016
MDTA contribution	\$ 23,815	\$ 24,019	\$ 21,900
Percentage of payroll	25.8%	28.1%	24.7%

### GASB No. 68 – Pension Disclosures

In June 2012, GASB issued Statement No. 68, "Accounting and Financial Reporting for Pensions-An Amendment of GASB Statement No. 27." GASB Statement No. 68 requires the MDTA to recognize the long-term obligations for pension benefits as a liability on the Statement of Net Position and to more comprehensively and comparatively measure the annual cost of pension benefits. The components of the State of Maryland's net pension liability as reported by the Maryland State Retirement and Pension System at the measurement date:

#### State of Maryland's Net Pension Liability Components June 30

	2018	2017
Total Net Pension Liability (TPL)	\$ 21,623,701	\$ 23,594,027
MDTA's Net Pension Liability	213,150	245,154
MDTA's Proportion of Net Pension Liability	1.0%	1.0%

At June 30, 2018, the MDTA reported a liability of \$213,150 for its proportionate share of the State of Maryland's net pension liability. The net pension liability was measured as of June 30, 2017 (the Maryland State Retirement and Pension System's measurement date), and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The MDTA's proportion of the State of Maryland's net pension liability was based on a projection of the MDTA's long term share of contributions to the pension plan relative to the projected contributions of all participating members, actuarially determined. The MDTA's net pension liability decreased from the prior year by \$32,004.

The MDTA's proportion of net pension liability remained the same at 1% from the prior year. The MDTA reported deferred outflow of resources and deferred inflow of resources related to pensions from the following sources:

	Deferred Outflow of Resources	Deferred Inflow of Resources
Change of assumptions	\$ 7,197	\$ –
Net difference between projected and actual earnings on pension plan investments	22,585	13,230
Actual pension versus expected experience	–	15,236
MDTA's 2018 contributions subsequent to the measurement date	23,815	–
<b>TOTAL</b>	<b>\$ 53,597</b>	<b>\$ 28,466</b>

The \$23,815 reported as deferred outflows of resources is MDTA's pension contributions subsequent to the System's measurement date. This amount will be expensed for the fiscal year ended June 2019. Other amounts reported as deferred outflow of resources and deferred inflow of resources related to pensions will be recognized in pension expense as follows:

Year End June 30,	Amortization			
	Deferred Outflows		Deferred Inflows	
	Net Difference in Investment Earnings	Change in Actuarial Assumptions	Actual and Expected Experience	Net Difference in Investment Earnings
2019	\$ 9,013	\$ 3,423	\$ 4,159	\$ 6,844
2020	9,012	2,800	4,158	2,129
2021	4,560	602	3,931	2,129
2022	–	229	2,988	2,128
2023	–	143	–	–
<b>Total</b>	<b>\$ 22,585</b>	<b>\$ 7,197</b>	<b>\$ 15,236</b>	<b>\$ 13,230</b>

### Actuarial Assumptions

Actuarial assumptions, long-term expected rate of return on pension plan investments, discount rate, and pension plan fiduciary net position are available in the Comprehensive Annual Financial Report for the Maryland State Retirement and Pension System, which can be obtained from the Maryland State Retirement Agency website at <http://www.sra.state.md.us>.

### Sensitivity of the MDTA's Net Pension Liability

The net pension liability sensitivity to changes in the single discount rate is as follows: a 1% decrease to 6.50% would be \$302,034 and a 1% increase to 8.50% would be \$139,357.



## **NOTE 8 – OTHER POSTEMPLOYMENT BENEFITS**

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### **State Employee and Retiree Health and Welfare Benefits Program of Maryland**

#### **Plan Description**

Members of the State Retirement, Pension, and Law Enforcement Officers' Systems and their dependents are provided postemployment health care benefits through the State Employee and Retiree Health and Welfare Benefits Program (the Plan). The Plan is a cost-sharing, defined-benefit healthcare plan established by Sections 2-501 through 2-516 of the State Personnel and Pensions Article of the Annotated Code of Maryland. The Plan is self-insured to provide medical, hospitalization, prescription drug and dental insurance benefits to eligible State employees, retirees, and their dependents. A separate valuation is not performed for the MDTA. The MDTA's only obligation to the Plan is its required annual contribution as determined by the State of Maryland.

Effective July 1, 2004, the State established the Postretirement Health Benefits Trust Fund (OPEB Trust) to receive appropriated funds and contributions to assist the Plan in financing the State's postretirement health insurance subsidy. The OPEB Trust is established in accordance with Section 34-101 of the State Personnel and Pensions Article of the Annotated Code of Maryland and is administered by the Board of Trustees for the Maryland State Retirement and Pension System. The Plan is included in the State's CAFR, which can be obtained from the Comptroller of Maryland's website at [www.marylandtaxes.gov](http://www.marylandtaxes.gov).

MDTA employees are members of the Plan. Eligibility for the Plan is determined by various factors, including date of hire. Generally, employees hired before July 1, 2011 may enroll and participate in the Plan if the employee left State service with at least 16 years of creditable service, retired directly from State service with at least 5 years of creditable service, left State service with at least 10 years of creditable service and within 5 years of normal retirement age, or retired directly from State service with a disability retirement. Employees hired on or after July 1, 2011, may enroll and participate in the Plan if the employee left State service with at least 25 years of creditable service, retired directly from State service with at least 10 years of creditable service, left State service with at least 10 years of creditable service and within 5 years of normal retirement age, or retired directly from State service with a disability retirement.

#### **Funding Policy**

Funds deposited into the OPEB Trust may consist of any funds appropriated to the OPEB Trust, whether directly or through the budgets of any State agency. The State is required by law to include money in the State budget to pay the State's share of the costs of the Plan.

The costs for postretirement benefits for State retirees are primarily funded by the State. The State does not distinguish employees by employer/State agency. For the year ended June 30, 2018, the State did not allocate postemployment health care costs to participating agencies and as a result did not require a contribution from the MDTA. As such, the State has elected to maintain the entire Net OPEB Liability as a liability of the General Fund of the State and has not allocated any balances to State entities, including the MDTA.

## NOTE 9 – RISK MANAGEMENT AND LITIGATION

### Accrued Workers' Compensation Costs

The MDTA recorded its portion of the State of Maryland's workers' compensation costs. The workers' compensation costs accrual represents the liability for anticipated claims and claims expense for the MDTA's employees, less the cumulative excess of premiums paid to the Chesapeake Employers' Insurance Company and net investment income applicable to the MDTA's coverage. Changes in the balance for the MDTA's workers' compensation liability for the year ended June 30, 2018, are as follows:

	Workers' Compensation	
	For The Years Ended June 30	
	2018	2017
Unpaid Claims	\$ 13,893	\$ 13,002
Incurred Claims and Changes in Estimates	2,055	4,051
Claim Payments	(2,491)	(3,160)
<b>Total Unpaid Claims</b>	<b>\$ 13,457</b>	<b>\$ 13,893</b>

### Self-Insurance and Third-Party Insurance

The MDTA is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The MDTA participates in the State of Maryland's self-insurance program (the Program), which covers general liability, property and casualty, workers' compensation, environmental liabilities and provides certain employee health benefits. The Program allocates its cost of providing claims servicing and claims payments by charging a premium to the MDTA based on a percentage of estimated current payroll or based on average loss experience.

The MDTA maintains certain third party policies for structural property and liability damages. Settlements did not exceed insurance coverage for damages. The MDTA's premium payments for the year ended June 30, 2018 were approximately \$8,244.

### Litigation

The MDTA is a defendant in a number of claims and lawsuits resulting from capital and maintenance contracts and other operational matters. The MDTA plans to vigorously defend these claims. In the opinion of the MDTA's management, the settlement of these claims will not have a material adverse effect on the accompanying financial statements.

## **NOTE 10 –**

### **RELATIONSHIPS WITH OTHER GOVERNMENTAL AGENCIES**

The MDTA has entered into contractual agreements and performs services for other governmental agencies. The MDTA receives rent, interest income, and fees for services, which are included in intergovernmental revenue in the accompanying financial statements. In addition, other governmental agencies provide services to the MDTA, which are included in the appropriate expense category.

The MDTA's intergovernmental revenue for the year ended June 30, 2018, is as follows:

<b>Intergovernmental Revenue Summary</b>	
Federal Highway Administration	\$ 86,049
Maryland Aviation Administration	20,100
Internal Revenue Service	14,106
Maryland Port Administration	6,649
Motor Vehicle Administration	423
State Highway Administration and Other	2,348
<b>Total</b>	<b>\$ 129,675</b>

#### **Federal Highway Administration**

The Federal Highway Administration (FHWA) provided funding to aid in the repayment of debt related to the construction of the ICC. For the year ended June 30, 2018, intergovernmental funding of \$86,049 was received from the FHWA.

#### **Maryland Aviation Administration**

The MDTA Police provide law enforcement services to the Maryland Aviation Administration (MAA) at BWI Marshall Airport. Protection is provided in the main terminal and all surrounding roadways, parking garages and lots, as well as the rental car and cargo facilities. The MDTA Police also furnish communications services and K-9 teams trained in explosives detection. For the year ended June 30, 2018, \$20,100 was received from the MAA.

#### **Internal Revenue Service**

For the year ended June 30, 2018, the MDTA received a subsidy of \$14,106 from the Internal Revenue Service for interest payments due on the Series 2009B and 2010B Build America Bonds (BABs). The 33% BABs interest payment subsidy was subject to a 6.6% reduction caused by sequestration that was effective during the 2018 federal fiscal year.

#### **Maryland Port Administration**

The MDTA Police provide law enforcement services at the Maryland Port Administration's (MPA) facilities. Among the areas protected at the Port of Baltimore are the Seagirt and Dundalk Marine Terminals (landside and waterside) and the Cruise Maryland Passenger Terminal, as well as the MPA's World Trade Center headquarters building in downtown Baltimore. For the year ended June 30, 2018, intergovernmental revenue of \$6,649 was received from the MPA.

## **DIRECT FINANCING LEASE RECEIVABLES**

The MDTA has entered into capital lease agreements with other governmental agencies, whereby the MDTA loaned or issued non-recourse debt to finance certain other governmental agencies' projects.

The MDTA's direct financing lease receivable outstanding as of June 30, 2018 consisted of the following:

	<b>Direct Financing Lease Receivable</b>
Maryland Aviation Administration	\$ 348,354
Washington Metropolitan Area Transit Authority	19,425
Maryland Department of General Services	16,746
<b>Total</b>	<b>384,525</b>
Current portion	27,977
Non-current portion	356,548
<b>Total</b>	<b>\$ 384,525</b>



## Maryland Aviation Administration

The MDTA has direct financing leases with the MAA. The MDTA borrowed funds to finance the development and construction of certain airport facilities projects at the BWI Marshall Airport. The MDTA leases these airport facilities project assets to MAA under capital leases expiring on the date at which the MDTA has recovered all of its costs related to the airport facilities projects. Per the related facility lease and financing agreements, amounts due to the MDTA under these capital leases are identical to the debt payment terms of the Variable Rate Passenger Facility Charge Revenue Bonds (Qualified Airport Bonds - AMT), Series 2012C; Passenger Facility Charge Revenue Bonds (Qualified Airport Bonds - AMT), Series 2012A, Series 2012B and Series 2014; BWI Airport Consolidated Rental Car Facility Bonds, Series 2002; and BWI Airport Parking Revenue Refunding Bonds, Series 2012A and Series 2012B (see Note 5 for additional information). The MAA funds the leases through payment to the MDTA of revenues received from the facilities financed under these lease agreements.

The present value of the direct financing leases for the year ended June 30, 2018 is as follows:

Year Ended June 30,	BWI Parking Facility	Consolidated Rental Car Facility	BWI Airport PFC Project-2012A	BWI Airport PFC Project-2012B	BWI Airport Variable Rate PFC Project-2012C	BWI Airport PFC Project-2014	Total
2019	\$ 11,895	\$ 3,480	\$ 2,085	\$ 6,265	\$ —	\$ 1,580	\$ 25,305
2020	12,485	3,705	2,165	6,515	—	1,660	26,530
2021	13,115	3,945	2,255	6,780	—	1,745	27,840
2022	13,250	4,200	2,345	6,915	—	1,830	28,540
2023	13,515	4,475	2,440	7,060	—	1,925	29,415
2024-2028	61,255	27,210	14,145	29,950	7,855	10,745	151,160
2029-2033	—	37,545	14,075	—	35,545	12,705	99,870
2034	—	—	—	—	—	2,840	2,840
Total Bonds Payable	125,515	84,560	39,510	63,485	43,400	35,030	391,500
Plus: Premium on Bonds Payable	9,365	—	2,268	1,425	—	1,088	14,146
Plus: Deferred Amount on Refunding	(2,090)	—	—	—	—	—	(2,090)
Plus: Interest Payable	2,092	2,795	154	142	48	114	5,345
	9,367	2,795	2,422	1,567	48	1,202	17,401
Less: Cash & Investments	24,536	17,603	17,385	664	48	246	60,482
Less: Interest Receivable/Accrued Int.	28	19	18	—	—	—	65
	24,564	17,622	17,403	664	48	246	60,547
<b>Net Investments in Direct Financing Lease Receivable</b>	<b>\$ 110,318</b>	<b>\$ 69,733</b>	<b>\$ 24,529</b>	<b>\$ 64,388</b>	<b>\$ 43,400</b>	<b>\$ 35,986</b>	<b>\$ 348,354</b>

## DIRECT FINANCING LEASE IMPROVEMENT FUND PAYABLES

### Maryland Aviation Administration

In connection with the direct financing leases with the MAA, the MDTA holds funds to be used for future improvement projects in connection with the CFC and PFC airport improvement program. The respective funds are included in the intergovernmental payable in the accompanying statements as pledged revenues which secure the BWI Airport Consolidated Rental Car Facility Bonds, Series 2002, and the BWI Airport Passenger Facility Charge Revenue Bonds, Series 2012A, 2012B, 2012C and 2014, respectively.

The present value of the improvement fund payables as of June 30, 2018 is as follows:

	<b>BWI Marshall Airport</b>	
	<b>Consolidated Rental Car Facility</b>	<b>Passenger Facility Charge Program</b>
Cash & Investments	\$ 10,234	\$ 20,249
Investments Accrued Interest	14	33
	10,248	20,282
Less: Accrued Liability	—	371
Less: Accounts Payable	14	135
	14	506
Plus: Revenue Allocation	—	2,554
<b>Net Improvement Fund Payable</b>	<b>\$ 10,234</b>	<b>\$ 22,330</b>

### Washington Metropolitan Area Transit Authority

The MDTA has a direct financing lease with WMATA. The MDTA borrowed funds to finance and refinance the development and construction of certain parking facilities projects at Metrorail stations in the Washington D.C. metropolitan area. The MDTA leases these project assets to WMATA under capital leases expiring on the date at which the MDTA has recovered all of its costs related to the parking facilities projects. Per the related facility lease and financing agreements, amounts due to the MDTA under these capital leases are identical to the debt payment terms of the Lease Revenue Refunding Bonds, Metrorail Parking Projects, Series 2014 Bonds. WMATA funds the lease through rental payments to the MDTA's Trustee equal to the schedule of debt service requirements for the bonds (see Note 5 for additional information).

The present value of the direct financing lease as of June 30, 2018 is as follows:

Year Ended June 30,	WMATA Parking Facilities
2019	\$ 1,635
2020	1,695
2021	1,780
2022	1,870
2023	1,960
2024-2028	10,985
2029	2,395
Total Bonds Payable	22,320
Plus: Premium on Bonds Payable	1,230
Plus: Interest Payable	418
	1,648
Less: Cash & Investments	4,540
Less: Interest Receivable	3
	4,543
<b>Net Investments in Direct Financing Lease Receivable</b>	<b>\$ 19,425</b>

Maryland Department of General Services

The MDTA has a direct financing lease with the Maryland Department of General Services (DGS). The MDTA borrowed funds to finance and refinance the development and construction of a parking garage for State of Maryland employees in Annapolis, Maryland. The MDTA leases the project to DGS under a capital lease expiring on the date at which the MDTA has recovered all of its costs related to the parking facility project. Per the related facility lease and financing agreement, amounts due to the MDTA under the capital lease are identical to the debt payment terms of the Lease Revenue Refunding Bond, Calvert Street Parking Garage Project, Series 2015. DGS funds the lease through rental payments to the MDTA's Trustee equal to the schedule of debt service requirements for the bond (see Note 5 for additional information).

The present value of the direct financing lease as of June 30, 2018 is as follows:

Year Ended June 30,	Calvert Street Parking Facility
2019	\$ 1,036
2020	1,061
2021	1,085
2022	1,113
2023	1,139
2024-2028	6,126
2029-2033	6,226
Total Bonds Payable	17,786
Plus: Interest Payable	233
	233
Less: Cash & Investments	1,271
Less: Interest Receivable	2
	1,273
Net Investments in Direct Financing Lease Receivable	\$ 16,746





REQUIRED  
**SUPPLEMENTARY**  
INFORMATION

Schedule of Required Supplementary Information  
**MDTA's PROPORTIONATE SHARE OF THE NET PENSION LIABILITY**  
 Last Ten Fiscal Years\*

Employees' Retirement and Pension System				
	2018	2017	2016	2015*
MDTA's proportion of the net pension liability	1.0%	1.0%	1.1%	1.0%
MDTA's proportionate share of the net pension liability	\$ 213,150,296	\$ 245,153,922	\$ 222,653,101	\$ 172,253,706
MDTA's covered employee payroll**	89,159,983	85,379,902	88,745,807	89,512,576
MDTA's proportion share of the net pension liability as a percentage of its covered employee payroll	239.1%	287.1%	250.9%	192.4%
Plan fiduciary net position as a percentage of the total pension liability	69.4%	65.8%	68.8%	71.9%

This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, the MDTA will present information for those years for which information is available.

\* The year ended June 30, 2015 was the first year of implementation, therefore only four years are presented.

\*\* In 2015 and 2016, covered employee payroll included regular pay, overtime and shift differential.

In 2017, covered employee payroll's definition was revised to only include regular pay.

**MDTA CONTRIBUTIONS TO THE  
MARYLAND STATE RETIREMENT AND PENSION SYSTEM**

Last Ten Fiscal Years  
(In Thousands)

**Employees' Retirement and Pension System**

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009*
Contractually required contribution	\$ 23,815	\$ 24,019	\$ 21,900	\$ 22,582	\$ 22,619	\$ 20,687	\$ 18,567	\$ 18,070	\$ 14,853	\$ 13,705
Contributions in relation to the contractually required contribution	<u>(23,815)</u>	<u>(24,019)</u>	<u>(21,900)</u>	<u>(22,582)</u>	<u>(22,619)</u>	<u>(20,687)</u>	<u>(18,567)</u>	<u>(18,070)</u>	<u>(14,853)</u>	<u>(13,705)</u>
Contribution deficiency (excess)	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>
MDTA's covered-employee payroll	\$ 89,160	\$ 85,380	\$ 88,746	\$ 89,512	\$ 81,957	\$ 80,475	\$ 81,426	\$ 79,918	\$ 80,296	\$ —
Contributions as a percentage of covered-employee payroll	26.71%	28.13%	24.68%	25.23%	27.60%	25.71%	22.80%	22.61%	18.50%	—

\*Due to a general ledger system conversion, payroll information is unavailable for 2009.



# SUPPLEMENTARY INFORMATION



Maryland Transportation Authority  
**COMBINED SCHEDULE OF REVENUE AND EXPENSES – ALL FACILITIES**  
For the Fiscal Year Ended June 30, 2018

	TOTAL	JFK/I-95	I-95 EXPRESS TOLL LANES*	HATEM BRIDGE	NICE/MIDDLETON BRIDGE	BAY BRIDGE	HARBOR TUNNEL	KEY BRIDGE	FORT MCHENRY TUNNEL	INTERCOUNTY CONNECTOR	POLICE AT MDOT	MULTI- OPERATION AND POLICE
<b>TOLL REVENUE :</b>												
Cash in Lane	\$ 144,496,921	\$ 35,115,099	\$ –	\$ 2,513,402	\$ 8,595,871	\$ 18,116,702	\$ 27,421,871	\$ 9,569,642	\$ 43,164,334	\$ –	\$ –	\$ –
E-ZPass Tolls	503,280,623	135,892,669	12,649,300	8,470,807	11,467,084	33,334,524	59,393,758	34,063,107	152,071,438	55,937,936	–	–
Video Tolling	28,948,604	3,360,588	498,760	421,661	437,131	1,279,030	3,304,997	1,525,282	6,548,514	11,572,640	–	–
Total Toll Revenue	\$ 676,726,148	\$ 174,368,356	\$ 13,148,060	\$ 11,405,870	\$ 20,500,086	\$ 52,730,256	\$ 90,120,626	\$ 45,158,031	\$ 201,784,286	\$ 67,510,576	\$ –	\$ –
<b>OTHER REVENUE</b>												
Toll Administrative Fees	48,120,944	6,276,771	1,452,039	2,282,525	701,504	2,400,962	8,971,414	2,463,231	10,953,871	12,613,263	–	5,364
Intergovernmental Revenue	129,674,567	5,738,253	–	–	781,138	781,138	781,138	781,138	781,138	90,121,416	26,749,067	3,160,138
Concessions	6,337,497	6,337,497	–	–	–	–	–	–	–	–	–	–
Miscellaneous Revenue	1,535,765	480,889	–	69,143	17,662	8,418	195,298	2,603	334,329	1,938	–	425,486
Total Other Revenue	\$ 185,668,773	\$ 18,833,410	\$ 1,452,039	\$ 2,351,668	\$ 1,500,304	\$ 3,190,518	\$ 9,947,850	\$ 3,246,972	\$ 12,069,338	\$ 102,736,617	\$ 26,749,067	\$ 3,590,988
<b>GROSS REVENUE</b>	<b>\$ 862,394,921</b>	<b>\$ 193,201,766</b>	<b>\$ 14,600,099</b>	<b>\$ 13,757,538</b>	<b>\$ 22,000,390</b>	<b>\$ 55,920,774</b>	<b>\$ 100,068,476</b>	<b>\$ 48,405,003</b>	<b>\$ 213,853,624</b>	<b>\$ 170,247,193</b>	<b>\$ 26,749,067</b>	<b>\$ 3,590,988</b>
<b>EXPENSES</b>												
<b>(Excluding General and Administrative Expenses)</b>												
Operation & Maintenance Salaries	57,507,246	10,348,705	–	911,302	2,128,952	4,651,063	7,384,368	3,860,309	7,799,854	3,148,291	–	17,274,402
Police Patrol Salaries	75,996,518	6,882,913	–	2,544,960	1,786,294	3,697,960	3,020,112	2,854,953	8,910,623	3,358,550	25,357,237	17,582,918
Operation and Maintenance Expenses	91,275,310	7,637,232	–	358,570	587,174	1,984,213	3,534,412	2,694,268	6,832,844	3,000,734	–	64,645,864
Patrol Expenses	13,872,132	6,109,421	–	178,835	132,675	295,230	28	182,910	974,956	164,592	1,447,914	4,385,571
Total Expenses	\$ 238,651,207	\$ 30,978,271	\$ –	\$ 3,993,667	\$ 4,635,095	\$ 10,628,466	\$ 13,938,920	\$ 9,592,440	\$ 24,518,277	\$ 9,672,167	\$ 26,805,151	\$ 103,888,755
Depreciation	144,783,832											
Pension	24,093,821											
<b>GENERAL AND ADMINISTRATIVE EXPENSES</b>												
Administrative Salaries	18,232,490											
Other Expenses	13,317,641											
<b>TOTAL EXPENSES</b>	<b>\$ 439,078,990</b>											
<b>EXCESS OF GROSS REVENUE OVER EXPENSES</b>	<b>\$ 423,315,931</b>											

\* Expenses for the I-95 Toll Lanes are combined with JFK/I-95  
NOTE: Numbers may not sum to total due to rounding

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**

For the Fiscal Year Ended June 30, 2018

(UNAUDITED)

**ALL FACILITIES**

TOLL TRANSACTIONS										
Class 2 & 8 Vehicles	JFK/I-95	I-95 Express Toll Lanes	Hattem Bridge	Nice/Middleton Bridge	Bay Bridge	Harbor Tunnel	Key Bridge	Fort McHenry Tunnel	Intercountry Connector	TOTAL
Cash in Lane	3,508,287	–	251,035	1,244,717	3,415,029	6,614,940	1,996,830	8,820,137	–	25,850,976
Official Duty	9,171	–	3,899	1,241	9,394	64,887	21,538	57,184	–	167,314
E-ZPass										
Full-Fare	6,734,231	8,540,406	178,995	538,026	1,793,688	5,133,085	466,249	8,847,944	29,332,829	61,565,452
MD E-ZPass	2,321,364	–	215,240	526,778	3,940,161	6,869,455	2,663,302	9,907,515	–	26,443,816
Commuter	747,751	–	61,253	742,023	3,197,855	7,810,403	4,743,438	11,784,174	–	29,086,897
Hattem Plan A	–	–	2,066,927	–	–	–	–	–	–	2,066,927
Hattem Plan B	–	–	2,036,967	–	–	–	–	–	–	2,036,967
Official Duty	85,769	156,777	40,333	34,296	107,468	321,405	240,486	343,502	416,790	1,746,826
Video Transactions	169,258	218,025	26,175	35,620	166,474	511,072	197,806	785,312	3,682,943	5,792,683
Total (Class 2 & 8 Vehicles):	13,575,831	8,915,208	4,880,824	3,122,701	12,630,068	27,325,246	10,329,648	40,545,768	33,432,562	154,757,857
CLASS 3 VEHICLES										
Cash in Lane	24,555	–	3,805	14,191	36,641	27,320	24,790	66,706	–	198,008
E-ZPass	239,364	192,089	64,946	19,391	115,583	296,057	222,251	631,156	328,437	2,109,274
Video Transactions	2,669	2,418	1,385	503	3,215	5,591	3,500	13,422	59,252	91,956
Total:	266,588	194,507	70,136	34,085	155,439	328,968	250,541	711,284	387,689	2,399,238
CLASS 4 VEHICLES										
Cash in Lane	37,208	–	2,652	21,169	43,282	25,233	20,709	65,488	–	215,741
E-ZPass	172,525	57,860	33,435	20,756	107,719	97,443	174,642	454,740	188,685	1,307,805
Video Transactions	2,709	2,275	464	536	2,574	2,658	2,060	8,746	39,014	61,036
Total:	212,442	60,135	36,551	42,461	153,575	125,334	197,411	528,974	227,699	1,584,583
CLASS 5 VEHICLES										
Cash in Lane	117,771	–	7,844	15,344	150,564	18,131	45,726	271,083	–	626,463
E-ZPass	1,220,043	208,250	88,584	103,379	410,526	204,792	565,190	2,553,642	305,423	5,659,830
Video Transactions	17,707	8,691	889	1,427	5,257	3,258	6,798	40,484	32,746	117,257
Total:	1,355,521	216,941	97,317	120,150	566,347	226,181	617,715	2,865,209	338,169	6,403,550
CLASS 6 VEHICLES										
Cash in Lane	1,832	–	68	530	1,018	187	1,269	1,943	–	6,847
E-ZPass	38,054	5,837	768	4,943	10,963	4,421	28,313	64,815	13,014	171,129
Video Transactions	698	283	21	338	134	141	325	1,349	1,527	4,816
Total:	40,584	6,120	857	5,811	12,115	4,750	29,907	68,107	14,541	182,792
Total (Class 3, 4, 5 & 6 Vehicles)	1,875,136	477,703	204,862	202,507	887,476	685,232	1,095,574	4,173,575	968,098	10,570,163
GRAND TOTAL:	15,450,967	9,392,911	5,085,686	3,325,207	13,517,544	28,010,479	11,425,223	44,719,343	34,400,660	165,328,019
TOLL TRANSACTION COMPOSITE:										
Total Cash in Lane	3,698,824	–	269,303	1,297,192	3,655,928	6,750,698	2,110,862	9,282,541	–	27,065,349
Total E-ZPass	11,559,101	9,161,219	4,787,448	1,989,592	9,683,963	20,737,061	9,103,872	34,587,488	30,585,178	132,194,922
Total Video Transactions	193,041	231,692	28,934	38,423	177,653	522,719	210,489	849,314	3,815,482	6,067,749
GRAND TOTAL:	15,450,967	9,392,911	5,085,686	3,325,207	13,517,544	28,010,479	11,425,223	44,719,343	34,400,660	165,328,019

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
SCHEDULE OF TOLL REVENUE

For the Fiscal Year Ended June 30, 2018

ALL FACILITIES

TOLL REVENUE										
CLASS 2 & 8 VEHICLES	JFK/I-95	I-95 Express Toll Lanes	Hattem Bridge	Nice/Middleton Bridge	Bay Bridge	Harbor Tunnel	Key Bridge	Fort McHenry Tunnel	Intercountry Connector	TOTAL
Cash in Lane	\$ 28,066,299	\$ –	\$ 2,008,282	\$ 7,468,303	\$ 13,660,114	\$ 26,459,761	\$ 7,987,320	\$ 35,280,548	\$ –	\$ 120,930,627
<i>E-ZPass</i>										
Full-Fare	53,873,844	10,585,779	1,431,963	3,228,154	7,174,752	20,532,338	1,864,996	35,391,775	50,150,011	184,233,612
MD <i>E-ZPass</i>	13,928,186	–	1,291,440	2,370,503	9,850,403	20,608,364	7,989,906	29,722,546	–	85,761,348
Commuter	2,093,703	–	171,508	1,558,248	4,608,660	10,934,564	6,640,813	16,497,844	–	42,505,340
Video Tolling	2,031,090	469,314	314,094	320,576	998,841	3,066,432	1,186,833	4,711,872	11,170,150	24,269,202
Total (Class 2 & 8 Vehicles):	\$ 99,993,122	\$11,055,093	\$ 5,217,287	\$ 14,945,784	\$ 36,292,770	\$ 81,601,459	\$ 25,669,868	\$ 121,604,585	\$ 61,320,161	\$ 457,700,129
CLASS 3 VEHICLES										
Cash in Lane	\$ 392,880	\$ –	\$ 60,880	\$ 170,292	\$ 293,128	\$ 218,560	\$ 198,320	\$ 533,648	\$ –	\$ 1,867,708
<i>E-ZPass</i>	3,829,824	440,789	792,211	232,692	924,664	2,368,456	1,778,008	5,049,248	1,120,615	16,536,507
Video Tolling	64,064	5,227	33,251	9,057	38,584	67,086	42,003	161,063	180,143	600,478
Total:	4,286,768	446,016	886,342	412,041	1,256,376	2,654,102	2,018,331	5,743,959	1,300,758	19,004,693
CLASS 4 VEHICLES										
Cash in Lane	892,992	–	63,648	381,042	519,384	302,796	248,508	785,856	–	3,194,226
<i>E-ZPass</i>	4,140,600	191,700	665,062	373,608	1,292,628	1,169,320	2,095,704	5,456,880	1,012,316	16,397,818
Video Tolling	97,538	4,896	16,704	14,480	46,328	47,843	37,078	157,431	118,400	540,698
Total:	5,131,130	196,596	745,414	769,130	1,858,340	1,519,959	2,381,290	6,400,167	1,130,716	20,132,742
CLASS 5 VEHICLES										
Cash in Lane	5,653,008	–	376,512	552,384	3,613,536	435,144	1,097,424	6,505,992	–	18,234,000
<i>E-ZPass</i>	58,562,064	1,385,672	4,252,032	3,721,644	9,852,624	4,915,010	13,564,570	61,287,408	3,475,282	161,016,306
ETC Usage Disc	(2,818,792)	–	(179,489)	(240,200)	(698,097)	(1,266,936)	(720,292)	(3,278,713)	–	(9,202,519)
Video Tolling	1,115,568	18,719	56,013	72,768	189,237	117,278	244,743	1,457,434	99,322	3,371,083
Total:	62,511,848	1,404,391	4,505,068	4,106,596	12,957,300	4,200,496	14,186,445	65,972,121	3,574,604	173,418,870
CLASS 6 VEHICLES										
Cash in Lane	109,920	–	4,080	23,850	30,540	5,610	38,070	58,290	–	270,360
<i>E-ZPass</i>	2,283,240	45,360	46,080	222,435	328,890	132,642	849,402	1,944,450	179,712	6,032,211
Video Tolling	52,328	604	1,599	20,250	6,040	6,358	14,625	60,714	4,625	167,143
Total:	2,445,488	45,964	51,759	266,535	365,470	144,610	902,097	2,063,454	184,337	6,469,714
Total (Class 3, 4, 5 & 6 Vehicles)	\$ 74,375,234	\$ 2,092,967	\$ 6,188,583	\$ 5,554,302	\$ 16,437,486	\$ 8,519,167	\$ 19,488,163	\$ 80,179,701	\$ 6,190,415	\$ 219,026,019
GRAND TOTAL:	\$174,368,356	\$ 13,148,060	\$ 11,405,870	\$ 20,500,086	\$ 52,730,256	\$ 90,120,626	\$ 45,158,031	\$ 201,784,286	\$ 67,510,576	\$ 676,726,148
REVENUE COMPOSITE:										
Total Cash in Lane	\$ 35,115,099	\$ –	\$ 2,513,402	\$ 8,595,871	\$ 18,116,702	\$ 27,421,871	\$ 9,569,642	\$ 43,164,334	\$ –	\$144,496,921
Total <i>E-ZPass</i>	135,892,669	12,649,300	8,470,807	11,467,084	33,334,524	59,393,758	34,063,107	152,071,438	55,937,936	503,280,623
Total Video Tolling	3,360,588	498,760	421,661	437,131	1,279,030	3,304,997	1,525,282	6,548,514	11,572,640	28,948,604
GRAND TOTAL:	\$174,368,356	\$ 13,148,060	\$ 11,405,870	\$ 20,500,086	\$ 52,730,256	\$ 90,120,626	\$ 45,158,031	\$ 201,784,286	\$ 67,510,576	\$ 676,726,148

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)  
**JOHN F. KENNEDY MEMORIAL HIGHWAY**

		2018		2017 (For comparative purposes only)		Changes	
		Number	Percent	Number	Percent	Number	Percent
<b>TOLL TRANSACTIONS</b>							
<b>CLASS 2 &amp; 8 VEHICLES</b>							
Cash in Lane		3,508,287	22.71%	3,894,863	25.05%	(386,575)	-9.93%
Official Duty		9,171	0.06%	10,162	0.07%	(991)	-9.75%
<i>E-ZPass</i>							
Full-Fare		6,734,231	43.58%	6,632,545	42.66%	101,686	1.53%
MD <i>E-ZPass</i>		2,321,364	15.02%	2,137,411	13.75%	183,953	8.61%
Commuter		747,751	4.84%	809,794	5.21%	(62,043)	-7.66%
Official Duty		85,769	0.56%	89,038	0.57%	(3,269)	-3.67%
Video Transactions		169,258	1.10%	170,984	1.10%	(1,727)	-1.01%
<b>Total (Class 2 &amp; 8 Vehicles):</b>		<b>13,575,831</b>	<b>87.86%</b>	<b>13,744,797</b>	<b>88.40%</b>	<b>(168,967)</b>	<b>-1.23%</b>
<b>CLASS 3 VEHICLES</b>							
Cash in Lane		24,555	0.16%	27,523	0.18%	(2,968)	-10.78%
<i>E-ZPass</i>		239,364	1.55%	220,468	1.42%	18,896	8.57%
Video Transactions		2,669	0.02%	3,907	0.03%	(1,238)	-31.68%
<b>Total:</b>		<b>266,588</b>	<b>1.73%</b>	<b>251,899</b>	<b>1.62%</b>	<b>14,690</b>	<b>5.83%</b>
<b>CLASS 4 VEHICLES</b>							
Cash in Lane		37,208	0.24%	39,079	0.25%	(1,871)	-4.79%
<i>E-ZPass</i>		172,525	1.12%	157,793	1.01%	14,732	9.34%
Video Transactions		2,709	0.02%	2,808	0.02%	(99)	-3.53%
<b>Total:</b>		<b>212,442</b>	<b>1.37%</b>	<b>199,680</b>	<b>1.28%</b>	<b>12,762</b>	<b>6.39%</b>
<b>CLASS 5 VEHICLES</b>							
Cash in Lane		117,771	0.76%	134,374	0.86%	(16,603)	-12.36%
<i>E-ZPass</i>		1,220,043	7.90%	1,166,358	7.50%	53,685	4.60%
Video Transactions		17,707	0.11%	17,386	0.11%	321	1.85%
<b>Total:</b>		<b>1,355,521</b>	<b>8.77%</b>	<b>1,318,118</b>	<b>8.48%</b>	<b>37,403</b>	<b>2.84%</b>
<b>CLASS 6 VEHICLES</b>							
Cash in Lane		1,832	0.01%	1,684	0.01%	148	8.79%
<i>E-ZPass</i>		38,054	0.25%	31,351	0.20%	6,703	21.38%
Video Transactions		698	0.00%	639	0.00%	59	9.25%
<b>Total:</b>		<b>40,584</b>	<b>0.26%</b>	<b>33,674</b>	<b>0.22%</b>	<b>6,910</b>	<b>20.52%</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>1,875,136</b>	<b>12.14%</b>	<b>1,803,370</b>	<b>11.60%</b>	<b>71,765</b>	<b>3.98%</b>
<b>GRAND TOTAL:</b>		<b>15,450,967</b>	<b>100.00%</b>	<b>15,548,168</b>	<b>100.00%</b>	<b>(97,201)</b>	<b>-0.63%</b>
<b>TOLL TRANSACTION COMPOSITE:</b>							
Total Cash in Lane		3,698,824	23.94%	4,107,685	26.42%	(408,860)	-9.95%
Total <i>E-ZPass</i>		11,559,101	74.81%	11,244,758	72.32%	314,343	2.80%
Total Video Transactions		193,041	1.25%	195,725	1.26%	(2,684)	-1.37%
<b>GRAND TOTAL:</b>		<b>15,450,967</b>	<b>100.00%</b>	<b>15,548,168</b>	<b>100.00%</b>	<b>(97,201)</b>	<b>-0.63%</b>

NOTE: Numbers may not sum to total due to rounding.



Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**JOHN F. KENNEDY MEMORIAL HIGHWAY**

TOLL REVENUE						
CLASS 2 & 8 VEHICLES	2018			2017 (For comparative purposes only)		
	Rate	Number	Percent	Number	Percent	Changes
Cash in Lane	\$ 8.00	\$ 28,066,299	16.10%	\$ 31,158,902	17.97%	
<i>E-ZPass</i>						
Full-Fare	\$ 8.00	53,873,844	30.90%	53,060,359	30.60%	813,485
MD <i>E-ZPass</i>	\$ 6.00	13,928,186	7.99%	12,824,468	7.40%	1,103,718
Commuter	\$ 2.80	2,093,703	1.20%	2,267,423	1.31%	(173,720)
Video Tolling	\$12.00	2,031,090	1.16%	2,051,813	1.18%	(20,723)
<b>Total (Class 2 &amp; 8 Vehicles):</b>		<b>\$ 99,993,122</b>	<b>57.35%</b>	<b>\$ 101,362,965</b>	<b>58.46%</b>	<b>\$ (1,369,843)</b>
<b>CLASS 3 VEHICLES</b>						
Cash in Lane	\$16.00	\$ 392,880	0.23%	\$ 440,368	0.25%	\$ (47,488)
<i>E-ZPass</i>	\$16.00	3,829,824	2.20%	3,527,492	2.03%	302,332
Video Tolling	\$24.00	64,064	0.04%	93,777	0.05%	(29,713)
<b>Total:</b>		<b>4,286,768</b>	<b>2.46%</b>	<b>4,061,637</b>	<b>2.34%</b>	<b>225,131</b>
<b>CLASS 4 VEHICLES</b>						
Cash in Lane	\$24.00	892,992	0.51%	937,896	0.54%	(44,904)
<i>E-ZPass</i>	\$24.00	4,140,600	2.37%	3,787,025	2.18%	353,575
Video Tolling	\$36.00	97,538	0.06%	101,102	0.06%	(3,564)
<b>Total:</b>		<b>5,131,130</b>	<b>2.94%</b>	<b>4,826,023</b>	<b>2.78%</b>	<b>305,107</b>
<b>CLASS 5 VEHICLES</b>						
Cash in Lane	\$48.00	5,653,008	3.24%	6,449,952	3.72%	(796,944)
<i>E-ZPass</i>	\$48.00	58,562,064	33.59%	55,985,174	32.29%	2,576,890
ETC Usage Disc		(2,818,792)	-1.62%	(2,429,839)	-1.40%	(388,953)
Video Tolling	\$63.00	1,115,568	0.64%	1,095,340	0.63%	20,228
<b>Total:</b>		<b>62,511,848</b>	<b>35.85%</b>	<b>61,100,627</b>	<b>35.24%</b>	<b>1,411,221</b>
<b>CLASS 6 VEHICLES</b>						
Cash in Lane	\$60.00	109,920	0.06%	101,040	0.06%	8,880
<i>E-ZPass</i>	\$60.00	2,283,240	1.31%	1,881,056	1.08%	402,184
Video Tolling	\$75.00	52,328	0.03%	47,898	0.03%	4,430
<b>Total:</b>		<b>2,445,488</b>	<b>1.40%</b>	<b>2,029,994</b>	<b>1.17%</b>	<b>415,494</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>\$ 74,375,234</b>	<b>42.65%</b>	<b>\$ 72,018,281</b>	<b>41.54%</b>	<b>\$ 2,356,953</b>
<b>GRAND TOTAL:</b>		<b>\$ 174,368,356</b>	<b>100.00%</b>	<b>\$ 173,381,246</b>	<b>100.00%</b>	<b>\$ 987,110</b>
<b>REVENUE COMPOSITE:</b>						
Total Cash in Lane		\$ 35,115,099	20.14%	\$ 39,088,158	22.54%	\$ (3,973,059)
Total <i>E-ZPass</i>		135,892,669	77.93%	130,903,158	75.50%	4,989,511
Total Video Tolling		3,360,588	1.93%	3,389,930	1.96%	(29,342)
<b>GRAND TOTAL:</b>		<b>\$ 174,368,356</b>	<b>100.00%</b>	<b>\$ 173,381,246</b>	<b>100.00%</b>	<b>\$ 987,110</b>

NOTE: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)  
**I-95 EXPRESS TOLL LANES**

<b>TOLL TRANSACTIONS</b>				
<b>CLASS 2 &amp; 8 VEHICLES</b>	2018		2017 (For comparative purposes only)	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
<i>E-ZPass</i>	8,540,406	90.92%	8,214,177	90.96%
Official Duty	156,777	1.67%	153,706	1.70%
Video Transactions	218,025	2.32%	263,322	2.92%
<b>Total (Class 2 &amp; 8 Vehicles):</b>	<b>8,915,208</b>	<b>94.91%</b>	<b>8,631,205</b>	<b>95.57%</b>
<b>CLASS 3 VEHICLES</b>				
<i>E-ZPass</i>	192,089	2.05%	169,566	1.88%
Video Transactions	2,418	0.03%	3,557	0.04%
<b>Total:</b>	<b>194,507</b>	<b>2.07%</b>	<b>173,123</b>	<b>1.92%</b>
<b>CLASS 4 VEHICLES</b>				
<i>E-ZPass</i>	57,860	0.62%	47,216	0.52%
Video Transactions	2,275	0.02%	2,402	0.03%
<b>Total:</b>	<b>60,135</b>	<b>0.64%</b>	<b>49,618</b>	<b>0.55%</b>
<b>CLASS 5 VEHICLES</b>				
<i>E-ZPass</i>	208,250	2.22%	161,846	1.79%
Video Transactions	8,691	0.09%	10,732	0.12%
<b>Total:</b>	<b>216,941</b>	<b>2.31%</b>	<b>172,578</b>	<b>1.91%</b>
<b>CLASS 6 VEHICLES</b>				
<i>E-ZPass</i>	5,837	0.06%	3,992	0.04%
Video Transactions	283	0.00%	395	0.00%
<b>Total:</b>	<b>6,120</b>	<b>0.07%</b>	<b>4,387</b>	<b>0.05%</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>	<b>477,703</b>	<b>5.09%</b>	<b>399,706</b>	<b>4.43%</b>
<b>GRAND TOTAL:</b>	<b>9,392,911</b>	<b>100.00%</b>	<b>9,030,911</b>	<b>100.00%</b>
<b>TOLL TRANSACTION COMPOSITE:</b>				
Total <i>E-ZPass</i>	9,161,219	97.53%	8,750,503	96.90%
Total Video Transactions	231,692	2.47%	280,408	3.10%
<b>GRAND TOTAL:</b>	<b>9,392,911</b>	<b>100.00%</b>	<b>9,030,911</b>	<b>100.00%</b>

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**I-95 EXPRESS TOLL LANES**

TOLL REVENUE					
	2018		2017 (For comparative purposes only)		Changes
	Number	Percent	Number	Percent	Number
					Percent
CLASS 2 & 8 VEHICLES					
	\$ 10,585,779	80.51%	\$ 10,240,284	82.07%	\$ 345,495
	469,314	3.57%	524,730	4.21%	(55,416)
Total Class 2 & 8 Vehicles:	\$ 11,055,093	84.08%	\$ 10,765,014	86.27%	\$ 290,079
CLASS 3 VEHICLES					
	\$ 440,789	3.35%	\$ 383,128	3.07%	\$ 57,661
	5,227	0.04%	6,913	0.06%	(1,686)
Total:	446,016	3.39%	390,041	3.13%	55,975
CLASS 4 VEHICLES					
	191,700	1.46%	160,430	1.29%	31,270
	4,896	0.04%	4,763	0.04%	133
Total:	196,596	1.50%	165,193	1.32%	31,403
CLASS 5 VEHICLES					
	1,385,672	10.54%	1,103,716	8.85%	281,956
	18,719	0.14%	21,640	0.17%	(2,921)
Total:	1,404,391	10.68%	1,125,356	9.02%	279,035
CLASS 6 VEHICLES					
	45,360	0.34%	31,550	0.25%	13,810
	604	0.00%	809	0.01%	(205)
Total:	45,964	0.35%	32,359	0.26%	13,605
Total (Class 3, 4, 5 & 6 Vehicles)	\$ 2,092,967	15.92%	\$ 1,712,949	13.73%	\$ 380,018
GRAND TOTAL:	\$ 13,148,060	100.00%	\$ 12,477,963	100.00%	\$ 670,097
REVENUE COMPOSITE:					
Total E-ZPass	\$ 12,649,300	96.21%	\$ 11,919,108	95.52%	\$ 730,192
Total Video Tolling	498,760	3.79%	558,855	4.48%	(60,095)
GRAND TOTAL:	\$ 13,148,060	100.00%	\$ 12,477,963	100.00%	\$ 670,097

NOTE: Numbers may not sum to total due to rounding.

The I-95 Express Toll Lanes is a variably priced facility, where tolls are higher during peak travel times to help manage congestion. Total cost to the customer is based on time of day and miles traveled. The chart below shows *E-ZPass* rates. Video toll rates are 150% of the *E-ZPass* rates, with a minimum of \$1.00 and maximum of \$15.00 additional.

	Class 2 & 8 Vehicles		Class 3 Vehicles		Class 4 Vehicles		Class 5 Vehicles		Class 6 Vehicles	
Peak	\$ 1.54		\$ 3.08		\$ 4.62		\$ 9.24		\$ 11.55	
Off-Peak	\$ 1.19		\$ 2.38		\$ 3.57		\$ 7.14		\$ 8.93	
Overnight	\$ 0.49		\$ 0.98		\$ 1.47		\$ 2.94		\$ 3.68	

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)  
**THOMAS J. HATEM MEMORIAL BRIDGE**

TOLL TRANSACTIONS						
	2018		2017 (For comparative purposes only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
CLASS 2 & 8 VEHICLES						
Cash in Lane	251,035	4.94%	274,356	5.38%	(23,321)	-8.50%
Official Duty	3,899	0.08%	4,669	0.09%	(770)	-16.49%
E-ZPass						
Full-Fare	178,995	3.52%	194,136	3.80%	(15,141)	-7.80%
MD E-ZPass	215,240	4.23%	212,304	4.16%	2,936	1.38%
Commuter	61,253	1.20%	67,403	1.32%	(6,150)	-9.12%
Hatem Plan A	2,066,927	40.64%	2,148,428	42.11%	(81,501)	-3.79%
Hatem Plan B	2,036,967	40.05%	1,914,738	37.53%	122,229	6.38%
Official Duty	40,333	0.79%	42,570	0.83%	(2,237)	-5.25%
Video Transactions	26,175	0.51%	34,060	0.67%	(7,886)	-23.15%
Total (Class 2 & 8 Vehicles):	4,880,824	95.97%	4,892,664	95.89%	(11,840)	-0.24%
CLASS 3 VEHICLES						
Cash in Lane	3,805	0.07%	4,403	0.09%	(598)	-13.58%
E-ZPass	64,946	1.28%	68,902	1.35%	(3,956)	-5.74%
Video Transactions	1,385	0.03%	1,154	0.02%	231	20.06%
Total:	70,136	1.38%	74,459	1.46%	(4,323)	-5.81%
CLASS 4 VEHICLES						
Cash in Lane	2,652	0.05%	2,985	0.06%	(333)	-11.16%
E-ZPass	33,435	0.66%	33,104	0.65%	331	1.00%
Video Transactions	464	0.01%	425	0.01%	39	9.18%
Total:	36,551	0.72%	36,514	0.72%	37	0.10%
CLASS 5 VEHICLES						
Cash in Lane	7,844	0.15%	9,759	0.19%	(1,915)	-19.62%
E-ZPass	88,584	1.74%	87,043	1.71%	1,541	1.77%
Video Transactions	889	0.02%	1,037	0.02%	(148)	-14.26%
Total:	97,317	1.91%	97,839	1.92%	(522)	-0.53%
CLASS 6 VEHICLES						
Cash in Lane	68	0.00%	34	0.00%	34	100.00%
E-ZPass	768	0.02%	820	0.02%	(52)	-6.34%
Video Transactions	21	0.00%	32	0.00%	(11)	-33.38%
Total:	857	0.02%	886	0.02%	(29)	-3.24%
Total (Class 3, 4, 5 & 6 Vehicles)	204,862	4.03%	209,698	4.11%	(4,836)	-2.31%
GRAND TOTAL:	5,085,686	100.00%	5,102,362	100.00%	(16,676)	-0.33%
TOLL TRANSACTION COMPOSITE:						
Total Cash in Lane	269,303	5.30%	296,206	5.81%	(26,903)	-9.08%
Total E-ZPass	4,787,448	94.14%	4,769,448	93.48%	18,000	0.38%
Total Video Transactions	28,934	0.57%	36,708	0.72%	(7,774)	-21.18%
GRAND TOTAL:	5,085,686	100.00%	5,102,362	100.00%	(16,676)	-0.33%
NOTE: Numbers may not sum to total due to rounding.						

NOTE: Numbers may not sum to total due to rounding.



# SCHEDULE OF TOLL REVENUE

For the Fiscal Years Ended June 30

## THOMAS J. HATEM MEMORIAL BRIDGE

		TOLL REVENUE			
		2018		2017 (For comparative purposes only)	
CLASS 2 & 8 VEHICLES	Rate	Number	Percent	Number	Percent
Cash in Lane	\$ 8.00	\$ 2,008,282	17.61%	\$ 2,194,846	18.42%
E-ZPass					
Full-Fare	\$ 8.00	1,431,963	12.55%	1,553,086	13.03%
MD E-ZPass	\$ 6.00	1,291,440	11.32%	1,273,824	10.69%
Commuter	\$ 2.80	171,508	1.50%	188,728	1.58%
Video Tolling	\$ 12.00	314,094	2.75%	408,720	3.43%
<b>Total (Class 2 &amp; 8 Vehicles):</b>		<b>\$ 5,217,287</b>	<b>45.74%</b>	<b>\$ 5,619,204</b>	<b>47.16%</b>
CLASS 3 VEHICLES	Rate	Number	Percent	Number	Percent
Cash in Lane	\$ 16.00	\$ 60,880	0.53%	\$ 70,448	0.59%
E-ZPass	\$ 11.20/\$ 16.00	792,211	6.95%	841,783	7.06%
Video Tolling	\$ 24.00	33,251	0.29%	27,697	0.23%
<b>Total:</b>		<b>886,342</b>	<b>7.77%</b>	<b>939,928</b>	<b>7.89%</b>
CLASS 4 VEHICLES	Rate	Number	Percent	Number	Percent
Cash in Lane	\$ 24.00	63,648	0.56%	71,640	0.60%
E-ZPass	\$ 16.80/\$ 24.00	665,062	5.83%	675,559	5.67%
Video Tolling	\$ 36.00	16,704	0.15%	15,309	0.13%
<b>Total:</b>		<b>745,414</b>	<b>6.54%</b>	<b>762,508</b>	<b>6.40%</b>
CLASS 5 VEHICLES	Rate	Number	Percent	Number	Percent
Cash in Lane	\$ 48.00	376,512	3.30%	468,432	3.93%
E-ZPass	\$ 48.00	4,252,032	37.28%	4,178,051	35.06%
ETC Usage Disc		(179,489)	-1.57%	(170,742)	-1.43%
Video Tolling	\$ 63.00	56,013	0.49%	65,362	0.55%
<b>Total:</b>		<b>4,505,068</b>	<b>39.50%</b>	<b>4,541,103</b>	<b>38.11%</b>
CLASS 6 VEHICLES	Rate	Number	Percent	Number	Percent
Cash in Lane	\$ 60.00	4,080	0.04%	2,040	0.02%
E-ZPass	\$ 60.00	46,080	0.40%	49,202	0.41%
Video Tolling	\$ 75.00	1,599	0.01%	2,400	0.02%
<b>Total:</b>		<b>51,759</b>	<b>0.45%</b>	<b>53,642</b>	<b>0.45%</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>\$ 6,188,583</b>	<b>54.26%</b>	<b>\$ 6,297,181</b>	<b>52.84%</b>
<b>GRAND TOTAL:</b>		<b>\$ 11,405,870</b>	<b>100.00%</b>	<b>\$ 11,916,385</b>	<b>100.00%</b>
REVENUE COMPOSITE:					
Total Cash in Lane	\$ 2,513,402		22.04%	\$ 2,807,406	23.56%
Total E-ZPass	8,470,807		74.27%	8,589,491	72.08%
Total Video Tolling	421,661		3.70%	519,488	4.36%
<b>GRAND TOTAL:</b>	<b>\$ 11,405,870</b>		<b>100.00%</b>	<b>\$ 11,916,385</b>	<b>100.00%</b>

NOTE: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)  
**HARRY W. NICE/THOMAS "MAC" MIDDLETON BRIDGE**

	TOLL TRANSACTIONS				Changes			
	2018		2017 (For comparative purposes only)		Number		Percent	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>								
Cash in Lane	1,244,717	37.43%	1,357,526	39.70%	(112,809)	-8.31%		
Official Duty	1,241	0.04%	1,264	0.04%	(23)	-1.82%		
<i>E-ZPass</i>								
Full-Fare	538,026	16.18%	530,052	15.50%	7,974	1.50%		
MD <i>E-ZPass</i>	526,778	15.84%	483,677	14.15%	43,101	8.91%		
Commuter	742,023	22.32%	772,530	22.59%	(30,507)	-3.95%		
Official Duty	34,296	1.03%	31,061	0.91%	3,235	10.41%		
Video Transactions	35,620	1.07%	32,772	0.96%	2,848	8.69%		
<b>Total (Class 2 &amp; 8 Vehicles):</b>	<b>3,122,701</b>	<b>93.91%</b>	<b>3,208,882</b>	<b>93.85%</b>	<b>(86,181)</b>	<b>-2.69%</b>		
<b>CLASS 3 VEHICLES</b>								
Cash in Lane	14,191	0.43%	15,435	0.45%	(1,244)	-8.06%		
<i>E-ZPass</i>	19,391	0.58%	19,225	0.56%	166	0.86%		
Video Transactions	503	0.02%	521	0.02%	(18)	-3.42%		
<b>Total:</b>	<b>34,085</b>	<b>1.03%</b>	<b>35,181</b>	<b>1.03%</b>	<b>(1,096)</b>	<b>-3.11%</b>		
<b>CLASS 4 VEHICLES</b>								
Cash in Lane	21,169	0.64%	21,755	0.64%	(586)	-2.69%		
<i>E-ZPass</i>	20,756	0.62%	20,724	0.61%	32	0.15%		
Video Transactions	536	0.02%	565	0.02%	(29)	-5.08%		
<b>Total:</b>	<b>42,461</b>	<b>1.28%</b>	<b>43,044</b>	<b>1.26%</b>	<b>(583)</b>	<b>-1.35%</b>		
<b>CLASS 5 VEHICLES</b>								
Cash in Lane	15,344	0.46%	18,482	0.54%	(3,138)	-16.98%		
<i>E-ZPass</i>	103,379	3.11%	105,713	3.09%	(2,334)	-2.21%		
Video Transactions	1,427	0.04%	1,443	0.04%	(16)	-1.12%		
<b>Total:</b>	<b>120,150</b>	<b>3.61%</b>	<b>125,638</b>	<b>3.67%</b>	<b>(5,488)</b>	<b>-4.37%</b>		
<b>CLASS 6 VEHICLES</b>								
Cash in Lane	530	0.02%	566	0.02%	(36)	-6.36%		
<i>E-ZPass</i>	4,943	0.15%	5,786	0.17%	(843)	-14.57%		
Video Transactions	338	0.01%	173	0.01%	165	95.09%		
<b>Total:</b>	<b>5,811</b>	<b>0.17%</b>	<b>6,525</b>	<b>0.19%</b>	<b>(715)</b>	<b>-10.95%</b>		
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>	<b>202,507</b>	<b>6.09%</b>	<b>210,388</b>	<b>6.15%</b>	<b>(7,881)</b>	<b>-3.75%</b>		
<b>GRAND TOTAL:</b>	<b>3,325,207</b>	<b>100.00%</b>	<b>3,419,270</b>	<b>100.00%</b>	<b>(94,063)</b>	<b>-2.75%</b>		
<b>TOLL TRANSACTION COMPOSITE:</b>								
Total Cash in Lane	1,297,192	39.01%	1,415,028	41.38%	(117,836)	-8.33%		
Total <i>E-ZPass</i>	1,989,592	59.83%	1,968,768	57.58%	20,824	1.06%		
Total Video Transactions	38,423	1.16%	35,474	1.04%	2,949	8.31%		
<b>GRAND TOTAL:</b>	<b>3,325,207</b>	<b>100.00%</b>	<b>3,419,270</b>	<b>100.00%</b>	<b>(94,063)</b>	<b>-2.75%</b>		

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**HARRY W. NICE/ THOMAS "MAC" MIDDLETON BRIDGE**

TOLL REVENUE						
CLASS 2 & 8 VEHICLES	2018			2017 (For comparative purposes only)		
	Rate	Number	Percent	Number	Percent	Changes
Cash in Lane	\$ 6.00	\$ 7,468,303	36.43%	\$ 8,145,158	38.33%	
E-ZPass						
Full-Fare	\$ 6.00	3,228,154	15.75%	3,180,312	14.97%	47,842
MD E-ZPass	\$ 4.50	2,370,503	11.56%	2,176,548	10.24%	193,955
Commuter	\$ 2.10	1,558,248	7.60%	1,622,313	7.64%	(64,065)
Video Tolling	\$ 9.00	320,576	1.56%	294,952	1.39%	25,624
69%						8,193
<b>Total (Class 2 &amp; 8 Vehicles):</b>		<b>\$ 14,945,784</b>	<b>72.91%</b>	<b>\$ 15,419,283</b>	<b>72.57%</b>	<b>\$ (473,499)</b>
<b>CLASS 3 VEHICLES</b>						
Cash in Lane	\$ 12.00	\$ 170,292	0.83%	\$ 185,220	0.87%	\$ (14,928)
E-ZPass	\$ 12.00	232,692	1.14%	230,701	1.09%	1,991
Video Tolling	\$ 18.00	9,057	0.04%	9,375	0.04%	(318)
<b>Total:</b>		<b>412,041</b>	<b>2.01%</b>	<b>425,296</b>	<b>2.00%</b>	<b>(13,255)</b>
<b>CLASS 4 VEHICLES</b>						
Cash in Lane	\$ 18.00	381,042	1.86%	391,590	1.84%	(10,548)
E-ZPass	\$ 18.00	373,608	1.82%	373,036	1.76%	572
Video Tolling	\$ 27.00	14,480	0.07%	15,246	0.07%	(766)
<b>Total:</b>		<b>769,130</b>	<b>3.75%</b>	<b>779,872</b>	<b>3.67%</b>	<b>(10,742)</b>
<b>CLASS 5 VEHICLES</b>						
Cash in Lane	\$ 36.00	552,384	2.69%	665,352	3.13%	(112,968)
E-ZPass	\$ 36.00	3,721,644	18.15%	3,805,654	17.91%	(84,010)
ETC Usage Disc		(240,200)	-1.17%	(217,202)	-1.02%	(22,998)
Video Tolling	\$ 51.00	72,768	0.35%	73,611	0.35%	(843)
<b>Total:</b>		<b>4,106,596</b>	<b>20.03%</b>	<b>4,327,415</b>	<b>20.37%</b>	<b>(220,819)</b>
<b>CLASS 6 VEHICLES</b>						
Cash in Lane	\$ 45.00	23,850	0.12%	25,470	0.12%	(1,620)
E-ZPass	\$ 45.00	222,435	1.09%	260,372	1.23%	(37,937)
Video Tolling	\$ 60.00	20,250	0.10%	10,380	0.05%	9,870
<b>Total:</b>		<b>266,535</b>	<b>1.30%</b>	<b>296,222</b>	<b>1.39%</b>	<b>(29,687)</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>\$ 5,554,302</b>	<b>27.09%</b>	<b>\$ 5,828,805</b>	<b>27.43%</b>	<b>\$ (274,503)</b>
<b>GRAND TOTAL:</b>		<b>\$ 20,500,086</b>	<b>100.00%</b>	<b>\$ 21,248,088</b>	<b>100.00%</b>	<b>\$ (748,002)</b>
<b>REVENUE COMPOSITE:</b>						
Total Cash in Lane		\$ 8,595,871	41.93%	\$ 9,412,790	44.30%	\$ (816,919)
Total E-ZPass		11,467,084	55.94%	11,431,734	53.80%	35,350
Total Video Tolling		437,131	2.13%	403,564	1.90%	33,567
<b>GRAND TOTAL:</b>		<b>\$ 20,500,086</b>	<b>100.00%</b>	<b>\$ 21,248,088</b>	<b>100.00%</b>	<b>\$ (748,002)</b>

NOTE: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)  
**WILLIAM PRESTON LANE, JR. MEMORIAL (BAY) BRIDGE**

**TOLL TRANSACTIONS**

	2018		2017 (For comparative purposes only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>						
Cash in Lane	3,415,029	25.26%	3,671,480	27.02%	(256,452)	-6.98%
Official Duty	9,394	0.07%	8,668	0.06%	726	8.38%
<i>E-ZPass</i>						
Full-Fare	1,793,688	13.27%	1,753,817	12.91%	39,871	2.27%
MD <i>E-ZPass</i>	3,940,161	29.15%	3,629,260	26.71%	310,901	8.57%
Commuter/Shoppers	3,197,855	23.66%	3,364,945	24.77%	(167,090)	-4.97%
Official Duty	107,468	0.80%	107,397	0.79%	71	0.07%
Video Transactions	166,474	1.23%	156,369	1.15%	10,105	6.46%
<b>Total (Class 2 &amp; 8 Vehicles):</b>	<b>12,630,068</b>	<b>93.43%</b>	<b>12,691,936</b>	<b>93.41%</b>	<b>(61,868)</b>	<b>-0.49%</b>
<b>CLASS 3 VEHICLES</b>						
Cash in Lane	36,641	0.27%	39,879	0.29%	(3,238)	-8.12%
<i>E-ZPass</i>	115,583	0.86%	111,189	0.82%	4,394	3.95%
Video Transactions	3,215	0.02%	2,727	0.02%	488	17.91%
<b>Total:</b>	<b>155,439</b>	<b>1.15%</b>	<b>153,795</b>	<b>1.13%</b>	<b>1,644</b>	<b>1.07%</b>
<b>CLASS 4 VEHICLES</b>						
Cash in Lane	43,282	0.32%	44,623	0.33%	(1,341)	-3.01%
<i>E-ZPass</i>	107,719	0.80%	103,211	0.76%	4,508	4.37%
Video Transactions	2,574	0.02%	2,079	0.02%	495	23.80%
<b>Total:</b>	<b>153,575</b>	<b>1.14%</b>	<b>149,913</b>	<b>1.10%</b>	<b>3,662</b>	<b>2.44%</b>
<b>CLASS 5 VEHICLES</b>						
Cash in Lane	150,564	1.11%	178,709	1.32%	(28,145)	-15.75%
<i>E-ZPass</i>	410,526	3.04%	391,632	2.88%	18,894	4.82%
Video Transactions	5,257	0.04%	5,303	0.04%	(46)	-0.88%
<b>Total:</b>	<b>566,347</b>	<b>4.19%</b>	<b>575,644</b>	<b>4.24%</b>	<b>(9,297)</b>	<b>-1.62%</b>
<b>CLASS 6 VEHICLES</b>						
Cash in Lane	1,018	0.01%	951	0.01%	67	7.05%
<i>E-ZPass</i>	10,963	0.08%	14,416	0.11%	(3,453)	-23.95%
Video Transactions	134	0.00%	128	0.00%	6	4.66%
<b>Total:</b>	<b>12,115</b>	<b>0.09%</b>	<b>15,495</b>	<b>0.11%</b>	<b>(3,380)</b>	<b>-21.81%</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>	<b>887,476</b>	<b>6.57%</b>	<b>894,847</b>	<b>6.59%</b>	<b>(7,371)</b>	<b>-0.82%</b>
<b>GRAND TOTAL:</b>	<b>13,517,544</b>	<b>100.00%</b>	<b>13,586,783</b>	<b>100.00%</b>	<b>(69,239)</b>	<b>-0.51%</b>
<b>TOLL TRANSACTION COMPOSITE:</b>						
Total Cash in Lane	3,655,928	27.05%	3,944,310	29.03%	(288,383)	-7.31%
Total <i>E-ZPass</i>	9,683,963	71.64%	9,475,867	69.74%	208,096	2.20%
Total Video Transactions	177,653	1.31%	166,606	1.23%	11,047	6.63%
<b>GRAND TOTAL:</b>	<b>13,517,544</b>	<b>100.00%</b>	<b>13,586,783</b>	<b>100.00%</b>	<b>(69,239)</b>	<b>-0.51%</b>

NOTE: Numbers may not sum to total due to rounding.



Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**WILLIAM PRESTON LANE, JR. MEMORIAL (BAY) BRIDGE**

<b>TOLL REVENUE</b>						
<b>CLASS 2 &amp; 8 VEHICLES</b>	<b>2018</b>			<b>2017 (For comparative purposes only)</b>		
	<b>Rate</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Changes</b>
Cash in Lane	\$4.00	\$ 13,660,114	25.91%	\$ 14,685,921	27.53%	
<i>E-ZPass</i>						
Full-Fare	\$ 4.00	7,174,752	13.61%	7,015,269	13.15%	
MD <i>E-ZPass</i>	\$ 2.50	9,850,403	18.68%	9,073,149	17.01%	
Commuter/Shoppers	\$ 1.40/\$ 2.00	4,608,660	8.74%	4,849,051	9.09%	
Video Tolling	\$ 6.00	998,841	1.89%	938,214	1.76%	
<b>Total (Class 2 &amp; 8 Vehicles):</b>		<b>\$ 36,292,770</b>	<b>68.83%</b>	<b>\$ 36,561,604</b>	<b>68.54%</b>	
<b>CLASS 3 VEHICLES</b>						
Cash in Lane	\$ 8.00	\$ 293,128	0.56%	\$ 319,032	0.60%	
<i>E-ZPass</i>	\$ 8.00	924,664	1.75%	889,509	1.67%	
Video Tolling	\$ 12.00	38,584	0.07%	32,719	0.06%	
<b>Total:</b>		<b>1,256,376</b>	<b>2.38%</b>	<b>1,241,260</b>	<b>2.33%</b>	
<b>CLASS 4 VEHICLES</b>						
Cash in Lane	\$ 12.00	519,384	0.98%	535,476	1.00%	
<i>E-ZPass</i>	\$ 12.00	1,292,628	2.45%	1,238,526	2.32%	
Video Tolling	\$ 18.00	46,328	0.09%	37,428	0.07%	
<b>Total:</b>		<b>1,858,340</b>	<b>3.52%</b>	<b>1,811,430</b>	<b>3.40%</b>	
<b>CLASS 5 VEHICLES</b>						
Cash in Lane	\$ 24.00	3,613,536	6.85%	4,289,016	8.04%	
<i>E-ZPass</i>	\$ 24.00	9,852,624	18.68%	9,399,159	17.62%	
ETC Usage Disc		(698,097)	-1.32%	(616,998)	-1.16%	
Video Tolling	\$ 36.00	189,237	0.36%	190,922	0.36%	
<b>Total:</b>		<b>12,957,300</b>	<b>24.57%</b>	<b>13,262,099</b>	<b>24.86%</b>	
<b>CLASS 6 VEHICLES</b>						
Cash in Lane	\$ 30.00	30,540	0.06%	28,530	0.05%	
<i>E-ZPass</i>	\$ 30.00	328,890	0.62%	432,489	0.81%	
Video Tolling	\$ 45.00	6,040	0.01%	5,770	0.01%	
<b>Total:</b>		<b>365,470</b>	<b>0.69%</b>	<b>466,789</b>	<b>0.88%</b>	
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>\$ 16,437,486</b>	<b>31.17%</b>	<b>\$ 16,781,578</b>	<b>31.46%</b>	
<b>GRAND TOTAL:</b>		<b>\$ 52,730,256</b>	<b>100.00%</b>	<b>\$ 53,343,182</b>	<b>100.00%</b>	
<b>REVENUE COMPOSITE:</b>						
Total Cash in Lane		\$ 18,116,702	34.36%	\$ 19,857,975	37.23%	
Total <i>E-ZPass</i>		33,334,524	63.22%	32,280,154	60.51%	
Total Video Tolling		1,279,030	2.43%	1,205,053	2.26%	
<b>GRAND TOTAL:</b>		<b>\$ 52,730,256</b>	<b>100.00%</b>	<b>\$ 53,343,182</b>	<b>100.00%</b>	
					<b>\$ (1,741,273)</b>	<b>-8.77%</b>
					<b>1,054,370</b>	<b>3.27%</b>
					<b>73,977</b>	<b>6.14%</b>
					<b>\$ (612,926)</b>	<b>-1.15%</b>

NOTE: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)  
**BALTIMORE HARBOR TUNNEL**

<b>TOLL TRANSACTIONS</b>				
	2018		2017 (For comparative purposes only)	
	Number	Percent	Number	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>				
Cash in Lane	6,614,940	23.62%	7,024,296	25.44%
Official Duty	64,887	0.23%	71,056	0.26%
<i>E-ZPass</i>				
Full-Fare	5,133,085	18.33%	4,847,335	17.56%
MD <i>E-ZPass</i>	6,869,455	24.52%	6,161,741	22.32%
Commuter	7,810,403	27.88%	8,042,796	29.13%
Official Duty	321,405	1.15%	330,546	1.20%
Video Transactions	511,072	1.82%	495,965	1.80%
<b>Total (Class 2 &amp; 8 Vehicles):</b>	<b>27,325,246</b>	<b>97.55%</b>	<b>26,973,735</b>	<b>97.69%</b>
<b>CLASS 3 VEHICLES</b>				
Cash in Lane	27,320	0.10%	30,699	0.11%
<i>E-ZPass</i>	296,057	1.06%	262,139	0.95%
Video Transactions	5,591	0.02%	4,725	0.02%
<b>Total:</b>	<b>328,968</b>	<b>1.17%</b>	<b>297,563</b>	<b>1.08%</b>
<b>CLASS 4 VEHICLES</b>				
Cash in Lane	25,233	0.09%	25,285	0.09%
<i>E-ZPass</i>	97,443	0.35%	89,034	0.32%
Video Transactions	2,658	0.01%	1,994	0.01%
<b>Total:</b>	<b>125,334</b>	<b>0.45%</b>	<b>116,313</b>	<b>0.42%</b>
<b>CLASS 5 VEHICLES</b>				
Cash in Lane	18,131	0.06%	20,193	0.07%
<i>E-ZPass</i>	204,792	0.73%	198,393	0.72%
Video Transactions	3,258	0.01%	2,869	0.01%
<b>Total:</b>	<b>226,181</b>	<b>0.81%</b>	<b>221,455</b>	<b>0.80%</b>
<b>CLASS 6 VEHICLES</b>				
Cash in Lane	187	0.00%	167	0.00%
<i>E-ZPass</i>	4,421	0.02%	2,890	0.01%
Video Transactions	141	0.00%	118	0.00%
<b>Total:</b>	<b>4,750</b>	<b>0.02%</b>	<b>3,175</b>	<b>0.01%</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>	<b>685,232</b>	<b>2.45%</b>	<b>638,506</b>	<b>2.31%</b>
<b>GRAND TOTAL:</b>	<b>28,010,479</b>	<b>100.00%</b>	<b>27,612,241</b>	<b>100.00%</b>
<b>TOLL TRANSACTION COMPOSITE:</b>				
Total Cash in Lane	6,750,698	24.10%	7,171,696	25.97%
Total <i>E-ZPass</i>	20,737,061	74.03%	19,934,874	72.20%
Total Video Transactions	522,719	1.87%	505,671	1.83%
<b>GRAND TOTAL:</b>	<b>28,010,479</b>	<b>100.00%</b>	<b>27,612,241</b>	<b>100.00%</b>

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**BALTIMORE HARBOR TUNNEL**

		2018		2017 (For comparative purposes only)		Changes	
		Number	Percent	Number	Percent	Number	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>							
Cash in Lane	\$ 4.00	\$ 26,459,761	29.36%	\$ 28,097,182	31.79%	\$ (1,637,421)	-5.83%
<i>E-ZPass</i>							
Full-Fare	\$ 4.00	20,532,338	22.78%	19,389,340	21.94%	1,142,998	5.89%
MD <i>E-ZPass</i>	\$ 3.00	20,608,364	22.87%	18,485,222	20.91%	2,123,142	11.49%
Commuter	\$ 1.40	10,934,564	12.13%	11,259,914	12.74%	(325,350)	-2.89%
Video Tolling	\$ 6.00	3,066,432	3.40%	2,975,791	3.37%	90,641	3.05%
<b>Total (Class 2 &amp; 8 Vehicles):</b>		<b>\$ 81,601,459</b>	<b>90.55%</b>	<b>\$ 80,207,449</b>	<b>90.75%</b>	<b>\$ 1,394,010</b>	<b>1.74%</b>
<b>CLASS 3 VEHICLES</b>							
Cash in Lane	\$ 8.00	\$ 218,560	0.24%	\$ 245,592	0.28%	\$ (27,032)	-11.01%
<i>E-ZPass</i>	\$ 8.00	2,368,456	2.63%	2,097,110	2.37%	271,346	12.94%
Video Tolling	\$ 12.00	67,086	0.07%	56,694	0.06%	10,392	18.33%
<b>Total:</b>		<b>2,654,102</b>	<b>2.95%</b>	<b>2,399,396</b>	<b>2.71%</b>	<b>254,706</b>	<b>10.62%</b>
<b>CLASS 4 VEHICLES</b>							
Cash in Lane	\$ 12.00	302,796	0.34%	303,420	0.34%	(624)	-0.21%
<i>E-ZPass</i>	\$ 12.00	1,169,320	1.30%	1,068,410	1.21%	100,910	9.44%
Video Tolling	\$ 18.00	47,843	0.05%	35,895	0.04%	11,948	33.29%
<b>Total:</b>		<b>1,519,959</b>	<b>1.69%</b>	<b>1,407,725</b>	<b>1.59%</b>	<b>112,234</b>	<b>7.97%</b>
<b>CLASS 5 VEHICLES</b>							
Cash in Lane	\$ 24.00	435,144	0.48%	484,632	0.55%	(49,488)	-10.21%
<i>E-ZPass</i>	\$ 24.00	4,915,010	5.45%	4,761,442	5.39%	153,568	3.23%
ETC Usage Disc		(1,266,936)	-1.41%	(1,075,069)	-1.22%	(191,867)	17.85%
Video Tolling	\$ 36.00	117,278	0.13%	103,301	0.12%	13,977	13.53%
<b>Total:</b>		<b>4,200,496</b>	<b>4.66%</b>	<b>4,274,306</b>	<b>4.84%</b>	<b>(73,810)</b>	<b>-1.73%</b>
<b>CLASS 6 VEHICLES</b>							
Cash in Lane	\$ 30.00	5,610	0.01%	5,010	0.01%	600	11.98%
<i>E-ZPass</i>	\$ 30.00	132,642	0.15%	86,702	0.10%	45,940	52.99%
Video Tolling	\$ 45.00	6,358	0.01%	5,302	0.01%	1,056	19.92%
<b>Total:</b>		<b>144,610</b>	<b>0.16%</b>	<b>97,014</b>	<b>0.11%</b>	<b>47,596</b>	<b>49.06%</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>\$ 8,519,167</b>	<b>9.45%</b>	<b>\$ 8,178,441</b>	<b>9.25%</b>	<b>\$ 340,726</b>	<b>4.17%</b>
<b>GRAND TOTAL:</b>		<b>\$ 90,120,626</b>	<b>100.00%</b>	<b>\$ 88,385,890</b>	<b>100.00%</b>	<b>\$ 1,734,736</b>	<b>1.96%</b>
<b>REVENUE COMPOSITE:</b>							
Total Cash in Lane		\$ 27,421,871	30.43%	\$ 29,135,836	32.96%	\$ (1,713,965)	-5.88%
Total <i>E-ZPass</i>		59,393,758	65.90%	56,073,071	63.44%	3,320,687	5.92%
Total Video Tolling		3,304,997	3.67%	3,176,983	3.59%	128,014	4.03%
<b>GRAND TOTAL:</b>		<b>\$ 90,120,626</b>	<b>100.00%</b>	<b>\$ 88,385,890</b>	<b>100.00%</b>	<b>\$ 1,734,736</b>	<b>1.96%</b>

Note: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)

**FRANCIS SCOTT KEY BRIDGE**

**TOLL TRANSACTIONS**

	2018		2017 (For comparative purposes only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>						
Cash in Lane	1,996,830	17.48%	2,057,923	18.19%	(61,093)	-2.97%
Official Duty	21,538	0.19%	26,461	0.23%	(4,923)	-18.60%
<i>E-ZPass</i>						
Full-Fare	466,249	4.08%	451,469	3.99%	14,780	3.27%
MD <i>E-ZPass</i>	2,663,302	23.31%	2,557,384	22.61%	105,918	4.14%
Commuter	4,743,438	41.52%	4,726,730	41.79%	16,708	0.35%
Official Duty	240,486	2.10%	244,845	2.16%	(4,359)	-1.78%
Video Transactions	197,806	1.73%	191,786	1.70%	6,020	3.14%
<b>Total (Class 2 &amp; 8 Vehicles):</b>	<b>10,329,648</b>	<b>90.41%</b>	<b>10,256,598</b>	<b>90.68%</b>	<b>73,050</b>	<b>0.71%</b>
<b>CLASS 3 VEHICLES</b>						
Cash in Lane	24,790	0.22%	31,092	0.27%	(6,302)	-20.27%
<i>E-ZPass</i>	222,251	1.95%	213,469	1.89%	8,782	4.11%
Video Transactions	3,500	0.03%	3,836	0.03%	(336)	-8.75%
Total:	250,541	2.19%	248,397	2.20%	2,144	0.86%
<b>CLASS 4 VEHICLES</b>						
Cash in Lane	20,709	0.18%	24,052	0.21%	(3,343)	-13.90%
<i>E-ZPass</i>	174,642	1.53%	152,821	1.35%	21,821	14.28%
Video Transactions	2,060	0.02%	2,302	0.02%	(242)	-10.52%
Total:	197,411	1.73%	179,175	1.58%	18,236	10.18%
<b>CLASS 5 VEHICLES</b>						
Cash in Lane	45,726	0.40%	55,378	0.49%	(9,652)	-17.43%
<i>E-ZPass</i>	565,190	4.95%	532,955	4.71%	32,235	6.05%
Video Transactions	6,798	0.06%	5,070	0.04%	1,728	34.09%
Total:	617,715	5.41%	593,403	5.25%	24,312	4.10%
<b>CLASS 6 VEHICLES</b>						
Cash in Lane	1,269	0.01%	1,033	0.01%	236	22.85%
<i>E-ZPass</i>	28,313	0.25%	31,687	0.28%	(3,374)	-10.65%
Video Transactions	325	0.00%	307	0.00%	18	5.86%
Total:	29,907	0.26%	33,027	0.29%	(3,120)	-9.45%
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>	<b>1,095,574</b>	<b>9.59%</b>	<b>1,054,002</b>	<b>9.32%</b>	<b>41,572</b>	<b>3.94%</b>
<b>GRAND TOTAL:</b>	<b>11,425,223</b>	<b>100.00%</b>	<b>11,310,600</b>	<b>100.00%</b>	<b>114,623</b>	<b>1.01%</b>
<b>TOLL TRANSACTION COMPOSITE:</b>						
Total Cash in Lane	2,110,862	18.48%	2,195,939	19.41%	(85,077)	-3.87%
Total <i>E-ZPass</i>	9,103,872	79.68%	8,911,360	78.79%	192,512	2.16%
Total Video Transactions	210,489	1.84%	203,301	1.80%	7,188	3.54%
<b>GRAND TOTAL:</b>	<b>11,425,223</b>	<b>100.00%</b>	<b>11,310,600</b>	<b>100.00%</b>	<b>114,623</b>	<b>1.01%</b>

NOTE: Numbers may not sum to total due to rounding.



Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**FRANCIS SCOTT KEY BRIDGE**

		2018		2017 (For comparative purposes only)		Changes		Changes	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>TOLL REVENUE</b>									
<b>CLASS 2 &amp; 8 VEHICLES</b>									
Cash in Lane	Rate								
<i>E-ZPass</i>	\$ 4.00	\$ 7,987,320	17.69%	\$ 8,231,691	18.58%	\$ (244,371)	-2.97%		
Full-Fare	\$ 4.00	1,864,996	4.13%	1,805,877	4.08%	59,119	3.27%		
MD <i>E-ZPass</i>	\$ 3.00	7,989,906	17.69%	7,672,151	17.31%	317,755	4.14%		
Commuter	\$ 1.40	6,640,813	14.71%	6,617,422	14.93%	23,391	0.35%		
Video Tolling	\$ 6.00	1,186,833	2.63%	1,150,714	2.60%	36,119	3.14%		
Total (Class 2 & 8 Vehicles):		\$ 25,669,868	56.84%	\$ 25,477,855	57.50%	\$ 192,013	0.75%		
<b>CLASS 3 VEHICLES</b>									
Cash in Lane	\$ 8.00	\$ 198,320	0.44%	\$ 248,736	0.56%	\$ (50,416)	-20.27%		
<i>E-ZPass</i>	\$ 8.00	1,778,008	3.94%	1,707,752	3.85%	70,256	4.11%		
Video Tolling	\$ 12.00	42,003	0.09%	46,029	0.10%	(4,026)	-8.75%		
Total:		2,018,331	4.47%	2,002,517	4.52%	15,814	0.79%		
<b>CLASS 4 VEHICLES</b>									
Cash in Lane	\$ 12.00	248,508	0.55%	288,618	0.65%	(40,110)	-13.90%		
<i>E-ZPass</i>	\$ 12.00	2,095,704	4.64%	1,833,849	4.14%	261,855	14.28%		
Video Tolling	\$ 18.00	37,078	0.08%	41,433	0.09%	(4,355)	-10.51%		
Total:		2,381,290	5.27%	2,163,900	4.88%	217,390	10.05%		
<b>CLASS 5 VEHICLES</b>									
Cash in Lane	\$ 24.00	1,097,424	2.43%	1,329,072	3.00%	(231,648)	-17.43%		
<i>E-ZPass</i>	\$ 24.00	13,564,570	30.04%	12,790,916	28.87%	773,654	6.05%		
ETC Usage Disc		(720,292)	-1.60%	(631,509)	-1.43%	(88,783)	14.06%		
Video Tolling	\$ 36.00	244,743	0.54%	182,514	0.41%	62,229	34.10%		
Total:		14,186,445	31.42%	13,670,993	30.85%	515,452	3.77%		
<b>CLASS 6 VEHICLES</b>									
Cash in Lane	\$ 30.00	38,070	0.08%	30,990	0.07%	7,080	22.85%		
<i>E-ZPass</i>	\$ 30.00	849,402	1.88%	950,596	2.15%	(101,194)	-10.65%		
Video Tolling	\$ 45.00	14,625	0.03%	13,836	0.03%	789	5.70%		
Total:		902,097	2.00%	995,422	2.25%	(93,325)	-9.38%		
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 19,488,163	43.16%	\$ 18,832,832	42.50%	\$ 655,331	3.48%		
<b>GRAND TOTAL:</b>		\$ 45,158,031	100.00%	\$ 44,310,687	100.00%	\$ 847,344	1.91%		
<b>REVENUE COMPOSITE:</b>									
Total Cash in Lane		\$ 9,569,642	21.19%	\$ 10,129,107	22.86%	\$ (559,465)	-5.52%		
Total <i>E-ZPass</i>		34,063,107	75.43%	32,747,054	73.90%	1,316,053	4.02%		
Total Video Tolling		1,525,282	3.38%	1,434,526	3.24%	90,756	6.33%		
<b>GRAND TOTAL:</b>		\$ 45,158,031	100.00%	\$ 44,310,687	100.00%	\$ 847,344	1.91%		

NOTE: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30  
((UNAUDITED))  
**FORT MCHENRY TUNNEL**

		<b>TOLL TRANSACTIONS</b>					
		2018		2017 (For comparative purposes only)		Changes	
		Number	Percent	Number	Percent	Number	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>							
Cash in Lane		8,820,137	19.72%	9,850,059	21.71%	(1,029,922)	-10.46%
Official Duty		57,184	0.13%	61,896	0.14%	(4,712)	-7.61%
<i>E-ZPass</i>							
Full-Fare		8,847,944	19.79%	9,005,019	19.84%	(157,075)	-1.74%
MD <i>E-ZPass</i>		9,907,515	22.15%	9,035,804	19.91%	871,711	9.65%
Commuter		11,784,174	26.35%	12,286,637	27.08%	(502,463)	-4.09%
Official Duty		343,502	0.77%	385,897	0.85%	(42,395)	-10.99%
Video Transactions		785,312	1.76%	755,454	1.66%	29,858	3.95%
<b>Total (Class 2 &amp; 8 Vehicles):</b>		<b>40,545,768</b>	<b>90.67%</b>	<b>41,380,766</b>	<b>91.19%</b>	<b>(834,998)</b>	<b>-2.02%</b>
<b>CLASS 3 VEHICLES</b>							
Cash in Lane		66,706	0.15%	72,517	0.16%	(5,811)	-8.01%
<i>E-ZPass</i>		631,156	1.41%	586,200	1.29%	44,956	7.67%
Video Transactions		13,422	0.03%	13,345	0.03%	77	0.58%
<b>Total:</b>		<b>711,284</b>	<b>1.59%</b>	<b>672,062</b>	<b>1.48%</b>	<b>39,222</b>	<b>5.84%</b>
<b>CLASS 4 VEHICLES</b>							
Cash in Lane		65,488	0.15%	69,434	0.15%	(3,946)	-5.68%
<i>E-ZPass</i>		454,740	1.02%	441,896	0.97%	12,844	2.91%
Video Transactions		8,746	0.02%	8,687	0.02%	59	0.68%
<b>Total:</b>		<b>528,974</b>	<b>1.18%</b>	<b>520,017</b>	<b>1.15%</b>	<b>8,957</b>	<b>1.72%</b>
<b>CLASS 5 VEHICLES</b>							
Cash in Lane		271,083	0.61%	297,001	0.65%	(25,918)	-8.73%
<i>E-ZPass</i>		2,553,642	5.71%	2,410,934	5.31%	142,708	5.92%
Video Transactions		40,484	0.09%	35,574	0.08%	4,910	13.80%
<b>Total:</b>		<b>2,865,209</b>	<b>6.41%</b>	<b>2,743,509</b>	<b>6.05%</b>	<b>121,700</b>	<b>4.44%</b>
<b>CLASS 6 VEHICLES</b>							
Cash in Lane		1,943	0.00%	1,761	0.00%	182	10.34%
<i>E-ZPass</i>		64,815	0.14%	60,692	0.13%	4,123	6.79%
Video Transactions		1,349	0.00%	1,188	0.00%	161	13.57%
<b>Total:</b>		<b>68,107</b>	<b>0.15%</b>	<b>63,641</b>	<b>0.14%</b>	<b>4,466</b>	<b>7.02%</b>
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>4,173,575</b>	<b>9.33%</b>	<b>3,999,229</b>	<b>8.81%</b>	<b>174,346</b>	<b>4.36%</b>
<b>GRAND TOTAL:</b>		<b>44,719,343</b>	<b>100.00%</b>	<b>45,379,995</b>	<b>100.00%</b>	<b>(660,652)</b>	<b>-1.46</b>
<b>TOLL TRANSACTION COMPOSITE:</b>							
Total Cash in Lane		9,282,541	20.76%	10,352,668	22.81%	(1,070,127)	-10.34%
Total <i>E-ZPass</i>		34,587,488	77.34%	34,213,079	75.39%	374,409	1.09%
Total Video Transactions		849,314	1.90%	814,248	1.79%	35,066	4.31%
<b>GRAND TOTAL:</b>		<b>44,719,343</b>	<b>100.00%</b>	<b>45,379,995</b>	<b>100.00%</b>	<b>(660,652)</b>	<b>-1.46%</b>

NOTE: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**FORT MCHENRY TUNNEL**

		2018		2017 (For comparative purposes only)		Changes		Changes	
		Rate	Number	Percent	Number	Percent	Number	Percent	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>									
Cash in Lane	\$ 4.00		\$ 35,280,548	17.48%	\$ 39,400,236	19.57%	\$ (4,119,688)	-10.46%	
<i>E-ZPass</i>									
Full-Fare	\$ 4.00		35,391,775	17.54%	36,020,074	17.89%	(628,299)	-1.74%	
MD <i>E-ZPass</i>	\$ 3.00		29,722,546	14.73%	27,107,411	13.46%	2,615,135	9.65%	
Commuter	\$ 1.40		16,497,844	8.18%	17,201,292	8.54%	(703,448)	-4.09%	
Video Tolling	\$ 6.00		4,711,872	2.34%	4,532,721	2.25%	179,151	3.95%	
<b>Total (Class 2 &amp; 8 Vehicles):</b>			<b>\$ 121,604,585</b>	<b>60.26%</b>	<b>\$ 124,261,734</b>	<b>61.71%</b>	<b>\$ (2,657,149)</b>	<b>-2.14%</b>	
<b>CLASS 3 VEHICLES</b>									
Cash in Lane	\$ 8.00		\$ 533,648	0.26%	\$ 580,136	0.29%	\$ (46,488)	-8.01%	
<i>E-ZPass</i>	\$ 8.00		5,049,248	2.50%	4,689,603	2.33%	359,645	7.67%	
Video Tolling	\$ 12.00		161,063	0.08%	160,143	0.08%	920	0.57%	
<b>Total:</b>			<b>5,743,959</b>	<b>2.85%</b>	<b>5,429,882</b>	<b>2.70%</b>	<b>314,077</b>	<b>5.78%</b>	
<b>CLASS 4 VEHICLES</b>									
Cash in Lane	\$ 12.00		785,856	0.39%	833,208	0.41%	(47,352)	-5.68%	
<i>E-ZPass</i>	\$ 12.00		5,456,880	2.70%	5,302,754	2.63%	154,126	2.91%	
Video Tolling	\$ 18.00		157,431	0.08%	156,358	0.08%	1,073	0.69%	
<b>Total:</b>			<b>6,400,167</b>	<b>3.17%</b>	<b>6,292,320</b>	<b>3.12%</b>	<b>107,847</b>	<b>1.71%</b>	
<b>CLASS 5 VEHICLES</b>									
Cash in Lane	\$ 24.00		6,505,992	3.22%	7,128,024	3.54%	(622,032)	-8.73%	
<i>E-ZPass</i>	\$ 24.00		61,287,408	30.37%	57,862,421	28.73%	3,424,987	5.92%	
ETC Usage Disc			(3,278,713)	-1.62%	(2,802,786)	-1.39%	(475,927)	16.98%	
Video Tolling	\$ 36.00		1,457,434	0.72%	1,280,680	0.64%	176,754	13.80%	
<b>Total:</b>			<b>65,972,121</b>	<b>32.69%</b>	<b>63,468,339</b>	<b>31.52%</b>	<b>2,503,782</b>	<b>3.94%</b>	
<b>CLASS 6 VEHICLES</b>									
Cash in Lane	\$ 30.00		58,290	0.03%	52,830	0.03%	5,460	10.34%	
<i>E-ZPass</i>	\$ 30.00		1,944,450	0.96%	1,820,751	0.90%	123,699	6.79%	
Video Tolling	\$ 45.00		60,714	0.03%	53,460	0.03%	7,254	13.57%	
<b>Total:</b>			<b>2,063,454</b>	<b>1.02%</b>	<b>1,927,041</b>	<b>0.96%</b>	<b>136,413</b>	<b>7.08%</b>	
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>			<b>\$ 80,179,701</b>	<b>39.74%</b>	<b>\$ 77,117,582</b>	<b>38.29%</b>	<b>\$ 3,062,119</b>	<b>3.97%</b>	
<b>GRAND TOTAL:</b>			<b>\$ 201,784,286</b>	<b>100.00%</b>	<b>\$ 201,379,316</b>	<b>100.00%</b>	<b>\$ 404,970</b>	<b>0.20%</b>	
<b>REVENUE COMPOSITE:</b>									
Total Cash in Lane			\$ 43,164,334	21.39%	\$ 47,994,434	23.83%	\$ (4,830,100)	-10.06%	
Total <i>E-ZPass</i>			152,071,438	75.36%	147,201,520	73.10%	4,869,918	3.31%	
Total Video Tolling			6,548,514	3.25%	6,183,362	3.07%	365,152	5.91%	
<b>GRAND TOTAL:</b>			<b>\$ 201,784,286</b>	<b>100.00%</b>	<b>\$ 201,379,316</b>	<b>100.00%</b>	<b>\$ 404,970</b>	<b>0.20%</b>	

NOTE: Numbers may not sum to total due to rounding.

Maryland Transportation Authority  
**SCHEDULE OF TOLL TRANSACTIONS**  
For the Fiscal Years Ended June 30

(UNAUDITED)  
**INTERCOUNTY CONNECTOR**

TOLL TRANSACTIONS						
	2018		2017 (For comparative purposes only)		Changes	
CLASS 2 & 8 VEHICLES	Number	Percent	Number	Percent	Number	Percent
<i>E-ZPass</i>	29,332,829	85.27%	27,266,915	83.55%	2,065,914	7.58%
Official Duty	416,790	1.21%	408,187	1.25%	8,603	2.11%
Video Transactions	3,682,943	10.71%	4,083,393	12.51%	(400,450)	-9.81%
Total (Class 2 & 8 Vehicles):	33,432,562	97.19%	31,758,495	97.32%	1,674,067	5.27%
CLASS 3 VEHICLES						
<i>E-ZPass</i>	328,437	0.95%	291,815	0.89%	36,622	12.55%
Video Transactions	59,252	0.17%	56,490	0.17%	2,762	4.89%
Total:	387,689	1.13%	348,305	1.07%	39,384	11.31%
CLASS 4 VEHICLES						
<i>E-ZPass</i>	188,685	0.55%	159,046	0.49%	29,639	18.64%
Video Transactions	39,014	0.11%	37,670	0.12%	1,344	3.57%
Total:	227,699	0.66%	196,716	0.60%	30,983	15.75%
CLASS 5 VEHICLES						
<i>E-ZPass</i>	305,423	0.89%	264,654	0.81%	40,769	15.40%
Video Transactions	32,746	0.10%	52,031	0.16%	(19,285)	-37.06%
Total:	338,169	0.98%	316,685	0.97%	21,484	6.78%
CLASS 6 VEHICLES						
<i>E-ZPass</i>	13,014	0.04%	11,481	0.04%	1,533	13.35%
Video Transactions	1,527	0.00%	2,137	0.01%	(610)	-28.54%
Total:	14,541	0.04%	13,618	0.04%	923	6.78%
Total (Class 3, 4, 5 & 6 Vehicles)	968,098	2.81%	875,324	2.68%	92,774	10.60%
GRAND TOTAL:	34,400,660	100.00%	32,633,819	100.00%	1,766,841	5.41%
TOLL TRANSACTION COMPOSITE:						
Total <i>E-ZPass</i>	30,585,178	88.91%	28,402,098	87.03%	2,183,080	7.69%
Total Video Transactions	3,815,482	11.09%	4,231,721	12.97%	(416,239)	-9.84%
GRAND TOTAL:	34,400,660	100.00%	32,633,819	100.00%	1,766,841	5.41%

NOTE: Numbers may not sum to total due to rounding.



Maryland Transportation Authority  
**SCHEDULE OF TOLL REVENUE**  
For the Fiscal Years Ended June 30

**INTERCOUNTY CONNECTOR**

		2018		2017 (For comparative purposes only)		Changes		Changes
		Number	Percent	Number	Percent	Number	Percent	Percent
<b>CLASS 2 &amp; 8 VEHICLES</b>								
<i>E-ZPass</i>		\$ 50,150,011	74.28%	\$ 47,246,805	73.46%	\$ 2,903,206	6.14%	
Video Tolling		11,170,150	16.55%	11,547,819	17.95%	(377,669)	-3.27%	
<b>Total Class 2 &amp; 8 Vehicles</b>		<b>\$ 61,320,161</b>	<b>90.83%</b>	<b>\$ 58,794,624</b>	<b>91.41%</b>	<b>\$ 2,525,537</b>	<b>4.30%</b>	
<b>CLASS 3 VEHICLES</b>								
<i>E-ZPass</i>		\$ 1,120,615	1.66%	\$ 987,331	1.54%	\$ 133,284	13.50%	
Video Tolling		180,143	0.27%	160,124	0.25%	20,019	12.50%	
<b>Total:</b>		<b>1,300,758</b>	<b>1.93%</b>	<b>1,147,455</b>	<b>1.78%</b>	<b>153,303</b>	<b>13.36%</b>	
<b>CLASS 4 VEHICLES</b>								
<i>E-ZPass</i>		1,012,316	1.50%	870,067	1.35%	142,249	16.35%	
Video Tolling		118,400	0.18%	107,417	0.17%	10,983	10.22%	
<b>Total:</b>		<b>1,130,716</b>	<b>1.67%</b>	<b>977,484</b>	<b>1.52%</b>	<b>153,232</b>	<b>15.68%</b>	
<b>CLASS 5 VEHICLES</b>								
<i>E-ZPass</i>		3,475,282	5.15%	3,076,672	4.78%	398,610	12.96%	
Video Tolling		99,322	0.15%	147,946	0.23%	(48,624)	-32.87%	
<b>Total:</b>		<b>3,574,604</b>	<b>5.29%</b>	<b>3,224,618</b>	<b>5.01%</b>	<b>349,986</b>	<b>10.85%</b>	
<b>CLASS 6 VEHICLES</b>								
<i>E-ZPass</i>		179,712	0.27%	166,618	0.26%	13,094	7.86%	
Video Tolling		4,625	0.01%	6,050	0.01%	(1,425)	-23.55%	
<b>Total:</b>		<b>184,337</b>	<b>0.27%</b>	<b>172,668</b>	<b>0.27%</b>	<b>11,669</b>	<b>6.76%</b>	
<b>Total (Class 3, 4, 5 &amp; 6 Vehicles)</b>		<b>\$ 6,190,415</b>	<b>9.17%</b>	<b>\$ 5,522,225</b>	<b>8.59%</b>	<b>\$ 668,190</b>	<b>12.10%</b>	
<b>GRAND TOTAL:</b>		<b>\$ 67,510,576</b>	<b>100.00%</b>	<b>\$ 64,316,949</b>	<b>100.00%</b>	<b>\$ 3,193,727</b>	<b>4.97%</b>	
<b>REVENUE COMPOSITE:</b>								
Total <i>E-ZPass</i>		\$ 55,937,936	82.86%	\$ 52,347,493	81.39%	\$ 3,590,443	6.86%	
Total Video Tolling		11,572,640	17.14%	11,969,356	18.61%	(396,716)	-3.31%	
<b>GRAND TOTAL:</b>		<b>\$ 67,510,576</b>	<b>100.00%</b>	<b>\$ 64,316,949</b>	<b>100.00%</b>	<b>\$ 3,193,727</b>	<b>4.97%</b>	

NOTE: Numbers may not sum to total due to rounding.

The Intercounty Connector is a variably priced facility, where tolls are higher during peak travel times to help manage congestion. Total cost to the customer is based on time of day and miles traveled. The chart below shows *E-ZPass* rates. Video toll rates are 150% of the *E-ZPass* rates, with a minimum of \$1.00 and maximum of \$15.00 additional.

	Class 2 & 8 Vehicles	Class 3 Vehicles	Class 4 Vehicles	Class 5 Vehicles	Class 6 Vehicles
Peak	\$ 0.44 - \$3.86	\$ 0.88 - \$7.71	\$ 1.32 - \$11.57	\$ 2.64 - \$23.14	\$ 3.30 - \$28.92
Off-Peak	\$ 0.40 - \$2.98	\$ 0.68 - \$5.96	\$ 1.02 - \$8.94	\$ 2.04 - \$17.88	\$ 2.55 - \$22.35
Overnight	\$ 0.40 - \$1.23	\$ 0.40 - \$2.45	\$ 0.42 - \$3.68	\$ 0.84 - \$7.36	\$ 1.05 - \$ 9.20

Maryland Transportation Authority  
Bank of New York Mellon, Trustee  
M&T Bank, Trustee

**MASTER INVESTMENT SCHEDULE**

***INVESTMENT OF FUNDS***

June 30, 2018

Maryland Transportation Authority Series 2009-2017	\$ 573,846,948
Depository / GARVEE 2008 & 2017	2,501,649
BWI Airport Parking Garage 2012	24,536,638
BWI Airport Consolidated Rental Car Facility 2002	27,837,283
BWI Airport Passenger Facility Charge 2012 & 2014	41,143,796
Metrorail Parking Projects 2014	4,539,637
Calvert Street Parking 2015	1,271,497
Total Current and Noncurrent Cash, Cash Equivalents and Investments	<u><u>\$ 675,677,448</u></u>

Maryland Transportation Authority  
Bank of New York Mellon, Trustee

**TRANSPORTATION FACILITIES PROJECTS**

***INVESTMENT OF FUNDS***

Funds Created Under Article V of the Trust Agreement  
June 30, 2018

Operating	\$ 44,056,012
	<u>\$ 44,056,012</u>
General	236,978,196
Maintenance & Operations Reserve	50,460,936
Operating Reserve	62,387,166
Capital	26,858,784
Unrestricted Excluding Operating	<u>\$ 376,685,082</u>
Bond Service & Debt Service Reserves	153,105,854
Restricted Bond & Capital	<u>\$ 153,105,854</u>
Total Investments	<u><u>\$ 573,846,948</u></u>

Maryland Transportation Authority  
Bank of New York Mellon, Trustee

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**INTERCOUNTY CONNECTOR**

---

***INVESTMENT OF FUNDS***

---

Funds Created Under Article V of the Trust Agreement and Depository Agreement  
June 30, 2018

GARVEE Debt Service 2008	\$ 4,972
GARVEE Debt Service Reserve 2008	2,491,099
GARVEE Debt Service 2017	3,463
ICC Depository	2,115
Total Investments	<hr/> <u>\$ 2,501,649</u> <hr/>



Maryland Transportation Authority  
Bank of New York Mellon, Trustee

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**BWI MARSHALL AIRPORT PARKING GARAGE**

---

***INVESTMENT OF FUNDS***

---

Funds Created Under Article IV of the 2002 Trust Agreement  
June 30, 2018

Pledged Revenue	\$ 12,699
Debt Service Reserve	18,435,656
Bond Service	6,088,283
Total Investments	<u>\$ 24,536,638</u>

Maryland Transportation Authority  
Bank of New York Mellon, Trustee

**BWI MARSHALL AIRPORT CONSOLIDATED RENTAL CAR FACILITY**

***INVESTMENT OF FUNDS***

Funds Created Under Article IV of the 2002 Trust Agreement  
June 30, 2018

Facility Improvement	\$ 10,235,049
Pledged Revenue	786,820
Debt Service Reserve	9,113,401
Coverage	1,375,496
Bond Service	6,326,517
Total Investments	<u>\$ 27,837,283</u>

Maryland Transportation Authority  
M&T Bank, Trustee

---

**BWI MARSHALL AIRPORT PASSENGER FACILITY CHARGE PROJECTS**

---

***INVESTMENT OF FUNDS***

---

Funds Created Under Article IV of the 2003 Trust Agreement  
June 30, 2018

Facility Improvement	\$ 20,248,558
Pledged Revenue	3,789,932
Debt Service Reserve	17,057,938
Bond Service	47,368
Total Investments	<u>\$ 41,143,796</u>

Maryland Transportation Authority  
Bank of New York Mellon, Trustee

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**METRORAIL PARKING PROJECTS**

---

***INVESTMENT OF FUNDS***

---

Funds Created Under Article IV of the 2004 Trust Agreement  
June 30, 2018

Bond Service	\$ 2,053,379
Debt Service Reserve	2,486,258
Total Investments	<hr/> <u>\$ 4,539,637</u>

Maryland Transportation Authority  
Bank of New York Mellon, Trustee

**CALVERT STREET PARKING GARAGE**

***INVESTMENT OF FUNDS***

Funds Created Under Article IV of the 2005 Trust Agreement  
June 30, 2018

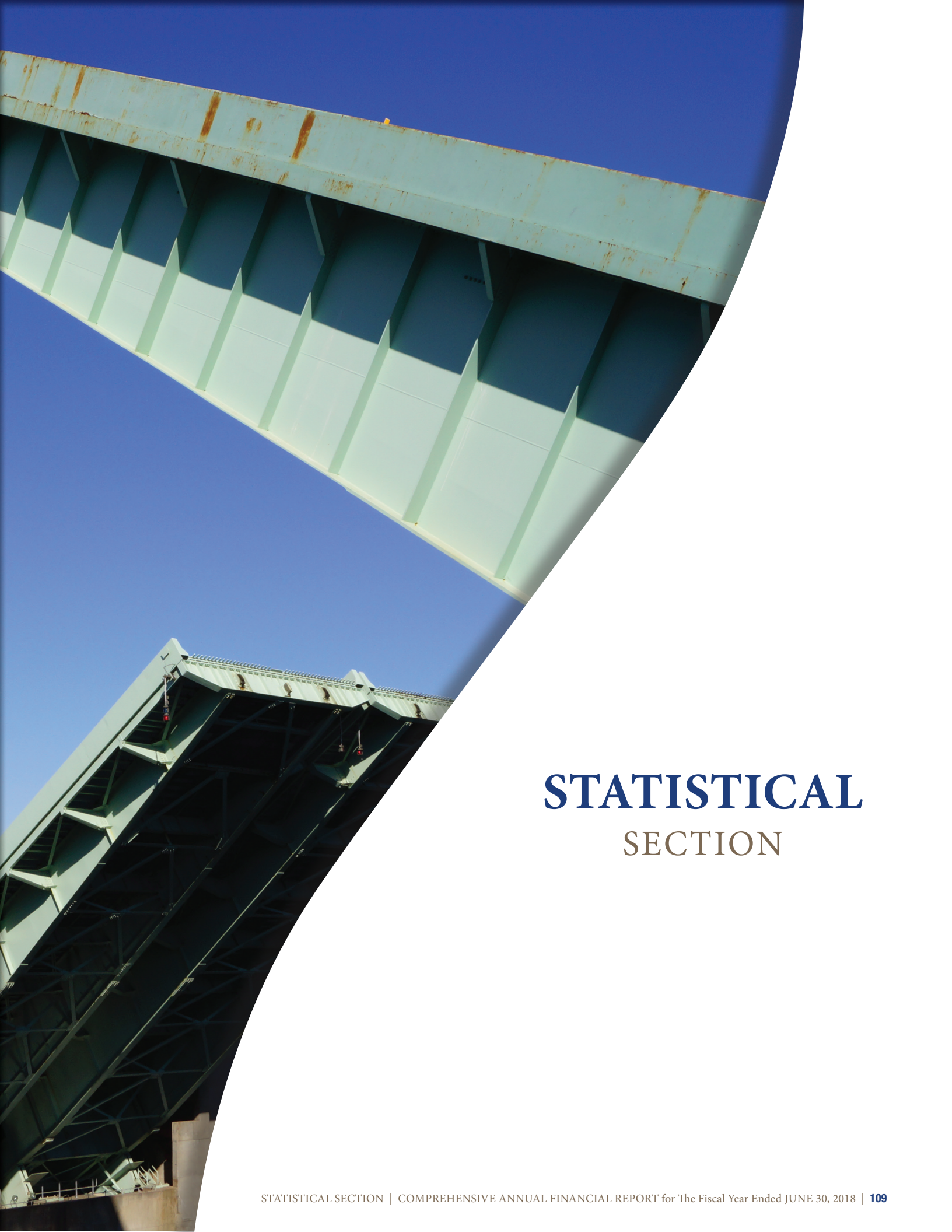
Expense	\$ 1
Bond Service	1,271,496
Total Investments	<u>\$ 1,271,497</u>



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# STATISTICAL SECTION

# STATISTICAL SECTION INDEX

This part of the Maryland Transportation Authority's Comprehensive Annual Financial Report presents detailed information as a context for understanding what the information in the financial statements, notes, disclosures and required supplementary information says about the MDTA's overall financial health.

## CONTENTS

### Financial Trends

These schedules contain trend information to help the reader understand how the MDTA's financial performance and well-being have changed over time..... 111

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These schedules contain information to help the reader assess the MDTA's revenues.  
The most significant revenue source for the MDTA are tolls..... 113

### Debt Capacity

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### Demographic and Economic Information

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### Operations

This section offers operating data to help the reader understand how the information in the MDTA's financial reports relates to the services it provides. .... 126



## FINANCIAL TRENDS

### SCHEDULE OF NET POSITION

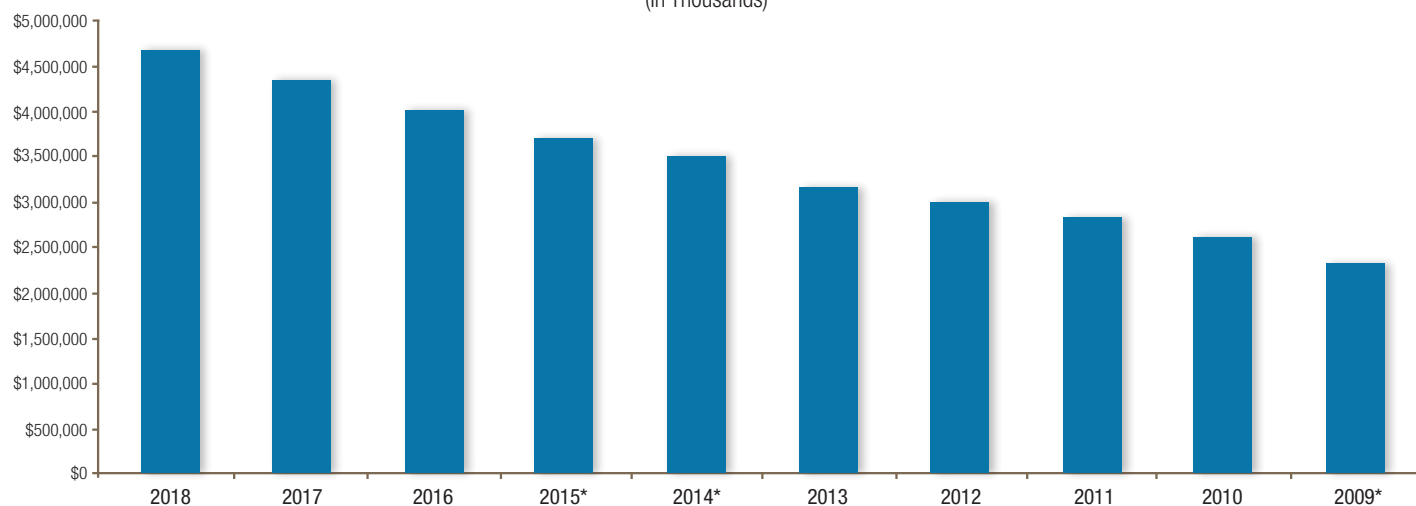
For The Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015*	2014*	2013	2012	2011	2010	2009*
Net Investment in Capital Assets	\$ 4,351,581	\$ 3,457,877	\$ 3,272,233	\$ 3,063,514	\$ 2,780,650	\$ 2,396,410	\$ 2,313,587	\$ 2,115,839	\$ 1,896,303	\$ 1,362,646
Restricted	118,729	120,135	111,091	102,770	176,533	118,036	148,775	242,486	309,338	606,522
Unrestricted	67,795	650,343	512,355	417,371	451,236	554,161	453,890	384,721	337,619	281,235
<b>Total Net Position</b>	<b>\$ 4,538,105</b>	<b>\$ 4,228,355</b>	<b>\$ 3,895,679</b>	<b>\$ 3,583,655</b>	<b>\$ 3,408,419</b>	<b>\$ 3,068,607</b>	<b>\$ 2,916,252</b>	<b>\$ 2,743,046</b>	<b>\$ 2,543,260</b>	<b>\$ 2,250,403</b>

\* Beginning net position balances were restated.

### TOTAL NET POSITION

For the Fiscal Years Ended June 30  
(In Thousands)



# **SCHEDULE OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION**

For the Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
<b>Operating Revenues:</b>										
Toll	\$ 676,726	\$ 670,760	\$ 644,658	\$ 649,791	\$ 615,579	\$454,849	\$ 389,562	\$ 308,018	\$ 303,095	\$ 273,143
Intergovernmental	129,675	129,931	130,301	128,579	148,603	127,660	151,462	204,665	211,336	111,289
Toll administrative fees	48,121	61,263	40,712	42,751	34,534	26,333	22,413	21,131	20,838	6,631
Concession	6,337	6,006	6,213	5,070	3,314	4,088	7,575	7,924	9,012	7,984
Other	1,536	1,645	14,195	1,568	2,612	4,404	7,185	5,589	4,896	3,922
Total operating revenue	862,395	869,605	836,079	827,759	804,642	617,334	578,197	547,327	549,177	402,969
<b>Operating Expenses:</b>										
Collection, police patrol, and maintenance	230,408	226,728	216,226	210,058	216,244	200,985	176,455	152,904	145,339	132,940
Major repairs, replacements, and insurance	8,244	7,224	3,269	8,153	7,760	11,633	54,960	59,389	59,768	57,400
General and administrative	31,550	32,099	37,372	35,407	35,191	30,124	29,739	30,616	26,631	21,331
Depreciation	144,784	127,869	124,094	112,177	110,085	103,743	47,919	45,354	50,414	46,216
Pension Expense	24,094	24,931	41,564	20,193	—	—	—	—	—	—
Total operating expenses	439,080	418,851	422,525	385,988	369,280	346,485	309,073	288,263	282,152	257,887
Income from operations	423,315	450,754	413,554	441,771	435,362	270,849	269,124	259,064	267,025	145,082
<b>Non-operating Revenues (Expenses)</b>										
Investment revenue (expense)	(1,376)	(126)	13,082	3,452	3,340	650	3,975	1,467	1,790	11,916
Restricted interest income on investments	7,284	970	1,423	2,309	1,436	1,026	3,543	6,459	10,543	17,774
Gain/Loss on disposal of land/infrastructure	(20,069)	(6,026)	(6,155)	(2,303)	(8,658)	(10,293)	(16,949)	(996)	58,707	815
Interest expenses	(99,404)	(112,896)	(109,880)	(101,568)	(91,668)	(109,877)	(86,487)	(66,208)	(45,208)	(50,496)
Total non-operating revenue and expenses	(113,565)	(118,078)	(101,530)	(98,110)	(95,550)	(118,494)	(95,918)	(59,278)	25,832	(19,991)
Change in net position	309,750	332,676	312,024	343,661	339,812	152,355	173,206	199,786	292,857	125,091
Net Position - Beginning of Year	4,228,355	3,895,679	3,583,655	3,239,994*	3,068,607*	2,916,252	2,743,046	2,543,260	2,250,403	2,125,312*
<b>Net Position - End of Year</b>	<b>\$ 4,538,105</b>	<b>\$ 4,228,355</b>	<b>\$ 3,895,679</b>	<b>\$ 3,583,655</b>	<b>\$ 3,408,419</b>	<b>\$ 3,068,607</b>	<b>\$ 2,916,252</b>	<b>\$ 2,743,046</b>	<b>\$ 2,543,260</b>	<b>\$ 2,250,403</b>

\* Beginning net position balances were restated for fiscal year 2009 due to a prior period adjustment of capital assets. Beginning net position was restated for fiscal year 2014 due to the implementation of GASB No. 65 and for fiscal year 2015 due to the implementation of GASB No. 68.



## REVENUE CAPACITY

### TOLL TRANSACTIONS BY VEHICLE CLASS

For The Fiscal Years Ended June 30  
(In Thousands)

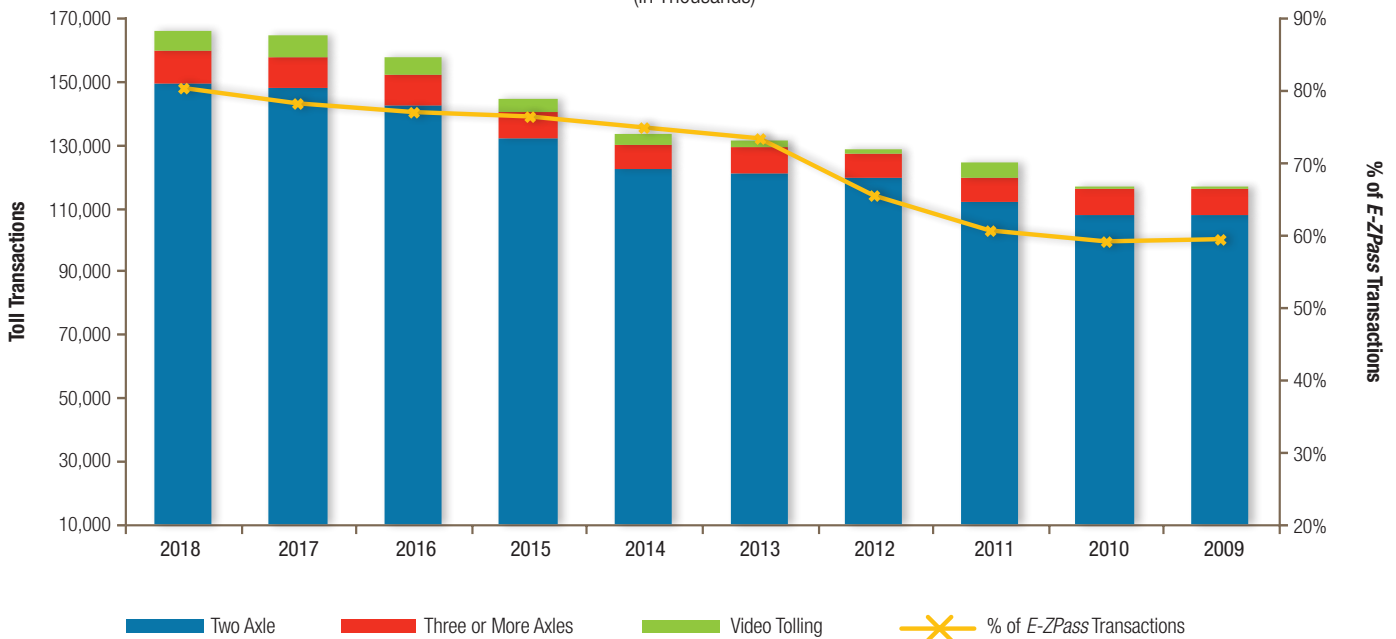
	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Two Axle	148,965	147,355	141,857	131,302	121,490	120,178	118,699	111,161	107,449	107,409
Three Axle	2,307	2,165	2,012	1,863	1,719	1,694	1,678	1,646	1,612	1,622
Four Axle	1,524	1,431	1,352	1,221	1,139	1,091	1,041	997	976	983
Five Axle	6,286	6,034	5,796	5,455	5,201	5,324	5,337	5,410	5,384	5,752
Six Axle	178	169	133	131	114	107	115	108	115	112
Unusual <sup>(1)</sup>	—	—	—	—	—	—	—	—	—	8
Video Tolling <sup>(2)</sup>	6,068	6,470	6,118	3,761	3,328	2,416	1,307	4,332	802	563
<b>Total Toll Transactions</b>	<b>165,328</b>	<b>163,624</b>	<b>157,268</b>	<b>143,733</b>	<b>132,991</b>	<b>130,810</b>	<b>128,177</b>	<b>123,654</b>	<b>116,338</b>	<b>116,449</b>
<b>Percentage of E-ZPass Transactions</b>	<b>80%</b>	<b>78%</b>	<b>77%</b>	<b>76%</b>	<b>75%</b>	<b>73%</b>	<b>65%</b>	<b>60%</b>	<b>59%</b>	<b>59%</b>

<sup>(1)</sup> Unusual, or the Class 7 Vehicle Class was eliminated May 1, 2009, and replaced with a lower toll based on the number of axles and an oversize and/or overweight vehicle permit.

<sup>(2)</sup> Chapter 113 of 2013 established the use of video tolling as a toll collection method. Prior to that, video toll transactions were considered violations.

### TOLL TRANSACTIONS BY VEHICLE CLASS

For the Fiscal Years Ended June 30  
(In Thousands)



### TOLL REVENUE BY VEHICLE CLASS

For The Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Two Axle	\$ 433,431	\$ 434,045	\$ 417,598	\$ 429,836	\$ 405,845	\$ 296,067	\$ 258,056	\$ 195,933	\$ 191,065	\$ 187,057
Three Axle	18,404	17,444	16,513	17,121	16,196	12,002	12,209	12,583	12,475	8,972
Four Axle	19,592	18,671	17,867	17,897	16,887	12,189	11,824	11,942	11,891	8,654
Five Axle	179,250	173,777	168,449	167,925	162,046	122,939	106,174	90,693	90,651	69,996
Six Axle	6,303	5,925	4,791	4,989	4,465	3,128	2,769	2,202	2,389	1,665
Unusual <sup>(1)</sup>	—	—	—	—	—	—	—	—	—	282
Commercial Usage Discounts	(9,203)	(7,944)	(7,450)	(6,957)	(6,528)	(5,327)	(6,138)	(6,932)	(6,820)	(4,844)
Video Tolling <sup>(2)</sup>	28,949	28,841	26,890	18,980	16,668	13,852	4,667	1,647	1,446	1,361
<b>Total Toll Revenue</b>	<b>\$ 676,726</b>	<b>\$ 670,760</b>	<b>\$ 644,658</b>	<b>\$ 649,791</b>	<b>\$ 615,579</b>	<b>\$ 454,849</b>	<b>\$ 389,562</b>	<b>\$ 308,066</b>	<b>\$ 303,095</b>	<b>\$ 273,143</b>

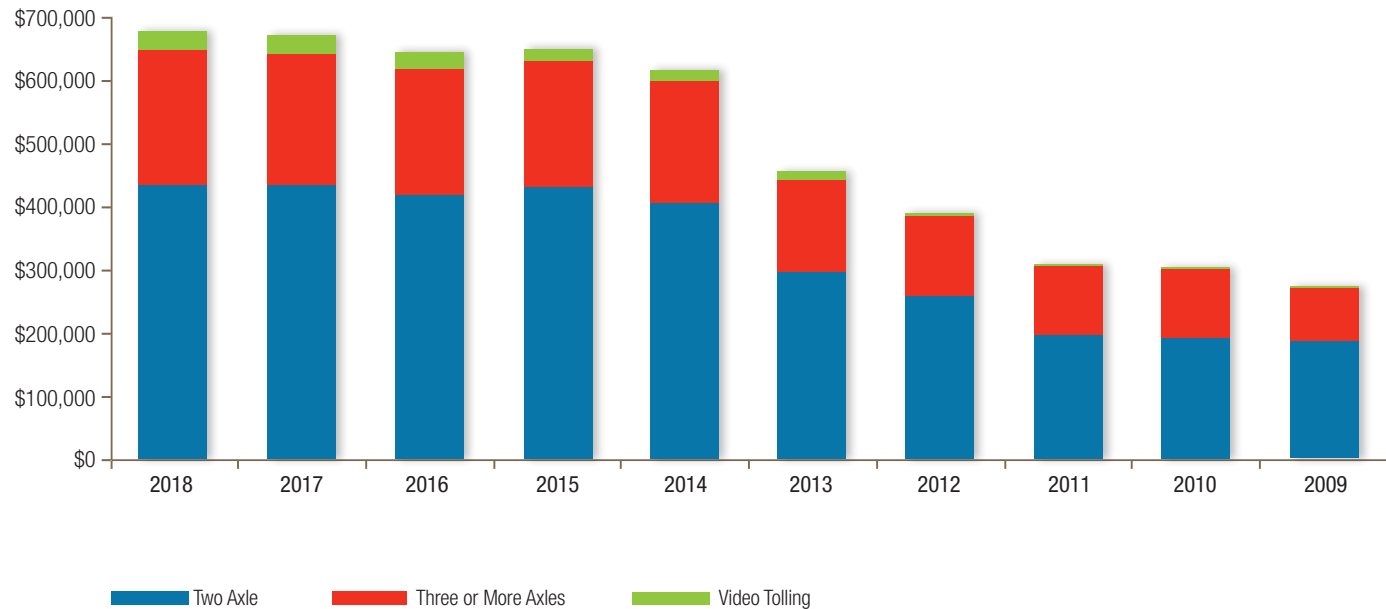
(1) Unusual, or the Class 7 Vehicle Class, was eliminated May 1, 2009, and replaced with a lower toll based on the number of axles and an oversize and/or overweight vehicle permit.

(2) Chapter 113 of 2013 established the use of video tolling as a toll collection method. Prior to that, video toll transactions were considered violations.

NOTE: Numbers may not sum to total due to rounding.

### TOLL REVENUE BY VEHICLE CLASS

For the Fiscal Years Ended June 30  
(In Thousands)



### TOLL TRANSACTIONS BY FACILITY

For The Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
John F. Kennedy Memorial Highway (JFK)	15,451	15,548	15,163	14,690	14,377	14,582	14,824	15,375	14,749	14,642
I-95 Express Toll Lanes (ETL)	9,393	9,031	8,266	3,946	—	—	—	—	—	—
Thomas J. Hatem Memorial Bridge (Hatem)	5,086	5,102	5,090	5,246	4,948	4,563	5,034	5,070	4,993	5,040
Harry W. Nice Memorial Bridge (Nice)	3,325	3,419	3,381	3,305	3,243	3,261	3,290	3,401	3,354	3,347
William Preston Lane Bridge (WPL)	13,518	13,587	13,272	12,856	12,759	12,736	13,666	13,558	12,994	12,752
Baltimore Harbor Tunnel (BHT)	28,010	27,612	28,287	27,098	24,893	23,972	25,749	26,117	25,226	25,534
Francis Scott Key Bridge (FSK)	11,425	11,311	11,195	10,627	10,419	10,922	11,048	11,647	10,959	11,688
Fort McHenry Tunnel (FMT)	44,719	45,380	42,639	41,847	41,875	43,576	44,523	46,294	44,063	43,446
Intercounty Connector (ICC)	34,401	32,634	29,975	24,118	20,477	17,198	10,043	2,192	—	—
<b>Total Toll Transactions</b>	<b>165,328</b>	<b>163,624</b>	<b>157,268</b>	<b>143,733</b>	<b>132,991</b>	<b>130,810</b>	<b>128,177</b>	<b>123,654</b>	<b>116,338</b>	<b>116,449</b>

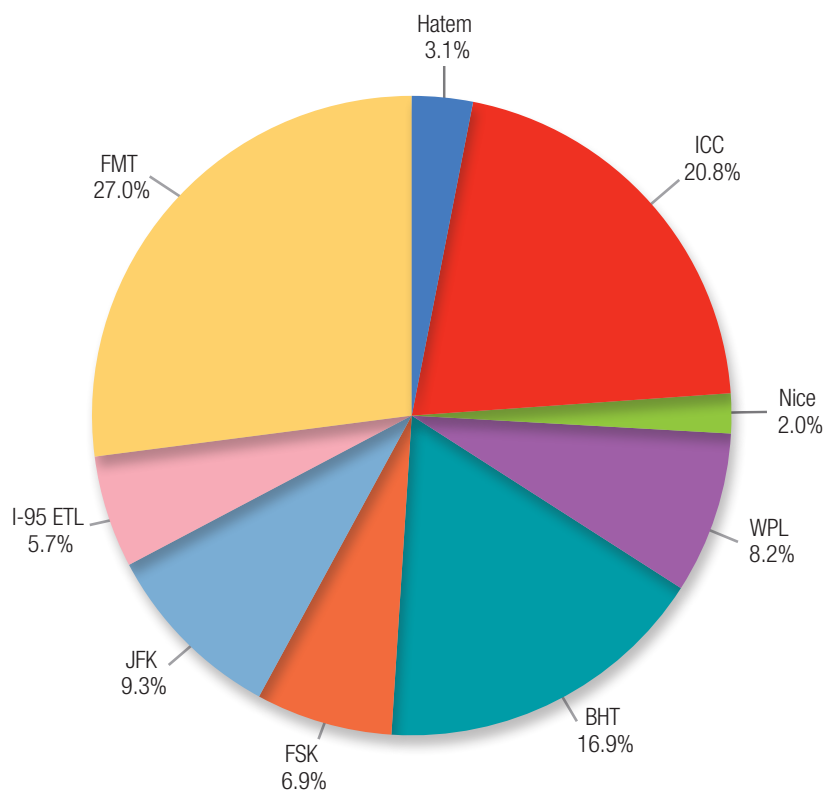
(1) Unusual, or the Class 7 Vehicle Class, was eliminated May 1, 2009, and replaced with a lower toll based on the number of axes and an oversize and/or overweight vehicle permit.

(2) Chapter 113 of 2013 established the use of video tolling as a toll collection method. Prior to that, video toll transactions were considered violations.

NOTE: Numbers may not sum due to rounding.

### TOLL TRANSACTIONS BY FACILITY

For the Fiscal Year Ended June 30, 2018



NOTE: Numbers may not sum due to rounding.

### TOLL REVENUE BY FACILITY

For The Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
John F. Kennedy Memorial Highway (JFK)	\$ 174,368	\$ 173,381	\$ 168,864	\$ 164,460	\$ 160,751	\$ 123,004	\$ 114,896	\$ 105,392	\$ 105,316	\$ 93,847
I-95 Express Toll Lanes (ETL) <sup>(1)</sup>	13,148	12,478	11,385	6,146	—	—	—	—	—	—
Thomas J. Hatem Memorial Bridge (Hatem)	11,406	11,916	11,645	11,056	10,050	7,869	5,214	2,776	2,573	2,040
Harry W. Nice/Middleton Bridge (Nice)	20,500	21,248	20,999	21,223	20,241	13,049	11,538	10,040	10,036	9,693
William Preston Lane Bridge (WPL)	52,730	53,343	52,213	80,319	78,979	52,795	46,409	37,052	36,231	32,136
Baltimore Harbor Tunnel (BHT)	90,121	88,386	88,807	84,635	76,825	52,473	48,369	37,271	36,428	35,192
Francis Scott Key Bridge (FSK)	45,158	44,311	42,686	42,431	39,761	29,217	25,581	20,395	20,151	18,315
Fort McHenry Tunnel (FMT)	201,784	201,379	188,746	183,503	180,943	136,856	117,821	93,667	92,360	81,920
IntercountyConnector (ICC) <sup>(2)</sup>	67,511	64,317	59,313	56,018	48,029	39,586	19,733	1,474	—	—
<b>Total Toll Revenue</b>	<b>\$ 676,726</b>	<b>\$ 670,760</b>	<b>\$ 644,658</b>	<b>\$ 649,791</b>	<b>\$ 615,579</b>	<b>\$ 454,849</b>	<b>\$ 389,562</b>	<b>\$ 308,066</b>	<b>\$ 303,096</b>	<b>\$ 273,143</b>

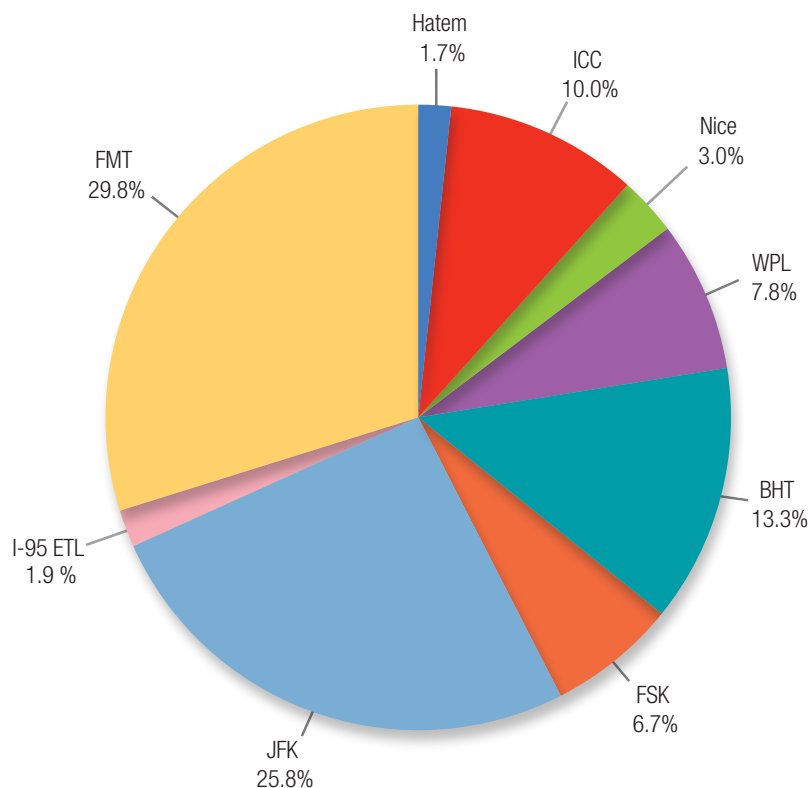
(1) The I-95 Express Toll Lanes opened to traffic in December 2014.

(2) The first section of the Intercounty Connector opened on February 23, 2011 and the second section opened on November 22, 2011. The final section opened in Fall 2014.

NOTE: Numbers may not sum to total due to rounding.

### TOLL REVENUE BY FACILITY

For the Fiscal Year Ended June 30, 2018



# HISTORY OF TOLL RATES BY FACILITY<sup>(1)</sup>

Vehicle Class	JFK Memorial Highway and Hatem Bridge	Baltimore Harbor Crossings <sup>(2)</sup>	Chesapeake Bay Bridge	Nice/Middleton Bridge
Toll Collection	One direction only	Both directions	One direction only	One direction only
July 1, 2006 to April 30, 2009				
Two Axle Vehicles				
Cash and <i>E-ZPass</i>	\$ 5.00	\$ 2.00	\$ 2.50	\$ 3.00
Commuters	0.80/Unlimited <sup>(3)</sup>	0.40	1.00	0.60
Three Axle Vehicles	10.00	4.00	5.00	6.00
Four Axle Vehicles	15.00	6.00	7.50	9.00
Five Axle Vehicles	20.00	8.00	10.00	12.00
Six Axle Vehicles	25.00	10.00	12.50	15.00
Toll Rates May 1, 2009 to October 31, 2011				
Two Axle Vehicles	No Change			
Cash and <i>E-ZPass</i>				
Commuters				
Three Axle Vehicles	15.00	6.00	9.00	9.00
Four Axle Vehicles	23.00	9.00	12.00	12.00
Five Axle Vehicles	30.00	12.00	15.00	15.00
Six Axle Vehicles	38.00	15.00	18.00	18.00
Toll Rates November 1, 2011 to December 31, 2011				
Two Axle Vehicles				
Cash and <i>E-ZPass</i> <sup>(4)</sup>	6.00	3.00	4.00	4.00
Commuters	1.50/Unlimited <sup>(3)</sup>	0.75	1.00	1.00
Three Axle Vehicles	No Change			
Four Axle Vehicles				
Five Axle Vehicles				
Six Axle Vehicles				
Toll Rates January 1, 2012 to June 30, 2013				
Two Axle Vehicles	No Change			
Cash and <i>E-ZPass</i>				
Commuters				
Three Axle Vehicles	12.00	6.00	8.00	8.00
Four Axle Vehicles	18.00	9.00	12.00	12.00
Five Axle Vehicles	36.00	18.00	24.00	24.00
Six Axle Vehicles	45.00	23.00	30.00	30.00
Toll Rates July 1, 2013 to June 30, 2015				
Two Axle Vehicles				
Cash and <i>E-ZPass</i>	8.00	4.00	6.00	6.00
Commuters	2.80/Unlimited <sup>(3)</sup>	1.40	2.10	2.10
Three Axle Vehicles	16.00	8.00	12.00	12.00
Four Axle Vehicles	24.00	12.00	18.00	18.00
Five Axle Vehicles	48.00	24.00	36.00	36.00
Six Axle Vehicles	60.00	30.00	45.00	45.00
Toll Rates July 1, 2015 to June 30, 2018				
Two Axle Vehicles				
Cash and <i>E-ZPass</i> <sup>(5)</sup>	8.00	4.00	4.00	6.00
Commuters	2.80/Unlimited <sup>(3)</sup>	1.40	1.40	2.10
Three Axle Vehicles <sup>(6)</sup>	16.00	8.00	8.00	12.00
Four Axle Vehicles <sup>(6)</sup>	24.00	12.00	12.00	18.00
Five Axle Vehicles	48.00	24.00	24.00	36.00
Six Axle Vehicles	60.00	30.00	30.00	45.00

(1) Excludes the Intercounty Connector and the I-95 Express Toll Lanes. Toll rates for these facilities vary by axles and by time of day based on peak, off-peak, and overnight pricing periods. Toll rates for the Intercounty Connector were approved on June 11, 2010. Toll rates for the I-95 Express Toll Lanes were approved on December 19, 2013. Toll rates at both facilities were reduced on July 1, 2015.

(2) Includes the Francis Scott Key Bridge, Fort McHenry Tunnel, and Baltimore Harbor Tunnel.

(3) The Hatem Bridge Plan provides unlimited passage at the Hatem Bridge for one year. The cost increased from \$5.00 to \$10.00 on May 1, 2009, and from \$10.00 to \$20.00 on July 1, 2013.

(4) Effective November 1, 2011, two axle vehicles with a Maryland *E-ZPass* account received a 10% discount on the cash toll rate and the video toll rate was set at 150% of the cash toll rate.

(5) Effective July 1, 2015, a discount of 37.5% was provided to two axle vehicles with a Maryland *E-ZPass* account at the Bay Bridge only and the discount for two axle vehicles with a Maryland *E-ZPass* account was increased from 10% to 25% at other facilities.

(6) Effective July 1, 2015, a 30% discount was provided to three and four axle vehicles with a Maryland *E-ZPass* account at the Hatem Bridge only.



## DEBT CAPACITY

### DEBT SERVICE COVERAGE & RATE COVENANT COMPLIANCE - REVENUE BONDS

For the Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
<b>Revenues</b>										
Toll	\$ 676,726	\$ 670,760	\$ 644,658	\$ 649,791	\$ 615,579	\$ 454,849	\$ 389,562	\$ 308,018	\$ 303,095	\$ 273,143
Concession	6,337	6,006	6,213	5,070	3,314	4,088	7,575	7,924	9,012	7,984
Other <sup>(1)</sup>	52,004	64,338	45,927	46,399	38,593	32,946	37,459	31,749	32,585	17,368
Revenue Adjustment <sup>(2)</sup>	(13,758)	(14,490)	(14,003)	(13,356)	(12,219)	(9,138)	(6,696)	(4,248)	(4,854)	(4,580)
Pledged Investment Income	(102)	656	1,121	371	273	473	368	771	633	1,803
Gross Revenues	\$ 721,209	\$ 727,270	\$ 683,916	\$ 688,275	\$ 645,540	\$ 483,218	\$ 428,268	\$ 344,214	\$ 340,471	\$ 295,718
<b>Expenses</b>										
Operating	\$ 238,651	\$ 233,952	\$ 219,496	\$ 215,408	\$ 203,953	\$ 190,988	\$ 222,445	\$ 205,210	\$ 205,107	\$ 190,340
General & Administrative	55,644	57,030	59,272	59,662	55,241	51,754	38,709	37,700	26,629	21,330
Expense Adjustment <sup>(3)</sup>	(30,799)	(31,773)	(32,189)	(29,597)	(28,187)	(31,928)	(74,272)	(77,624)	(77,451)	(67,325)
Total Expenses	\$ 263,496	\$ 259,209	\$ 246,579	\$ 245,473	\$ 231,007	\$ 210,814	\$ 186,882	\$ 165,286	\$ 154,285	\$ 144,345
Net Revenues	\$ 457,712	\$ 468,061	\$ 437,337	\$ 442,802	\$ 414,533	\$ 272,404	\$ 241,386	\$ 178,928	\$ 186,186	\$ 151,373
Debt Service <sup>(4)</sup>	\$ 129,467	\$ 138,415	\$ 126,929	\$ 107,800	\$ 121,158	\$ 109,874	\$ 87,990	\$ 35,662	\$ 35,287	\$ 35,287
<b>Debt Service Coverage <sup>(5)</sup></b>	<b>3.54</b>	<b>3.38</b>	<b>3.45</b>	<b>4.11</b>	<b>3.42</b>	<b>2.48</b>	<b>2.74</b>	<b>5.02</b>	<b>5.28</b>	<b>4.29</b>
<b>Rate Covenant <sup>(6)</sup></b>	<b>2.95</b>	<b>2.82</b>	<b>2.87</b>	<b>3.42</b>	<b>2.85</b>	<b>2.07</b>	<b>2.29</b>	<b>2.95</b>	<b>3.49</b>	<b>1.96</b>

(1) Other revenue includes collections in excess of calculated tolls, toll administrative fees, automatic vehicle identification decals, participation in maintenance, commissions, rental property, grants in lieu of federal funds and miscellaneous revenue.

(2) Non-pledged revenue includes intergovernmental revenue, toll administrative fees, Thomas J. Hatem Bridge revenue and miscellaneous revenue.

(3) Expenses payable from non-pledged revenue include the Thomas J. Hatem Bridge (General Account Project) and police expenses for the Maryland Aviation Administration & the Maryland Port Administration.

(4) Debt Service (Bond Year) – January of current fiscal year and July 1st of the next fiscal year.

(5) Debt Service Coverage – Eligible net revenues divided by 100% of Bond Year debt service requirement. As of fiscal year 2016, adherence to a debt service coverage ratio of greater than or equal to 2.5 annually is required. Prior to fiscal 2016, the requirement was 2.0.

(6) Rate Covenant – Eligible net revenues divided by 120% of Bond Year debt service and budgeted deposits to the Maintenance and Operations Reserve Account. Adherence to a rate covenant of greater than or equal to 1.0 annually is required.

NOTE: Numbers may not sum due to rounding.

### DEBT LIMITATIONS

For The Fiscal Years Ended June 30  
(In Thousands)

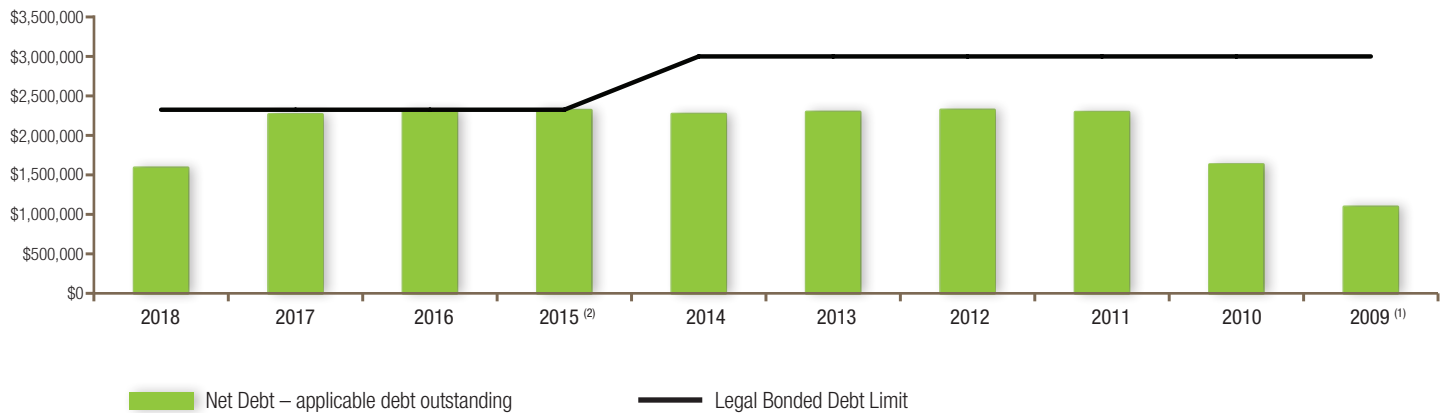
	2018	2017	2016	2015 <sup>(2)</sup>	2014	2013	2012	2011	2010	2009 <sup>(1)</sup>
Legal Bonded Debt Limit	\$ 2,325,000	\$ 2,325,000	\$ 2,325,000	\$ 2,325,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Net Debt - applicable debt outstanding	1,588,642	2,264,224	2,299,584	2,318,289	2,268,795	2,295,512	2,321,595	2,293,026	1,630,065	1,094,138
Total Legal Debt Margin	\$ 736,358	\$ 60,776	\$ 25,416	\$ 6,711	\$ 731,205	\$ 704,488	\$ 678,405	\$ 706,974	\$ 1,369,935	\$ 1,905,862
Outstanding Bond Debt as Percentage of Legal Bonded Debt Limit	68.3%	97.4%	98.9%	99.7%	75.6%	76.5%	77.4%	76.4%	54.3%	36.5%

(1) The Maryland Transportation Authority debt limit was raised from \$1.9 billion to \$3.0 billion during the 2008 Legislative Session. The effective date was July 1, 2008 (fiscal year 2009).

(2) The Maryland Transportation Authority debt limit was decreased from \$3.0 billion to \$2.325 billion during the 2015 Legislative Session. The effective date was June 1, 2015 (fiscal year 2015).

### DEBT OUTSTANDING AND LEGAL BONDED DEBT LIMIT

For the Fiscal Years Ended June 30  
(In Thousands)



# **NON-RECOURSE DEBT OUTSTANDING**

For The Fiscal Years Ended June 30  
(In Thousands)

<b>REVENUE BONDS (Non-Toll Backed)</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>	<b>2010</b>	<b>2009</b>
BWI Rental Car Facility Bonds Series 2002	\$ 84,560	\$ 87,830	\$ 90,900	\$ 93,785	\$ 96,495	\$ 99,040	\$ 101,440	\$ 103,710	\$ 105,855	\$ 107,890
BWI Airport Parking Bonds Series 2002 A&B	—	—	—	—	—	—	—	211,110	220,575	229,590
BWI Airport Parking Refunding Bonds Series 2012 A&B	125,515	136,900	148,055	159,860	171,180	182,025	190,560	-	-	-
BWI PFC Bonds Series 2003A (Variable Rate)	—	—	—	—	—	11,200	22,000	32,400	42,300	51,800
BWI PFC Bonds Series 2012A	39,510	41,535	43,500	45,405	47,275	49,110	50,905	—	—	—
BWI PFC Bonds Series 2012B	63,485	69,510	75,360	81,040	86,610	92,070	—	—	—	—
BWI PFC Bonds Series 2012C (Variable Rate)	43,400	43,400	43,400	43,400	43,400	43,400	—	—	—	—
BWI PFC Bonds Series 2014	35,030	36,535	37,985	39,380	—	—	—	—	—	—
Metrorail Projects (WMATA) Bonds Series 2004	—	—	—	—	30,480	31,860	33,175	34,430	35,635	36,785
Metrorail Projects (WMATA) Refunding Bonds Series 2014	22,320	23,905	25,440	27,200	—	—	—	—	—	—
Calvert Street Parking Garage Bonds Series 2005	—	—	—	18,585	19,300	19,995	20,670	21,325	21,960	22,575
Calvert Street Parking Garage Refunding Bond Series 2015	17,786	18,011	18,011	—	—	—	—	—	—	—
GARVEE Bonds Series 2008	95,290	139,440	181,415	221,345	259,345	295,590	330,175	363,200	394,705	425,000
GARVEE Bonds Series 2017	34,390	—	—	—	—	—	—	—	—	—
<b>Total Non-Recourse Debt Outstanding</b>	<b>\$ 561,286</b>	<b>\$ 597,066</b>	<b>\$ 664,066</b>	<b>\$ 730,000</b>	<b>\$ 754,085</b>	<b>\$ 824,290</b>	<b>\$ 748,925</b>	<b>\$ 766,175</b>	<b>\$ 821,030</b>	<b>\$ 873,640</b>

**RATIO OF OUTSTANDING TOLL REVENUE DEBT PER TOLL TRANSACTION**

For the Fiscal Years Ended June 30  
(In Thousands)

<b>Fiscal Year</b>	<b>Total Toll Revenue Debt Outstanding <sup>(1)</sup></b>	<b>Total Annual Debt Service <sup>(2)</sup></b>	<b>Total Transactions</b>	<b>Outstanding Toll Revenue Debt Per Toll Transaction</b>	<b>Debt Service Per Toll Transaction</b>
2018	\$ 1,588,642	\$ 129,467	165,328	\$ 9.61	\$ 0.78
2017	2,264,224	138,415	163,624	13.84	0.85
2016	2,299,584	126,989	157,268	14.62	0.81
2015	2,318,289	107,785	143,733	16.13	0.75
2014	2,268,795	121,158	132,991	17.06	0.91
2013	2,295,512	109,874	130,810	17.55	0.84
2012	2,321,595	87,990	128,177	18.11	0.69
2011	2,293,026	35,662	123,654	18.54	0.29
2010	1,630,065	35,287	116,338	14.01	0.30
2009	1,094,138	35,287	116,449	9.40	0.30

(1) Total Toll Revenue Debt Outstanding excludes Non-Recourse Debt Outstanding.

(2) Debt Service - Payable January 1st of the current fiscal year and July 1st of the next fiscal year.

# **TOLL-BACKED DEBT OUTSTANDING**

For The Fiscal Years Ending June 30  
(In Thousands)

<b>TRANSPORTATION FACILITIES PROJECTS REVENUE BONDS</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>	<b>2010</b>	<b>2009</b>
Series 1992	\$ —	\$ —	\$ —	\$ 3,000	\$ 5,818	\$ 8,465	\$ 23,368	\$ 37,367	\$ 50,520	\$ 62,878
Series 2004	—	—	—	—	68,970	82,725	83,995	155,700	156,855	157,955
Series 2007	—	289,280	295,605	296,780	297,905	298,975	300,000	300,000	300,000	300,000
Series 2008	—	525,170	535,565	545,560	555,175	564,420	573,305	573,305	573,305	573,305
Series 2008A	518,122	529,519	529,519	529,519	397,497	397,497	397,497	350,834	—	—
Series 2009A	77,645	88,515	98,870	98,870	98,870	98,870	98,870	98,870	98,870	—
Series 2009B	450,515	450,515	450,515	450,515	450,515	450,515	450,515	450,515	450,515	—
Series 2010A	15,780	20,590	25,260	29,795	29,795	29,795	29,795	29,795	—	—
Series 2010B	296,640	296,640	296,640	296,640	296,640	296,640	296,640	296,640	—	—
Series 2012 Refunding	60,270	63,995	67,610	67,610	67,610	67,610	67,610	—	—	—
Series 2017 Refunding	169,670	—	—	—	—	—	—	—	—	—
<b>Total Toll-Backed Debt Outstanding</b>	<b>\$ 1,588,642</b>	<b>\$ 2,264,224</b>	<b>\$ 2,299,584</b>	<b>\$ 2,318,289</b>	<b>\$ 2,268,795</b>	<b>\$ 2,295,512</b>	<b>\$ 2,321,595</b>	<b>\$ 2,293,026</b>	<b>\$ 1,630,065</b>	<b>\$ 1,094,138</b>



## DEMOGRAPHIC AND ECONOMIC INFORMATION

### SCHEDULE OF DEMOGRAPHIC STATISTICS FOR MARYLAND

Calendar Year 2017 and Nine Years Prior <sup>(4)</sup>

	Population <sup>(1)</sup>	Total Personal Income (In Thousands) <sup>(2)</sup>	Per Capita Personal Income <sup>(2)</sup>	Unemployment Rate <sup>(3)</sup>
<b>2017</b>	<b>6,052,177</b>	<b>368,258,212</b>	<b>60,847</b>	<b>4.1%</b>
2016	6,024,752	353,879,629	58,738	4.2%
2015	6,000,561	341,295,179	56,877	4.7%
2014	5,970,245	324,968,237	54,431	5.5%
2013	5,932,654	313,194,782	52,792	6.2%
2012	5,891,680	314,141,448	53,320	6.9%
2011	5,843,115	305,178,393	52,229	7.0%
2010	5,788,099	288,606,603	49,862	7.5%
2009	5,730,388	278,546,534	48,609	7.7%
2008	5,684,965	280,308,847	49,307	5.7%

(1) Source: U.S. Census Bureau. "Annual Estimates of the Residential Population." Population data is updated annually by the U.S. Census Bureau. This data is as of September 25, 2018.

(2) Source: U.S. Department of Commerce, Bureau of Economic Analysis. Personal income data is updated periodically by the U.S. Department of Commerce, Bureau of Economic Analysis. This data is as of September 25, 2018.

(3) Source: U.S. Department of Labor, Bureau of Labor Statistics. Unemployment rate data is updated periodically by the U.S. Department of Labor, Bureau of Labor Statistics. The monthly unemployment rate as of December 31 of each year is shown.

(4) Data for Calendar Year 2018 is not yet available.

### MARYLAND'S TEN LARGEST PRIVATE EMPLOYERS

Calendar Years <sup>(3)</sup>  
Employer (Listed Alphabetically)

2017 <sup>(2)</sup>	2008 <sup>(1)</sup>
Applied Physics Laboratory	Giant Food LLC
Byk Gardner	Helix Health System, Inc.
Clean Harbors, Inc.	Home Depot, Inc.
Cristal USA	Johns Hopkins Hospital
Johns Hopkins Hospital	Johns Hopkins University
Johns Hopkins University	Macy's
Northrop Grumman Electro Systems	Northrop Grumman Corporation
SAP America, Inc.	Safeway
Sinai Hospital	United Parcel Service
University of Maryland Medical Center	Walmart

(1) Source: Maryland Department of Labor, Licensing and Regulation, Office of Workforce Information and Performance.

(2) Beginning in 2015, the source for Maryland's largest employers is a private contractor rather than the Maryland Department of Labor, Licensing and Regulation's in-house system.

(3) Data for Calendar Year 2018 is not yet available.

# SCHEDULES OF EMPLOYMENT BY SECTOR

Calendar Year 2017<sup>(3)</sup> and Nine Years Prior

	Calendar Year 2017 <sup>(1)</sup>			Calendar Year 2008 <sup>(2)</sup>		
	Average Annual Employment	Total Wages (In Thousands)	Average Weekly Wage Per Worker	Average Annual Employment	Total Wages (In Thousands)	Average Weekly Wage Per Worker
Government, State and local	340,329	\$ 19,306,561	\$ 1,091	343,259	\$ 16,768,528	\$ 939
Federal	146,707	14,872,855	1,950	127,150	10,651,787	1,611
Total Government	487,036	34,179,415	1,350	470,409	27,420,315	1,121
Manufacturing	105,130	8,243,342	1,508	128,440	7,945,238	1,190
Natural Resources and Mining	6,434	273,268	817	6,528	232,333	684
Construction	162,154	10,542,768	1,250	178,076	9,360,658	1,011
Trade Transportation and Utilities	461,998	20,962,382	873	461,249	17,943,133	748
Information Services	37,625	3,311,520	1,693	49,820	3,336,494	1,288
Financial Activities	140,275	12,737,097	1,746	149,220	10,376,471	1,337
Professional and Business Services	443,960	34,341,101	1,488	398,952	25,063,169	1,208
Education and Health Services	436,174	23,214,138	1,024	367,671	16,683,401	873
Leisure and Hospitality	280,175	6,568,157	451	236,048	4,428,239	361
Unclassified and Other Services	91,511	3,826,600	1,641	90,987	2,947,701	1,655
<b>Total of all Sectors</b>	<b>2,652,472</b>	<b>\$ 158,199,789</b>	<b>\$ 1,147</b>	<b>2,537,400</b>	<b>125,737,153</b>	<b>\$ 953</b>

(1) Maryland Department of Labor, Licensing and Regulation, Office of Workforce Information and Performance Publications "Employment and Payroll 2017 Annual Averages."

(2) Maryland Department of Labor, Licensing and Regulation, Office of Workforce Information and Performance Publications "Employment and Payroll 2008 Annual Averages."

(3) Data for Calendar Year 2018 is not yet available.

NOTE: Numbers may not sum due to rounding.

## OPERATIONS

### CAPITAL ASSETS

For The Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
<b>Capital Assets Not Being Depreciated</b>										
Land	\$ 397,654	\$ 396,549	\$ 397,382	\$ 392,110	\$ 391,734	\$ 387,239	\$ 383,687	\$ 411,331	\$ 404,872	\$ 395,850
Construction in Progress	1,094,983	1,219,691	1,286,379	1,351,992	1,441,483	1,217,254	1,007,407	2,833,233	2,175,250	1,381,193
Total non-Depreciated	1,492,637	1,616,240	1,683,761	1,744,102	1,833,217	1,604,493	1,391,094	3,244,564	2,580,122	1,777,043
<b>Capital Assets Being Depreciated</b>										
Infrastructure	6,139,202	5,811,314	5,595,081	5,336,470	4,961,487	4,842,850	4,736,522	2,497,157	2,400,443	2,544,118
Building	178,254	158,001	150,204	145,744	109,159	62,214	57,485	47,619	43,783	43,783
Equipment	70,202	57,495	53,217	48,092	46,235	46,702	41,169	34,859	31,184	55,960
Total Depreciated	6,387,658	6,026,810	5,798,502	5,530,306	5,116,881	4,951,766	4,835,176	2,579,635	2,475,410	2,643,861
<b>Less Accumulated Depreciation for:</b>										
Infrastructure	1,724,563	1,639,078	1,553,172	1,462,234	1,375,797	1,284,625	1,204,311	1,177,263	1,141,540	1,168,517
Building	28,617	26,457	24,640	23,356	22,475	23,801	23,049	22,032	21,209	20,293
Equipment	36,896	28,774	28,031	27,195	23,413	20,571	17,346	14,822	12,235	38,386
Total Accumulated Depreciation	1,790,076	1,694,309	1,605,843	1,512,785	1,421,685	1,328,997	1,244,706	1,214,117	1,174,984	1,227,196
<b>Total Capital Assets, Net</b>	<b>\$ 6,090,219</b>	<b>\$ 5,948,741</b>	<b>\$ 5,876,420</b>	<b>\$ 5,761,623</b>	<b>\$ 5,528,413</b>	<b>\$ 5,227,262</b>	<b>\$ 4,981,564</b>	<b>\$ 4,610,082</b>	<b>\$ 3,880,548</b>	<b>\$ 3,193,708</b>

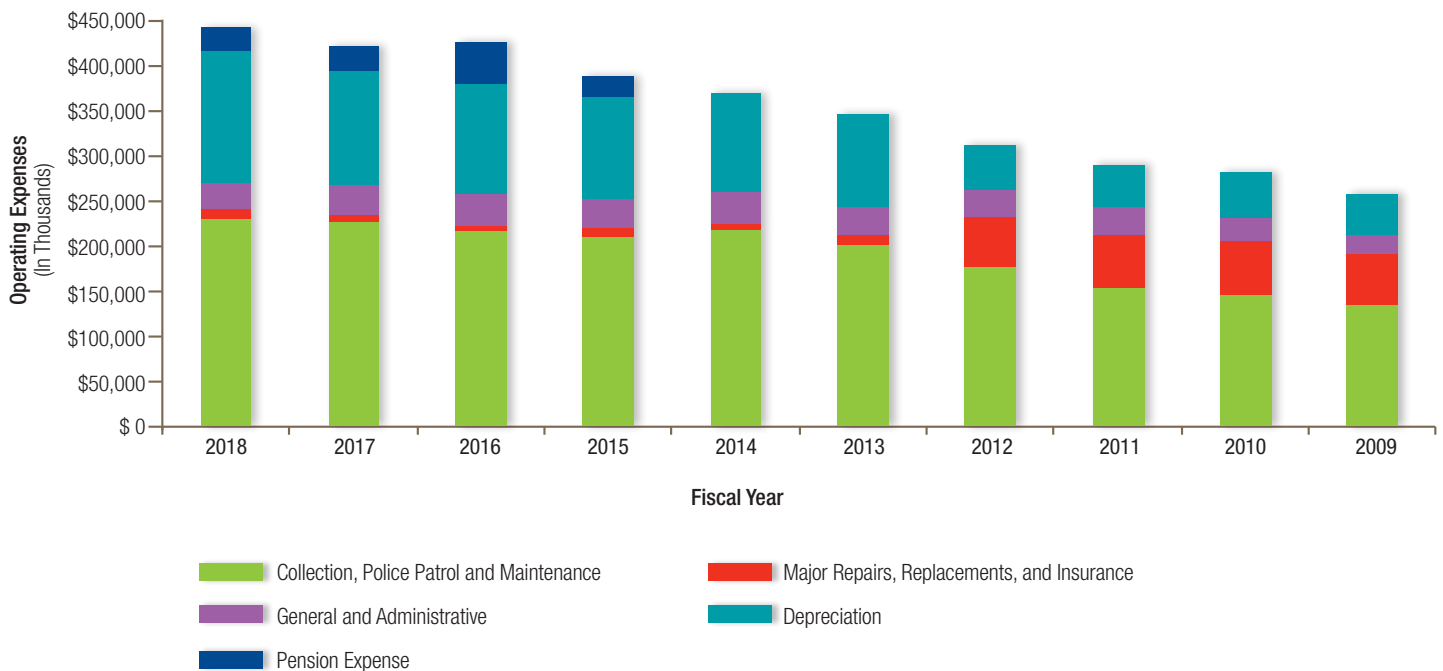
### OPERATING EXPENSES

For The Fiscal Years Ended June 30  
(In Thousands)

	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009
Collection, Police Patrol and Maintenance	\$ 230,408	\$ 226,728	\$ 216,226	\$ 210,058	\$ 216,244	\$ 200,985	\$ 176,455	\$ 152,904	\$ 145,339	\$ 132,940
Major Repairs, Replacements, and Insurance	8,244	7,224	3,269	8,153	7,760	11,633	54,960	59,389	59,768	57,400
General and Administrative	31,550	32,099	37,372	35,407	35,191	30,124	29,739	30,616	26,631	21,331
Depreciation	144,784	127,869	124,094	112,177	110,085	103,743	47,919	45,354	50,414	46,216
Pension Expense	24,094	24,931	41,564	20,193	—	—	—	—	—	—
<b>Total Operating Expenses</b>	<b>\$ 439,080</b>	<b>\$ 418,851</b>	<b>\$ 422,525</b>	<b>\$ 385,988</b>	<b>\$ 369,280</b>	<b>\$ 346,485</b>	<b>\$ 309,073</b>	<b>\$ 288,263</b>	<b>\$ 282,152</b>	<b>\$ 257,887</b>

### OPERATING EXPENSES

For The Fiscal Years Ended June 30  
(In Thousands)





### CHANGE IN POSITIONS

For The Fiscal Years Ended June 30

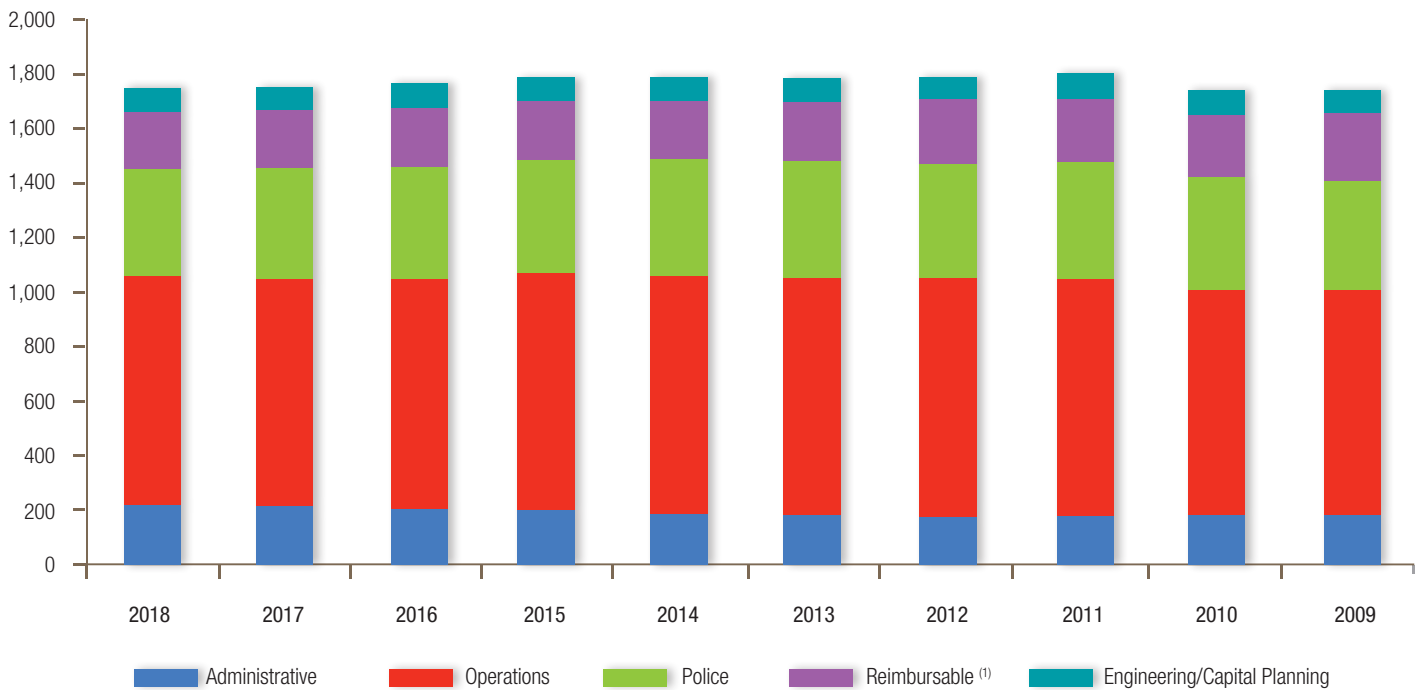
	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	Staffing Change from 2018-2009
Administrative	209	203	205	200	188	181	175	184	187	185	24
Operations	839	839	845	870	873	875	875	866	825	829	10
Police	400	407	412	416	427	427	426	429	407	394	6
Reimbursable <sup>(1)</sup>	209	209	209	213	215	219	225	229	229	247	-38
Engineering/Capital Planning	91	90	90	90	86	87	88	93	92	89	2
<b>Total</b>	<b>1,748</b>	<b>1,748</b>	<b>1,761</b>	<b>1,789</b>	<b>1,789</b>	<b>1,789</b>	<b>1,789</b>	<b>1,801</b>	<b>1,740</b>	<b>1,744</b>	<b>4</b>
Maryland State Police <sup>(2)</sup>	57	58	57	57	57	57	57	57	57	58	-1

(1) Reimbursable includes police services at BWI Marshall Airport and the Port of Baltimore.

(2) Maryland State Police provides law enforcement services on the John F. Kennedy Memorial Highway.

### NUMBER OF POSITIONS BY YEAR

For the Fiscal Years Ended June 30





TOLL RATES

AXLES	RATE
1	\$ 3.00
2	\$ 4.00
3	\$ 5.00
4	\$ 6.00
5	\$ 7.00
6	\$ 8.00
7	\$ 9.00
8	\$ 10.00
9	\$ 11.00
10	\$ 12.00
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22	\$ 24.00
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27	\$ 29.00
28	\$ 30.00
29	\$ 31.00
30	\$ 32.00
31	\$ 33.00
32	\$ 34.00
33	\$ 35.00
34	\$ 36.00
35	\$ 37.00
36	\$ 38.00
37	\$ 39.00
38	\$ 40.00
39	\$ 41.00
40	\$ 42.00
41	\$ 43.00
42	\$ 44.00
43	\$ 45.00
44	\$ 46.00
45	\$ 47.00
46	\$ 48.00
47	\$ 49.00
48	\$ 50.00
49	\$ 51.00
50	\$ 52.00
51	\$ 53.00
52	\$ 54.00
53	\$ 55.00
54	\$ 56.00
55	\$ 57.00
56	\$ 58.00
57	\$ 59.00
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59	\$ 61.00
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87	\$ 89.00
88	\$ 90.00
89	\$ 91.00
90	\$ 92.00
91	\$ 93.00
92	\$ 94.00
93	\$ 95.00
94	\$ 96.00
95	\$ 97.00
96	\$ 98.00
97	\$ 99.00
98	\$ 100.00
99	\$ 101.00
100	\$ 102.00

TOLL RATES

AXLES	RATE
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AXLES	RATE
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91	\$ 93.00
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95	\$ 97.00
96	\$ 98.00
97	\$ 99.00
98	\$ 100.00
99	\$ 101.00
100	\$ 102.00



# 2018

## COMPREHENSIVE ANNUAL FINANCIAL REPORT

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MARYLAND TRANSPORTATION AUTHORITY

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An Enterprise Fund of the State of Maryland  
2310 Broening Highway • Baltimore, MD 21224



Maryland  
Transportation  
Authority

