

INDEPENDENT AUDITORS' REPORT
AND FINANCIAL STATEMENTS

MARYLAND TRANSPORTATION AUTHORITY
(AN ENTERPRISE FUND OF
THE STATE OF MARYLAND)

JUNE 30, 2006

Maryland Transportation Authority

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INDEPENDENT AUDITORS' REPORT

Executive Secretary of the Maryland Transportation Authority

We have audited the accompanying basic financial statements of the Maryland Transportation Authority (the Authority - an enterprise fund of the State of Maryland) as of and for the year ended June 30, 2006, as listed in the table of contents. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

As discussed in Note 2, the financial statements present only the Authority and do not purport to and do not present fairly the financial position of the State of Maryland as of June 30, 2006, and its changes in its financial position and cash flows for the year then ended, in conformity with accounting principles generally accepted in the United States of America.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Maryland Transportation Authority as of June 30, 2006, and the changes in its financial position and its cash flows for the year then ended, in conformity with accounting principles generally accepted in the United States of America.

Our audit was made for the purpose of forming an opinion on the basic financial statements taken as a whole. The supplemental information is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in our audit of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Baltimore, Maryland
November 1, 2006



Maryland Transportation Authority

STATEMENT OF NET ASSETS

June 30, 2006
(in thousands)

ASSETS

CURRENT ASSETS

| | |
|---------------------------------------|------------|
| Cash and cash equivalents | \$ 126,383 |
| Restricted cash and cash equivalents | 109,580 |
| Investments, at fair value | 196,927 |
| Restricted investments, at fair value | 123,688 |
| Intergovernmental receivables | 451 |
| Inventory | 1,668 |
| Accounts receivable | 6,622 |
| Accrued interest | 13,326 |
| Direct financing leases receivable | 36,478 |
| | <hr/> |
| Total current assets | 615,123 |

NONCURRENT ASSETS

| | |
|--|--------------|
| Capital assets, net | 1,562,028 |
| Intergovernmental receivables | 9,324 |
| Direct financing leases receivable | 429,323 |
| Contractor deposits | 20,891 |
| Investment in Canton Development Company, Inc. (CDC) | 1,625 |
| | <hr/> |
| Total noncurrent assets | 2,023,191 |
| | <hr/> |
| Total assets | \$ 2,638,314 |

(continued)

Maryland Transportation Authority

STATEMENT OF NET ASSETS - CONTINUED

June 30, 2006
(in thousands)

LIABILITIES AND NET ASSETS

CURRENT LIABILITIES

| | |
|--|-----------|
| Accounts payable and accrued liabilities | \$ 62,423 |
| Intergovernmental payables | 34,411 |
| Deferred revenue | 11,801 |
| Current portion of bonds payable | 43,775 |
| Current portion of accrued annual leave | 269 |
| Current portion of accrued workers' compensation costs | 944 |

Total current liabilities 153,623

| | |
|-------------------------------------|---------|
| Contractor deposits | 20,891 |
| Accrued annual leave | 6,280 |
| Accrued workers' compensation costs | 5,144 |
| Bonds payable | 721,340 |

Total liabilities 907,278

NET ASSETS

| | |
|---|-----------|
| Invested in capital assets, net of related debt | 1,297,673 |
| Restricted for: | |
| Debt service | 68,998 |
| Capital expenditures | 192,921 |
| Investment in CDC | 1,625 |
| Unrestricted | 169,819 |

Total net assets 1,731,036

Total liabilities and net assets \$ 2,638,314

See notes to financial statements

Maryland Transportation Authority

STATEMENT OF REVENUE, EXPENSES AND CHANGES IN NET ASSETS

Year ended June 30, 2006
(in thousands)

| | |
|--|--------------|
| Operating revenue | |
| Toll revenue | \$ 274,327 |
| Concession income | 7,800 |
| Intergovernmental revenue | 89,453 |
| Other | 11,966 |
| | <hr/> |
| Total operating revenue | 383,546 |
| | <hr/> |
| Operating expenses | |
| Collection, police patrol and maintenance | 123,909 |
| Major repairs, replacements and insurance | 106,136 |
| General and administrative | 11,355 |
| Depreciation | 58,038 |
| | <hr/> |
| Total operating expenses | 299,438 |
| | <hr/> |
| Operating income | 84,108 |
| | <hr/> |
| Nonoperating income (expense) | |
| Interest income on investments | 9,808 |
| Restricted interest income on investments | 11,975 |
| Interest on direct financing leases | 924 |
| Restricted interest on direct financing leases | 21,931 |
| Interest expense | (35,467) |
| | <hr/> |
| Total nonoperating income (expense) | 9,171 |
| | <hr/> |
| Change in net assets | 93,279 |
| | <hr/> |
| Net assets, beginning of year | 1,637,757 |
| | <hr/> |
| Net assets, end of year | \$ 1,731,036 |
| | <hr/> <hr/> |

See notes to financial statements

Maryland Transportation Authority

STATEMENT OF CASH FLOWS

Year ended June 30, 2006
(in thousands)

| | |
|---|-------------------|
| Cash flows from operating activities | |
| Receipts from toll collections and ticket sales | \$ 332,531 |
| Receipts from concessions and other revenue | 84,326 |
| Receipts from other governmental agencies for services | 35,000 |
| Payments to employees | (74,141) |
| Payments to suppliers | <u>(219,382)</u> |
| Net cash provided by operating activities | <u>158,334</u> |
| Cash flows from noncapital financing activities | |
| Proceeds from issuance of debt | |
| Debt interest payments | (9,873) |
| Debt principal payments | <u>(19,465)</u> |
| Net cash used in noncapital financing activities | <u>(29,338)</u> |
| Cash flows from capital financing activities | |
| Capital debt interest payments | (24,751) |
| Capital debt principal payments | (7,575) |
| Bond proceeds | 23,760 |
| Payments of accounts payable related to fixed assets | (4,629) |
| Purchase of capital assets | <u>(113,742)</u> |
| Net cash used in capital financing activities | <u>(126,937)</u> |
| Cash flows from investing activities | |
| Purchase of investments | (2,051,939) |
| Proceeds from sale of investments | 2,020,433 |
| Interest income | 18,978 |
| Payments for direct financing capital lease assets | (43,314) |
| Proceeds from direct financing leases | <u>75,521</u> |
| Net cash provided by investing activities | <u>19,679</u> |
| NET INCREASE IN CASH AND CASH EQUIVALENTS | 21,738 |
| Cash and cash equivalents, beginning of year | <u>214,225</u> |
| Cash and cash equivalents, end of year | <u>\$ 235,963</u> |
| Supplemental disclosure of significant noncash capital financing activities | |
| Unpaid additions to capital assets | <u>\$ 15,983</u> |

(continued)

Maryland Transportation Authority

STATEMENT OF CASH FLOWS - CONTINUED

Year ended June 30, 2006
(in thousands)

| | |
|---|-------------------|
| Reconciliation of operating income to net cash provided by operating activities | |
| Operating income | \$ 84,108 |
| Depreciation | 58,038 |
| Effect of changes in operating assets and liabilities | |
| Intergovernmental receivables | 563 |
| Inventory | (82) |
| Accounts receivable | 960 |
| Accounts payable and accrued liabilities | (13,374) |
| Intergovernmental payables | 24,122 |
| Deferred revenue | 3,687 |
| Accrued annual leave | 689 |
| Accrued workers' compensation costs | (377) |
| | <hr/> |
| Net cash provided by operating activities | <u>\$ 158,334</u> |

See notes to financial statements

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS

June 30, 2006

NOTE 1 - ORGANIZATION AND PURPOSE

The Maryland Transportation Authority (the Authority), an enterprise agency of the State of Maryland, was established by statute in 1971 to manage the State's toll facilities, as well as to finance new revenue-producing transportation projects on behalf of the Maryland Department of Transportation. The Authority is responsible for the supervision, financing, construction, operation, maintenance and repair of the State's toll facilities in accordance with an Amended and Restated Trust Agreement dated as of June 1, 2004 (the Trust Agreement) relating to the Maryland Transportation Authority - Transportation Facilities Projects Revenue Bonds, Series 1992, 1998, and 2004.

The Authority 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 Memorial Bridge
- Chesapeake Bay Bridge - William Preston Lane, Jr. Memorial Bridge
- Patapsco Tunnel - Baltimore Harbor Tunnel
- Baltimore Outer Harbor Bridge - Francis Scott Key Bridge
- Northeastern Expressway - John F. Kennedy Memorial Highway
- Fort McHenry Tunnel

In addition to the above facilities, the Authority is permitted to construct and/or operate other transportation facilities 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 Authority's option, such revenue is otherwise pledged. These additional projects (the General Account Projects, as defined under the Trust Agreement) currently include the following:

- Susquehanna River Bridge - Thomas J. Hatem Memorial Bridge
- Seagirt Marine Terminal
- Masonville Phase I Auto Terminal
- Intercounty Connector

By Maryland statute, the Authority may issue revenue bonds to provide financing for other revenue-producing transportation-related projects. These bonds are secured by revenues pledged from the individual projects and are not secured by the toll revenues of the

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Authority, and are subject to separate trust agreements for each particular project. To date, the Authority has also issued revenue bonds for various transportation facilities projects at the Baltimore/Washington International Airport (BWI) in Anne Arundel County, MD; and for vehicle-parking facilities projects at certain Metrorail stations operated by the Washington Metropolitan Area Transit Authority (WMATA) in Prince George's County, MD; and for a State parking facility in Annapolis, MD. Therefore, under separate trust agreements, the Authority has issued Airport Parking Revenue Bonds, Series 2002A and 2002B; BWI Consolidated Rental Car Facility Revenue Bonds, Series 2002; BWI Variable Rate Passenger Facility Charge Revenue Bonds, Series 2003A and 2003B; Lease Revenue Bonds, Metrorail Parking Projects, Series 2004; and Lease Revenue Bonds, Calvert Street Parking Garage Project, Series 2005.

NOTE 2 - SIGNIFICANT ACCOUNTING POLICIES

Financial Statements

The Authority is an enterprise fund of the State of Maryland. The accompanying financial statements present the financial position, changes in financial position and cash flows of just the Authority.

Basis of Presentation

The accompanying financial statements are prepared on the accrual basis of accounting. In accordance with Governmental Accounting Standards Board (GASB) Statement No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities that use Proprietary Fund Accounting*, the Authority has elected not to apply non-GASB pronouncements issued on or after November 30, 1989.

Cash and Cash Equivalents

The Authority considers all investments with original maturities of three months or less at the time of purchase to be cash equivalents. Restricted cash and cash equivalents are funds restricted for the payment of debt service, major maintenance project requirements, and improvements, betterments, or capital additions.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Receivables

Management considers receivables to be fully collectible; accordingly, no allowance for doubtful accounts has been provided. If amounts become uncollectible, they are charged to operations in the period in which that determination is made.

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

Restricted investments are investments restricted for the payment of debt service, major maintenance project requirements, and improvements, betterments, or capital additions.

Inventory

Inventory consists primarily of spare parts and supplies carried at cost using a weighted average cost method.

Capital Assets

The Authority records capital assets at cost less accumulated depreciation. The Authority has established \$100,000 as the threshold to capitalize capital assets. Depreciation is calculated on a straight-line basis over the life of the assets.

Revenue Recognition

The Authority recognizes toll revenue as vehicles pass through toll facilities. All other revenue is recognized on an accrual basis as earned. Operating revenue consists of tolls collected, commissions received from the right to operate facilities along the highways and all other service revenue received. Nonoperating revenue consists of interest income. Electronic toll revenue paid in advance is recorded as deferred revenue until it is utilized.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Use of Estimates

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 of assets and liabilities and disclosures of contingent assets and liabilities as of the date of the financial statements and the reported amounts of revenue and expenditures during the reporting periods. Actual results could differ from those estimates.

NOTE 3 - CASH AND CASH EQUIVALENTS AND INVESTMENTS

Custodial Credit Risk

Custodial credit risk is the risk that, in the event of the failure of the counterparty, the Authority will not be able to recover the value of its deposits or investments that are in possession of an outside party. The Trust Agreement requires that the Authority's investments in repurchase agreements be fully collateralized by the Trustee. Cash deposits are insured or collateralized with securities held by the State or its agent in the Authority's name. As of June 30, 2006, cash on hand totaled \$309,000, which was uninsured and uncollateralized.

Investments

The Authority may invest in obligations of the U.S. Treasury including bills, notes, and bonds; obligations of U.S. agencies; 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 the short-term paper rated not lower than P-1 by Moody's Investors Services and A-1 by S&P; commercial paper rated A-1, P-1; municipal securities in the highest rating by Moody's and S&P; money market mutual funds rated AAAM or AAAM-G; and the state investment pool.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

As of June 30, 2006, the Authority had the following cash and cash equivalents and investments and maturities (in thousands):

| Investment Type | Investment Maturities (in Years) | | |
|---------------------------|----------------------------------|-------------------|------------------|
| | Fair value | Less than 1 | 1-5 |
| U. S. Treasury Bills | \$ 19,845 | \$ 19,845 | \$ - |
| U.S. Agencies | 333,254 | 314,546 | 18,708 |
| Commercial Paper | 34,844 | 34,844 | - |
| Money Market Mutual Funds | 168,326 | 168,326 | - |
| | <u>\$ 556,269</u> | <u>\$ 537,561</u> | <u>\$ 18,708</u> |

Less than 1 year

U.S. agency \$9,964 callable September 2006, maturity October 2006
 U.S. agency \$9,966 callable August 2006, maturity November 2006
 U.S. agency \$14,948 callable July 2006, maturity November 2006
 U.S. agency \$13,948 callable September 2006, maturity March 2007
 U.S. agency \$4,986 callable August 2006, maturity May 2007
 U.S. agency \$4,992 callable July 2006, maturity May 2007
 U.S. agency \$7,980 callable September 2006, maturity June 2007

1-5 years

U.S. agency \$981 callable continuous, maturity August 2007
 U.S. agency \$9,941 callable August 2006, maturity August 2007
 U.S. agency \$4,985 callable December 2006, maturity December 2007

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Authority has an investment policy limiting investment maturities by fund. As a means of limiting its exposure to market value fluctuation the Authority has limited investments in the Operating and Bond funds to 1 year. The Maintenance and Operating Fund, Capital Fund, and General Fund are limited to 5 years. The Reserve fund is limited to 15 years.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations.

At June 30, 2006, the Authority had the following investments (in thousands) and quality ratings:

| Investment Type | Fair Value | Rating | Rating Organization |
|--|------------|--------|---------------------------|
| U.S. Agencies | \$ 333,254 | AAA | Standard & Poor's |
| Citigroup commercial paper | \$ 5,976 | P-1 | Moody's Investors Service |
| Citigroup Funding commercial paper | \$ 2,979 | P-1 | Moody's Investors Service |
| Ford Credit Auto Receivable commercial paper | \$ 4,962 | A-1+ | Standard & Poor's |
| General Electric commercial paper | \$ 12,945 | A-1+ | Standard & Poor's |
| Sherwin Williams commercial paper | \$ 7,982 | P-2 | Moody's Investors Service |
| Money Market Mutual Funds | \$ 168,326 | AAAm | Standard & Poor's |

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 Authority does not place a limit on the amount by issuer of U.S. Government Agency investments. More than 5% of the Authority's investments are in the Federal Home Loan Bank, Federal Home Loan Mortgage Association, and Federal National Mortgage Association. These investments are 24%, 17%, and 17%, respectively, of the Authority's total investments.

NOTE 4 - RESTRICTED CASH AND CASH EQUIVALENTS AND RESTRICTED INVESTMENTS

In accordance with the Trust Agreements, the Authority 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 maintenance project requirements, and improvements, betterments, enlargements or capital additions. The aggregate balance of these restricted accounts as of June 30, 2006, included in restricted cash and cash equivalents and restricted investments, was \$233,268,000. 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.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

The Authority's restricted cash and cash equivalents and restricted investments as of June 30, 2006, are as follows (in thousands):

| | |
|--|-------------------|
| Restricted cash and cash equivalents | |
| Airport facilities projects | \$ 7,218 |
| BWI parking project | 18,328 |
| BWI consolidated car rental facility | 15,451 |
| WMATA Metrorail projects | 3,192 |
| Calvert Street parking garage project | 514 |
| Capital projects | 25,377 |
| Debt service | 30,341 |
| General operations | 9,159 |
| | <u>109,580</u> |
| | <u>\$ 109,580</u> |
| Restricted investments | |
| Capital projects | \$ 62,676 |
| WMATA Metrorail projects | 2,702 |
| Calvert Street parking garage project | 11,694 |
| Debt service | 14,759 |
| General operations | 31,857 |
| | <u>123,688</u> |
| | <u>\$ 123,688</u> |
| Total restricted cash and cash equivalents and investments | <u>\$ 233,268</u> |

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

NOTE 5 - CAPITAL ASSETS

A summary of the changes in the Authority's capital assets for the year ended June 30, 2006, is as follows (in thousands):

| | June 30, 2005 | Additions | Net Transfers | June 30, 2006 |
|-------------------------------|---------------------|------------------|---------------|---------------------|
| Nondepreciated | | | | |
| Land and improvements | \$ 110,008 | \$ 10,839 | \$ - | \$ 120,847 |
| Depreciated | | | | |
| Infrastructures | 2,284,362 | 118,886 | - | 2,403,248 |
| Buildings | 49,466 | - | - | 49,466 |
| Equipment | 7,427 | - | - | 7,427 |
| | <u>2,451,263</u> | <u>129,725</u> | <u>-</u> | <u>2,580,988</u> |
| Less accumulated depreciation | | | | |
| Infrastructures | 937,572 | 55,141 | - | 992,713 |
| Buildings | 20,302 | 2,897 | - | 23,199 |
| Equipment | 3,048 | - | - | 3,048 |
| | <u>960,922</u> | <u>58,038</u> | <u>-</u> | <u>1,018,960</u> |
| | <u>\$ 1,490,341</u> | <u>\$ 71,687</u> | <u>\$ -</u> | <u>\$ 1,562,028</u> |

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

NOTE 6 - LONG-TERM LIABILITIES

Changes in long-term liabilities for the year ended June 30, 2006, are summarized as follows (in thousands):

| | Balance June 30, 2005 | Bonds Issued | Bond Accretion | Increase in Accrual | Total Increases | Bond Defeasance | Principal Payments | Decrease in Accrual | Total Decreases | Balance June 30, 2006 | Amounts Due Within One Year |
|----------------------------------|--------------------------|------------------|-------------------|---------------------------|--------------------|--------------------|-----------------------|---------------------------|--------------------|--------------------------|-----------------------------------|
| Revenue bonds | \$ 278,985 | \$ - | \$ 4,835 | \$ - | \$ 4,835 | \$ - | \$ (19,465) | \$ - | \$ (19,465) | \$ 264,355 | \$ 24,080 |
| BWI PFC bonds | 69,700 | - | - | - | - | - | - | - | - | 69,700 | 8,800 |
| BWI car rental facility bonds | 115,115 | - | - | - | - | - | (1,690) | - | (1,690) | 113,425 | 1,760 |
| BWI parking garage bonds | 259,760 | - | - | - | - | - | (5,885) | - | (5,885) | 253,875 | 7,510 |
| WMATA parking garage bonds | 40,000 | - | - | - | - | - | - | - | - | 40,000 | 1,040 |
| Calvert Street parking garage | - | 23,760 | - | - | 23,760 | - | - | - | - | 23,760 | 585 |
| Total debt | 763,560 | 23,760 | 4,835 | - | 28,595 | - | (27,040) | - | (27,040) | 765,115 | 43,775 |
| Accrued annual leave | 5,860 | - | - | 4,104 | 4,104 | - | - | (3,415) | (3,415) | 6,549 | 269 |
| Accrued workers' compensation | 6,465 | - | - | 1,426 | 1,426 | - | - | (1,803) | (1,803) | 6,088 | 944 |
| | <u>\$ 775,885</u> | <u>\$ 23,760</u> | <u>\$ 4,835</u> | <u>\$ 5,530</u> | <u>\$34,125</u> | <u>\$ -</u> | <u>\$ (27,040)</u> | <u>\$ (5,218)</u> | <u>\$ (32,258)</u> | <u>\$ 777,752</u> | <u>\$ 44,988</u> |

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Revenue Bonds

The Series 1992, 1998 and 2004 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, but are payable solely from the revenue of the Transportation Facilities Projects of the Authority.

Revenue Bonds outstanding as of June 30, 2006, consisted of the following:

Series 1992 revenue bonds

| | |
|--|---------------|
| Current interest serial bonds maturing in an annual installment of \$14,570,000 on July 1, 2006, with an interest rate of 5.80%. | \$ 14,570,000 |
|--|---------------|

| | |
|--|------------|
| Capital appreciation bonds maturing in annual installments of original principal, ranging from \$6,197,452 to \$720,810 from July 1, 2007 to July 1, 2015, with approximate yield to maturity of 6.25% to 6.35% and accreted interest as noted below*. | 34,037,946 |
|--|------------|

Series 1998 revenue refunding bonds

| | |
|--|-----------|
| Serial bonds maturing in an annual installment of \$9,510,000 on July 1, 2006, with an interest rate of 5.00%. | 9,510,000 |
|--|-----------|

Series 2004 revenue bonds

| | |
|--|-------------|
| \$1,000,000 to \$15,235,000, from July 1, 2007 to July 1, 2032, with interest rates ranging from 4.50% to 5.25%, payable semiannually. | 143,140,000 |
|--|-------------|

| | |
|--|-------------------|
| Term bonds maturing July 1, 2034 with an interest rate of 5.00%. | <u>16,860,000</u> |
|--|-------------------|

| | |
|----------------------------|-------------|
| Sub-total principal amount | 218,117,946 |
|----------------------------|-------------|

| | |
|--|-------------------|
| *Capital appreciation bonds' accumulated accreted interest | <u>46,236,676</u> |
|--|-------------------|

| | |
|-------------------|-----------------------------|
| Total outstanding | <u><u>\$264,354,622</u></u> |
|-------------------|-----------------------------|

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Debt service requirements on the 1992, 1998 and 2004 Revenue Bonds are as follows:

| Years ending June 30 | Principal | Accreted amount through bond term | Interest | Total |
|-------------------------|-----------------------|---|-----------------------|-----------------------|
| 2007 | \$ 24,080,000 | \$ - | \$ 9,352,665 | \$ 33,432,665 |
| 2008 | 7,197,452 | 8,302,190 | 8,007,105 | 23,506,747 |
| 2009 | 6,826,087 | 7,835,445 | 7,955,980 | 22,617,512 |
| 2010 | 6,533,325 | 7,364,208 | 7,902,355 | 21,799,888 |
| 2011 | 6,235,167 | 6,933,698 | 7,845,980 | 21,014,845 |
| 2012-2016 | 57,490,915 | 15,801,135 | 35,264,900 | 108,556,950 |
| 2017-2021 | 19,980,000 | - | 25,884,585 | 45,864,585 |
| 2022-2026 | 25,315,000 | - | 19,403,125 | 44,718,125 |
| 2027-2031 | 32,305,000 | - | 12,234,375 | 44,539,375 |
| 2032-2035 | 32,155,000 | - | 3,313,375 | 35,468,375 |
| | <u>\$ 218,117,946</u> | <u>\$ 46,236,676</u> | <u>\$ 137,164,445</u> | <u>\$ 401,519,067</u> |

BWI Consolidated Rental Car Facility Bonds

During the year ended June 30, 2002, the Authority issued \$117,345,000 of BWI Consolidated Rental Car Facility Taxable Limited Obligation Revenue Bonds, Series 2002 (the Series 2002 Bonds), to finance the costs of a rental car facility located in the vicinity of BWI. The interest rates on the bonds ranged from 2.74% to 6.65%. The facility is leased to the Maryland Aviation Authority (MAA) through a direct financing lease (See Note 10). The BWI Consolidated Rental Car Facility Revenue Bonds are payable as to principal and interest solely from Customer Facility Charges (CFC) and contingent rent, if applicable, from the MAA. The Series 2002 Bonds issued in accordance with the provisions of the 2002 Trust Agreement and interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, the Maryland Department of Transportation or the MAA, but are payable solely from the customer facility charges and contingent rent, if applicable, which the Authority will receive in the form of direct financing lease payments.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Debt service requirements on the Series 2002 Rental Car Facility Bonds are as follows:

| Years ending June 30 | Principal | Interest | Total |
|-------------------------|-----------------------|-----------------------|-----------------------|
| 2007 | \$ 1,760,000 | \$ 7,270,686 | \$ 9,030,686 |
| 2008 | 1,840,000 | 7,183,234 | 9,023,234 |
| 2009 | 1,935,000 | 7,086,252 | 9,021,252 |
| 2010 | 2,035,000 | 6,979,500 | 9,014,500 |
| 2011 | 2,145,000 | 6,862,722 | 9,007,722 |
| 2012-2016 | 12,810,000 | 32,148,528 | 44,958,528 |
| 2017-2021 | 17,470,000 | 27,313,468 | 44,783,468 |
| 2022-2026 | 23,940,000 | 20,622,962 | 44,562,962 |
| 2027-2031 | 33,010,000 | 11,249,806 | 44,259,806 |
| 2032-2033 | 16,480,000 | 1,113,542 | 17,593,542 |
| | <u>\$ 113,425,000</u> | <u>\$ 127,830,700</u> | <u>\$ 241,255,700</u> |

BWI Parking Garage Bonds

During the year ended June 30, 2002, the Authority issued \$264,075,000 of BWI Parking Revenue Bonds, Series 2002A - Governmental Purpose and the Series 2002B - Qualified Airport - AMT (the Series 2002A and B Bonds), to finance the costs of a parking garage located at BWI. The interest rates on the bonds ranged from 4.00% to 5.25%. The parking garage is leased to the MAA through a direct financing lease (See Note 10). The Series 2002A and 2002B Bonds are payable as to principal and interest solely from parking fees collected at BWI. The Series 2002A and 2002B Bonds issued in accordance with the provisions of the 2002 Trust Agreement and interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, the Maryland Department of Transportation or the MAA, but are payable solely from parking fees, which the Authority will receive in the form of direct financing lease payments.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Debt service requirements on the Series 2002A and B Bonds are as follows:

| Years ending June 30 | Principal | Interest | Total |
|-------------------------|-----------------------|-----------------------|-----------------------|
| 2007 | \$ 7,510,000 | \$ 12,834,619 | \$ 20,344,619 |
| 2008 | 8,185,000 | 12,534,219 | 20,719,219 |
| 2009 | 8,590,000 | 12,149,469 | 20,739,469 |
| 2010 | 9,015,000 | 11,730,619 | 20,745,619 |
| 2011 | 9,465,000 | 11,291,144 | 20,756,144 |
| 2012-2016 | 55,140,000 | 49,836,050 | 104,976,050 |
| 2017-2021 | 62,805,000 | 33,922,331 | 96,727,331 |
| 2022-2026 | 75,695,000 | 16,461,981 | 92,156,981 |
| 2027 | 17,470,000 | 895,338 | 18,365,338 |
| | <u>\$ 253,875,000</u> | <u>\$ 161,655,770</u> | <u>\$ 415,530,770</u> |

Variable Rate Passenger Facility Charge Revenue Bonds (BWI Airport Facility Projects)

During the fiscal year ended June 30, 2004, the Authority issued \$69,700,000 of BWI Facility Projects, Series 2003A and 2003B Bonds to finance a portion of the costs of certain projects (the Airport Facility Projects) located at Baltimore/Washington International Airport (BWI). The interest rates on the bonds are variable and the weekly reset rates were 2.20% and 2.27%, respectively, as of June 30, 2006. The facilities are leased to the Maryland Aviation Administration (MAA) through a direct financing lease (see Note 10). The BWI Airport Projects Bonds are payable as to principal and interest solely from Passenger Facility Charges (PFC) received by the MAA and deposited with the Trustee (M&T Bank). The Series 2003 Bonds issued in accordance with the provisions of the 2003 Trust Agreement and interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, the Maryland Department of Transportation or the MAA, but are payable solely from the PFC's which the Authority receives from MAA in the form of direct financing lease payments.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Debt service requirements on the Variable Rate PFC (BWI Airport Facility Projects) Revenue Bonds are as follows:

| Years ending June 30 | Principal | Interest * | Total |
|-------------------------|----------------------|----------------------|----------------------|
| 2007 | \$ - | \$ 2,743,130 | \$ 2,743,130 |
| 2008 | 8,800,000 | 2,519,130 | 11,319,130 |
| 2009 | 9,100,000 | 2,393,370 | 11,493,370 |
| 2010 | 9,500,000 | 2,035,740 | 11,535,740 |
| 2011 | 9,900,000 | 1,662,390 | 11,562,390 |
| 2012-2014 | 32,400,000 | 2,578,080 | 34,978,080 |
| | <u>\$ 69,700,000</u> | <u>\$ 13,931,840</u> | <u>\$ 83,631,840</u> |

*Based on the interest rates in effect on June 30, 2006.

Lease Revenue Bonds Metrorail Parking Series 2004 Bonds

During the year ended June 30, 2004, the Authority issued \$40,000,000 of Metrorail Parking Projects Series 2004 Bonds to finance three parking garages at WMATA metrorail facilities in New Carrollton, Largo and College Park, Maryland. The facilities are leased to the Washington Metropolitan Area Transit Authority through a direct financing lease (see Note 10). The Metrorail Parking Bonds are payable as to principal and interest solely from pledged revenues payable to the Authority 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). The Series 2004 Bonds issued in accordance with the provisions of the 2004 Trust Agreement and interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, the Maryland Department of Transportation, Maryland Transportation Authority or Prince George's County, but are payable solely from pledged revenue which the Authority receives from WMATA in the form of a direct financing lease payments.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Debt service requirements on the Metrorail Parking Projects Series 2004 Bonds are as follows:

| Years ending June 30 | Principal | Interest | Total |
|-------------------------|----------------------|----------------------|----------------------|
| 2007 | \$ 1,040,000 | \$ 1,865,089 | \$ 2,905,089 |
| 2008 | 1,070,000 | 1,833,438 | 2,903,438 |
| 2009 | 1,105,000 | 1,795,288 | 2,900,288 |
| 2010 | 1,150,000 | 1,744,438 | 2,894,438 |
| 2011 | 1,205,000 | 1,691,588 | 2,896,588 |
| 2012-2016 | 6,885,000 | 7,559,925 | 14,444,925 |
| 2017-2021 | 8,660,000 | 5,740,493 | 14,400,493 |
| 2022-2026 | 10,930,000 | 3,405,775 | 14,335,775 |
| 2027-2029 | 7,955,000 | 609,375 | 8,564,375 |
| | <u>\$ 40,000,000</u> | <u>\$ 26,245,409</u> | <u>\$ 66,245,409</u> |

Lease Revenue Bonds Calvert Street Parking Garage Project Series 2005

During the year ended June 30, 2006, the Authority issued \$26,760,000 of Calvert Street Parking Garage Project Bonds to finance the cost of a parking garage for State of Maryland employees in Annapolis, Maryland. The facilities are leased to the Maryland Department of General Services (DGS) through a direct financing lease (see Note 10). Principal and interest on the Calvert Street Parking Garage Bonds will be 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. DGS's obligation to make rental payments is subject to appropriation by the General Assembly. The bonds do not constitute a debt or pledge of the full faith and credit of the State of Maryland, DGS, or the Authority.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Debt service requirements on the Calvert Street Parking Garage Project Series 2005 Bonds are as follows:

| Years ending June 30 | Principal | Interest | Total |
|-------------------------|----------------------|----------------------|----------------------|
| 2007 | \$ 585,000 | \$ 985,380 | \$ 1,570,380 |
| 2008 | 600,000 | 975,874 | 1,575,874 |
| 2009 | 615,000 | 956,618 | 1,571,618 |
| 2010 | 635,000 | 936,489 | 1,571,489 |
| 2011 | 655,000 | 915,396 | 1,570,396 |
| 2012-2016 | 2,825,000 | 4,166,738 | 6,991,738 |
| 2017-2021 | 4,110,000 | 3,336,675 | 7,446,675 |
| 2022-2026 | 4,940,000 | 2,420,614 | 7,360,614 |
| 2027-2031 | 6,020,000 | 1,272,115 | 7,292,115 |
| 2032-2033 | 2,775,000 | 122,609 | 2,897,609 |
| | <u>\$ 23,760,000</u> | <u>\$ 16,088,508</u> | <u>\$ 39,848,508</u> |

NOTE 7 - RETIREMENT PLANS

Maryland State Retirement and Pension System

The Authority contributes to the Maryland State Retirement and Pension System (the System), established by the State to provide pension benefits for State employees and employees of other participating entities within the State. While the System is an agent multiple employer public employee retirement system, the Authority accounts for the plan as a cost-sharing multiple employer public employee retirement system as a separate valuation and is not performed for the Authority, and the Authority's only obligation to the plan is its required annual contributions. The System is considered part of the State's financial reporting entity and is not considered a part of the Authority's reporting entity. The System prepares a separate Comprehensive Annual Report, which can be obtained from the Maryland State Retirement and Pension System at 120 E. Baltimore Street, Baltimore, Maryland 21202.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Plan Description

The System, which is administered in accordance with Article 73B of the Annotated Code of Maryland, consists of the several plans which are managed by the Board of Trustees for the System. All State employees and employees of the participating entities are eligible for coverage by the plans.

The System provides retirement, death and disability benefits in accordance with State statutes. Vesting begins after completing five years of service. A member terminating employment before attaining retirement age but after completing 5 years of service becomes eligible for a vested retirement allowance provided the member lives to age 60 (age 62 for the Pension System) and does not withdraw his or her accumulated contributions. Members of the Retirement System may retire with full benefits after attaining the age of 60, or after completing 30 years of service credit regardless of age, or at age 62 or older with specified years of service credit. A member of the Employees' Pension System is eligible for full retirement benefits upon attaining age 62, with specified year of eligible service, or accumulating 30 years of eligibility service regardless of age. The annual pension allowance for a State employee member of the Employees' Pension System equals 1.2% of the member's highest three years' average final salary (AFS), multiplied by the number of years of creditable service accumulated prior to July 1, 1998, plus 1.4% of the member's AFS, multiplied by the number of years of creditable service accumulated subsequent to June 30, 1998. The annual retirement allowance equals 1/55 (1.8%) of the member's AFS multiplied by the number of years of accumulated creditable service.

A member of the Law Enforcement Officers' Pension System is eligible for full retirement benefits either upon the earlier of attaining age 50 or accumulating 25 years of eligible service regardless of age. The annual retirement allowance for a member who is covered under the retirement plan provisions equals 1/50 (2.0%) of the member's AFS multiplied by the number of years of accumulated creditable service up to 30 years, plus 1/100 (1%) of the member's AFS multiplied by the number of years accumulated creditable service in excess of 30 years. The annual pension allowance for a member who is covered under the pension plan provisions equals 1.0 percent of the member's AFS up to the social security integration level (SSIL), plus 1.7 percent of the member's AFS in excess of the SSIL, multiplied by the number of years of accumulated creditable service. A member retiring prior to age 62 receives a service pension allowance of 1.7% of the member's AFS for each year of accumulated creditable service, until attaining age 62.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Funding Policy

The Authority's required contributions are based upon actuarial valuations. Effective July 1, 1980, in accordance with the law governing the System, all benefits of the System are funded in advance. The entry age normal cost method is the actuarial cost method used. Members of the Retirement System are required to contribute to the System a fixed percentage of their regular salaries and wages (7% or 5% depending on the retirement plan selected). Members of the Pension System are required to contribute to the System 5% of their regular salaries and wages which exceed the social security wage contributions. Contributions are deducted from each member's salary and wage payments and are remitted to the System on a regular, periodic basis. The Authority made its required contributions during the fiscal year ending June 30, 2006 of \$11,133,000. The required contribution for the year ended June 30, 2006 was 16% of coverage payroll.

Post Retirement Benefits

The State provides, in accordance with the State Merit System Law, post employment health care benefits to retired employees and their dependents (generally employees who retired before July 1, 1984, employees who retired on or after July 1, 1984, with at least five years of creditable service and employees who receive disability retirement allowances or special death benefits). The State subsidizes approximately 50% to 90% of covered medical and hospitalization costs, depending on the type of insurance plan. The State assesses a surcharge for post employment health care benefits, which is based on health care insurance charges for current employees. The Authority finances this plan on a pay-as-you-go basis. During fiscal year 2006, the Authority paid \$3,818,000 for post employment health care benefits.

NOTE 8 - RISK MANAGEMENT

Accrued Workers' Compensation Costs

The Authority has 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 Authority's employees, less the cumulative excess of premiums paid to the Injured Workers' Insurance Fund and net investment income applicable to the Authority's coverage.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Self-Insurance and Third-Party Insurance

The Authority 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 Authority participates in the State of Maryland's self-insurance program (the Program). The Program 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 Authority based on a percentage of estimated current payroll or based on average loss experience. In addition, the Authority maintains certain third party policies for structural property and liability damages. Settlements did not exceed insurance coverage for damages over the past three fiscal years. The Authority's premium payments for the year ended June 30, 2006, were approximately \$5,330,000.

NOTE 9 - COMMITMENTS

As of June 30, 2006, the Authority was contractually liable for \$533 million of uncompleted construction and improvement contracts relating to its various projects. Exclusive of that amount, the Authority currently contemplates the expenditure, through 2012, of \$3.95 billion for capital additions, improvements and major rehabilitation.

NOTE 10 - RELATIONSHIPS WITH OTHER GOVERNMENTAL AGENCIES

The Authority performs services for other governmental agencies and receives fees for these services, which are included in intergovernmental revenue in the accompanying financial statements. In addition, other governmental agencies provide services to the Authority, which are included in the appropriate expense category.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

The Authority's intergovernmental revenue for the year ended June 30, 2006, was as follows (in thousands):

| | |
|--|-------------|
| Maryland Port Administration (MPA) | \$ 5,206 |
| Maryland Aviation Administration (MAA) | 13,546 |
| State Highway Administration (SHA) | 28,000 |
| Maryland Department of Transportation | 38,000 |
| Other | 4,701 |
| | <hr/> |
| | \$ 89,453 |
| | <hr/> <hr/> |

Maryland Port Administration

The Authority has constructed and leases the Seagirt Marine Terminal and the Intermodel Container Facility to the Maryland Port Administration (MPA). The Authority accounts for this lease as an operating lease as the lease terms do not meet the criteria for capitalization. The term of the agreement expires June 30, 2012 and payments are renegotiated every three years. In addition, the MPA pays for the Authority police to monitor the leased facilities. The intergovernmental income for the fiscal year ended June 30, 2006, was approximately \$12,916,000.

The Authority has loaned funds to MPA to construct Berth 4 at the Seagirt Marine Terminal. This loan bears interest at 2.9%. As of June 30, 2006, the outstanding principal balance was approximately \$9,775,000 and is included in intergovernmental receivables in the accompanying financial statements. Payments will continue for 33 years after completion of the construction. For the year ended June 30, 2006, interest earned amounted to approximately \$290,000 and is included in intergovernmental revenue.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

On April 21, 1998, the Authority and MPA entered into a capital lease agreement whereby the Authority finances an amount not to exceed \$20,000,000, and MPA designed, engineered, constructed and operates the Masonville Phase I Auto Terminal. Payments are made to the Authority in twenty equal installments, including interest at a rate of 5.5%, which began in June 30 in the year following the completion of construction. Principal due on this lease during the year ended June 30, 2006, is approximately \$791,000. The present value of the capital lease as of June 30, 2006, is as follows (in thousands):

| | Masonville Project |
|----------------------|-----------------------|
| 2007 | \$ 1,673 |
| 2008 | 1,674 |
| 2009 | 1,674 |
| 2010 | 1,674 |
| 2011 | 1,674 |
| 2012 - 2016 | 8,368 |
| 2017 - 2020 | 6,694 |
| | <hr/> |
| | 23,431 |
| Less unearned income | 7,381 |
| | <hr/> |
| | \$ 16,050 |
| | <hr/> <hr/> |

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Maryland Aviation Administration

The Authority has direct financing leases with the Maryland Aviation Administration (MAA). The Authority borrowed funds to finance the development and construction of certain airport facilities projects at Baltimore/Washington International Airport. The Authority leases these airport facilities project assets to MAA under capital leases expiring on the date at which the Authority has recovered all of its costs related to the airport facilities projects. MAA funds the lease through payment to the Authority of all revenues received from the facilities financed under these lease agreements. The present value of the direct financing leases as of June 30, 2006, is as follows (in thousands):

| Year | BWI Parking | Rental Car Facility | BWI Airport Facilities (PFC) |
|--|-------------|------------------------|---------------------------------|
| 2007 | \$ 20,345 | \$ 9,031 | \$ 2,743 |
| 2008 | 20,719 | 9,023 | 11,319 |
| 2009 | 20,739 | 9,021 | 11,493 |
| 2010 | 20,746 | 9,015 | 11,536 |
| 2011 | 20,756 | 9,008 | 11,562 |
| 2012 - 2016 | 104,076 | 44,959 | 34,978 |
| 2017 - 2021 | 96,727 | 44,783 | - |
| 2022 - 2026 | 92,157 | 44,563 | - |
| 2027 - 2031 | 18,366 | 44,260 | - |
| 2032 | - | 17,593 | - |
| | 414,631 | 241,256 | 83,631 |
| Less - unearned income | 160,756 | 127,831 | 13,932 |
| Less - restricted cash and investments | 18,388 | 7,050 | 7,244 |
| Net investments in direct financing lease | \$ 235,487 | \$ 106,375 | \$ 62,455 |

The Authority provides police and traffic control services to MAA at BWI. MAA paid the Authority approximately \$15,281,000 for costs associated with this function for the year ended June 30, 2006.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Washington Metropolitan Area Transit Authority

The Authority has a direct financing lease with the Washington Metropolitan Area Transit Authority (WMATA). The Authority borrowed funds to finance the development and construction of certain parking facilities projects at metrorail stations in the Washington D.C. metropolitan area. The Authority leases these project assets to WMATA under capital leases expiring on the date at which the Authority has recovered all of its costs related to the parking facilities projects. WMATA funds the lease through rental payments to the Authority's Trustee equal to the schedule of debt service requirements for the bonds. The present value of the direct financing lease as of June 30, 2006, is as follows (in thousands):

| <u>Year</u> | <u>WMATA Parking Facilities</u> |
|---|-------------------------------------|
| 2007 | \$ 2,905 |
| 2008 | 2,903 |
| 2009 | 2,900 |
| 2010 | 2,894 |
| 2011 | 2,897 |
| 2012 - 2016 | 14,445 |
| 2017 - 2021 | 14,401 |
| 2022 - 2026 | 14,336 |
| 2027 - 2029 | <u>8,564</u> |
| | 66,245 |
| Less - unearned income | 26,245 |
| Less - restricted cash and investments | <u>6,028</u> |
| Net investments in direct financing lease | <u><u>\$ 33,972</u></u> |

Maryland Department of General Services

The Authority has a direct financing lease with the Maryland Department of General Services (DGS). The Authority borrowed funds to finance the development and construction of a parking garage for State of Maryland employees in Annapolis, Maryland. The Authority leases the project to DGS under a capital leases expiring on the date at which the Authority

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

has recovered all of its costs related to the parking facilities projects. DGS funds the lease through rental payments to the Authority's Trustee equal to the schedule of debt service requirements for the bonds. The present value of the direct financing lease as of June 30, 2006, is as follows (in thousands):

| Year | Calvert Street Parking Facilities |
|---|--------------------------------------|
| 2007 | \$ 985 |
| 2008 | 1,561 |
| 2009 | 1,557 |
| 2010 | 1,551 |
| 2011 | 1,550 |
| 2012 - 2016 | 7,647 |
| 2017 - 2021 | 7,447 |
| 2022 - 2026 | 7,361 |
| 2027 - 2031 | 7,292 |
| 2032 - 2033 | 2,898 |
| | <hr/> |
| | 39,849 |
| Less - unearned income | 16,089 |
| Less - restricted cash and investments | 12,297 |
| | <hr/> |
| Net investments in direct financing lease | <u>\$ 11,463</u> |

State Highway Administration

In 2006, the Authority received from SHA \$6,000,000 in lieu of federal funds in connection with the maintenance of sections of I-95 and I-395 owned by the Maryland Transportation Authority, from the Delaware State line to Southwest Baltimore City line, excluding I-95 from Maryland 155 to Maryland 222.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

Maryland State Police

The Maryland State Police patrol the John F. Kennedy Memorial Highway. The Authority reimburses the State Police for the costs of providing these services, including an allowance for overhead. The cost for these services was approximately \$4,900,000 for the year ended June 30, 2006 and is included in collection, police patrol and maintenance expense in the accompanying financial statements.

Maryland State Highway Administration

SHA performs certain inspection, testing, engineering and payroll processing functions for which they are reimbursed by the Authority. The expenditures for these services were \$280,000 for the year ended June 30, 2006, and are included in collection, police patrol and maintenance expenses and capital assets in the accompanying financial statements.

NOTE 11 - LITIGATION

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

NOTE 12 - CANTON DEVELOPMENT CORPORATION

In 1987, the Authority acquired 100% of Canton Development Corporation (CDC) for \$1,625,000. CDC owns 100% of the Canton Railroad Company (CRC). The Authority accounts for CDC on the cost basis. The investment in CDC is accounted for at cost as CDC was purchased for the benefit of the State of Maryland's economy. Ownership of CDC and CRC allows the Authority and the Maryland Port Authority to assure access of freight into and out of the Seagirt Marine Terminal. The \$1,625,000 investment for CDC is included in restricted net assets, as of June 30, 2006.

Maryland Transportation Authority

NOTES TO FINANCIAL STATEMENTS - CONTINUED

June 30, 2006

A summary of the CDC balance sheet and statement of operations as of and for the year ended December 31, 2005, is as follows (in thousands):

BALANCE SHEET

| | |
|--|------------------------|
| Current assets | <u>\$ 2,037</u> |
| Total assets | <u><u>\$ 7,028</u></u> |
| Current liabilities | \$ 694 |
| Total liabilities | 974 |
| Stockholder's equity | <u>6,054</u> |
| Total liabilities and stockholder's equity | <u><u>\$ 7,028</u></u> |

STATEMENT OF INCOME

| | |
|-------------------------|----------------------|
| Operating revenue | \$ 3,054 |
| Operating expenses | <u>2,857</u> |
| Operating income | 197 |
| Rental and other income | 292 |
| Income taxes | <u>(144)</u> |
| NET INCOME | <u><u>\$ 345</u></u> |

NOTE 13 - SUBSEQUENT EVENT

On September 11, 2006, MAA elected to redeem the 2003 Series B Variable Rate Passenger Facility Charge Revenue Bonds in the amount of \$5,600,000.

Maryland Transportation Authority

SUPPLEMENTAL INFORMATION

June 30, 2006

The supplemental exhibits which follow this page are presented for purposes of additional analysis and are not a required part of the basic financial statements. These exhibits are prepared on a cash basis and include certain groupings which are different from the basic financial statements, which are prepared in accordance with accounting principles generally accepted in the United States of America.

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
TRANSPORTATION FACILITIES PROJECTS

Schedule 1

COMBINED STATEMENT OF TOLL REVENUE AND EXPENSES (OPERATING ACCOUNT TRANSACTIONS ONLY) OF THE SUSQUEHANNA RIVER TOLL BRIDGE
POTOMAC RIVER TOLL BRIDGE, CHESAPEAKE BAY TOLL BRIDGE, PATAPSCO TUNNEL, FRANCIS SCOTT KEY BRIDGE, JOHN F. KENNEDY MEMORIAL HIGHWAY,
FORT MCHENRY TUNNEL, MD TRANSPORTATION AUTHORITY POLICE @ BWI AIRPORT/PORT AND GENERAL AND ADMINISTRATIVE EXPENSES
FOR THE FISCAL YEAR ENDED JUNE 30, 2006

| | TOTAL | SUSQUEHANNA RIVER BRIDGE | POTOMAC RIVER BRIDGE | CHESAPEAKE BAY BRIDGE | PATAPSCO TUNNEL | FRANCIS SCOTT KEY BRIDGE | JOHN F. KENNEDY MEMORIAL HIGHWAY | FT. MCHENRY TUNNEL | MdTA POLICE @ BWI AIRPORT | MdTA POLICE @ PORT FACILITIES |
|--|--------------------------|--------------------------------|----------------------------|-----------------------------|-------------------------|--------------------------------|--|-------------------------|---------------------------------|-------------------------------------|
| TOLL REVENUE: | | | | | | | | | | |
| Toll Income Based on Toll Transactions: | | | | | | | | | | |
| Cash Tolls-Barriers..... | \$ 142,346,196.00 | \$ 1,445,155.00 | \$ 7,344,478.00 | \$ 19,293,310.00 | \$ 18,560,570.00 | \$ 8,937,004.00 | \$ 44,553,109.00 | \$ 42,212,570.00 | \$ - | \$ - |
| Ticket Tolls..... | 3,039,468.90 | 433,206.40 | 193,463.40 | 591,571.50 | 702,598.80 | 509,063.20 | 79,322.00 | 530,243.60 | - | - |
| Charge Tolls..... | 105.00 | - | - | - | - | - | 105.00 | - | - | - |
| EZ Pass Electronic Tolls..... | 133,416,027.00 | 2,069,017.80 | 2,939,068.20 | 14,136,119.00 | 16,375,023.60 | 9,377,196.00 | 48,869,551.20 | 39,650,051.20 | - | - |
| EZ Pass Commercial Usage Discount..... | (4,475,029.12) | (69,258.34) | (98,151.62) | (472,915.89) | (550,442.61) | (313,687.70) | (1,637,767.43) | (1,332,805.53) | - | - |
| Total Toll Income based on Toll Transactions..... | 274,326,767.78 | 3,878,120.86 | 10,378,857.98 | 33,548,084.61 | 35,087,749.79 | 18,509,575.50 | 91,864,319.77 | 81,060,059.27 | - | - |
| Collections in Excess of Calculated Tolls..... | 83,670.36 | 27,776.74 | 14,232.36 | (4,205.85) | (12,987.47) | 34,261.02 | 70,303.78 | (45,710.22) | - | - |
| EZ Pass Fees..... | 8,044,181.89 | 122,746.38 | 164,380.30 | 846,442.32 | 998,744.53 | 537,768.73 | 2,938,360.11 | 2,435,739.52 | - | - |
| Sale of Automatic Vehicle Identification Decals..... | 844,230.00 | 844,230.00 | - | - | - | - | - | - | - | - |
| Participation in Maintenance..... | 21,307,704.78 | - | - | - | - | 78,464.20 | - | - | 15,280,855.07 | 5,948,385.51 |
| Concessions..... | 7,807,974.03 | - | - | - | - | - | 7,807,974.03 | - | - | - |
| Commissions (Phone,Lottery,ATM)..... | 105,665.79 | - | - | - | - | - | 105,665.79 | - | - | - |
| Rental of Property..... | 614,799.06 | 46,800.00 | - | 20,700.00 | 144,186.36 | 1,200.00 | 220,508.35 | 181,404.35 | - | - |
| Miscellaneous Revenue..... | 154,234.67 | 652.86 | 351.10 | 606.50 | 1,284.63 | 27,917.66 | 122,929.76 | 492.16 | - | - |
| Gross Revenue..... | 313,289,228.36 | 4,920,326.84 | 10,557,821.74 | 34,411,627.58 | 36,218,977.84 | 19,189,187.11 | 103,130,061.59 | 83,631,985.08 | 15,280,855.07 | 5,948,385.51 |
| EXPENSES EXCLUDING GENERAL AND ADMINISTRATIVE EXPENSES: | | | | | | | | | | |
| Operations Salaries..... | 12,296,668.09 | 773,212.64 | 933,925.18 | 1,745,923.17 | 2,191,077.78 | 1,603,104.14 | 2,106,181.61 | 2,943,243.57 | - | - |
| Maintenance Salaries..... | 10,921,548.15 | 254,954.88 | 293,261.78 | 1,398,914.65 | 2,018,061.59 | 1,131,305.79 | 3,725,716.82 | 2,099,332.64 | - | - |
| Police Patrol Salaries..... | 28,345,771.89 | 1,080,735.83 | 837,964.92 | 1,794,904.78 | 1,977,153.11 | 1,269,206.61 | 4,711,927.86 | 4,024,045.15 | 9,578,322.78 | 3,071,510.85 |
| Operating, Maintenance and Patrol Expenses..... | 36,848,257.34 | 1,321,003.37 | 1,291,832.52 | 3,598,286.76 | 4,222,210.26 | 3,014,140.23 | 8,162,250.66 | 7,326,921.06 | 6,003,804.24 | 1,907,808.24 |
| Total Expenses..... | 88,412,245.47 | 3,429,906.72 | 3,356,984.40 | 8,538,029.36 | 10,408,502.74 | 7,017,756.77 | 18,706,076.95 | 16,393,542.42 | 15,582,127.02 | 4,979,319.09 |
| REMAINDER..... | \$ 224,876,982.89 | \$ 1,490,420.12 | \$ 7,200,837.34 | \$ 25,873,598.22 | \$ 25,810,475.10 | \$ 12,171,430.34 | \$ 84,423,984.64 | \$ 67,238,442.66 | \$ (301,271.95) | \$ 969,066.42 |
| GENERAL AND ADMINISTRATIVE EXPENSES: | | | | | | | | | | |
| Salaries..... | \$ 11,042,615.07 | | | | | | | | | |
| Other Expenses..... | 25,173,884.12 | | | | | | | | | |
| Total..... | 36,216,499.19 | | | | | | | | | |
| MdTA POLICE HEADQUARTERS EXPENSES: | | | | | | | | | | |
| Salaries..... | 7,190,009.48 | | | | | | | | | |
| Other Expenses..... | 4,560,113.12 | | | | | | | | | |
| Total..... | 11,750,122.60 | | | | | | | | | |
| EXCESS OF GROSS REVENUE OVER EXPENSES..... | \$ 176,910,361.10 | | | | | | | | | |

MARYLAND TRANSPORTATION AUTHORITY
 BANK OF NEW YORK, TRUSTEE
TRANSPORTATION FACILITIES PROJECTS

Schedule II

COMBINED STATEMENT OF MAINTENANCE AND OPERATIONS RESERVE ACCOUNT EXPENSES OF THE
 POTOMAC RIVER BRIDGE, CHESAPEAKE BAY BRIDGE, PATAPSCO TUNNEL, FRANCIS SCOTT KEY BRIDGE,
 JOHN F. KENNEDY MEMORIAL HIGHWAY, FORT MCHENRY TUNNEL AND GENERAL AND ADMINISTRATIVE EXPENSES
 FOR THE QUARTER AND FISCAL YEAR ENDED JUNE 30, 2006

| | TOTAL | POTOMAC RIVER BRIDGE | CHESAPEAKE BAY BRIDGE | PATAPSCO TUNNEL | FRANCIS SCOTT KEY BRIDGE | JOHN F. KENNEDY MEMORIAL HIGHWAY | FT. MCHENRY TUNNEL | GENERAL AND ADMINISTRATIVE |
|---|-------------------------|----------------------------|-----------------------------|------------------------|--------------------------------|--|-------------------------|-------------------------------|
| <u>FOR THE QUARTER ENDED JUNE 30, 2006:</u> | | | | | | | | |
| Resurfacing..... | \$ 1,617,186.21 | \$ - | \$ 74,698.29 | \$ - | \$ 93,993.24 | \$ 1,053,513.15 | \$ 394,981.53 | \$ - |
| Unusual maintenance or repairs..... | 5,314,906.44 | 8,792.34 | 518,733.47 | 1,340,512.08 | 1,921,766.42 | 663,845.28 | 857,789.70 | 3,467.15 |
| Renewal and replacements..... | 4,877,225.85 | 29,578.20 | 92,634.58 | 259,046.75 | 856,618.34 | 1,722,650.56 | 602,855.35 | 1,313,842.07 |
| Engineering..... | 4,756,278.41 | 229,235.90 | 266,200.46 | 741,748.25 | 549,527.25 | 214,730.20 | 2,086,328.04 | 668,508.31 |
| Insurance Premiums..... | - | - | - | - | - | - | - | - |
| Total..... | <u>\$ 16,565,596.91</u> | <u>\$ 267,606.44</u> | <u>\$ 952,266.80</u> | <u>\$ 2,341,307.08</u> | <u>\$ 3,421,905.25</u> | <u>\$ 3,654,739.19</u> | <u>\$ 3,941,954.62</u> | <u>\$ 1,985,817.53</u> |
| <u>FOR THE FISCAL ENDED JUNE 30, 2006</u> | | | | | | | | |
| Resurfacing..... | \$ 9,658,764.75 | \$ - | \$ 74,698.29 | \$ 248,627.39 | \$ 155,419.45 | \$ 8,576,933.26 | \$ 603,086.36 | \$ - |
| Unusual maintenance or repairs..... | 19,123,338.10 | 105,975.94 | 1,744,977.44 | 2,783,937.39 | 7,738,299.61 | 3,960,454.50 | 2,725,585.88 | 64,107.34 |
| Renewal and replacements..... | 14,272,808.92 | 112,518.16 | 455,715.42 | 815,974.84 | 1,415,804.35 | 3,804,376.24 | 2,212,074.14 | 5,456,345.77 |
| Engineering..... | 10,968,396.72 | 443,085.57 | 642,150.33 | 1,784,936.63 | 1,304,837.61 | 1,526,149.92 | 3,531,168.76 | 1,736,067.90 |
| Insurance Premiums..... | 4,849,549.48 | 160,059.00 | 966,805.00 | 757,728.00 | 575,428.00 | 549,885.00 | 1,642,809.48 | 196,835.00 |
| Total..... | <u>\$ 58,872,857.97</u> | <u>\$ 821,638.67</u> | <u>\$ 3,884,346.48</u> | <u>\$ 6,391,204.25</u> | <u>\$ 11,189,789.02</u> | <u>\$ 18,417,798.92</u> | <u>\$ 10,714,724.62</u> | <u>\$ 7,453,356.01</u> |

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
TRANSPORTATION FACILITIES PROJECTS

Schedule III

COMBINED STATEMENT OF MAINTENANCE AND OPERATIONS RESERVE EXPENSES FROM THE
GENERAL ACCOUNT OF THE SUSQUEHANNA RIVER BRIDGE AND THE SEAGIRT MARINE TERMINAL
FOR THE QUARTER AND FISCAL YEAR ENDED JUNE 30, 2006

| | TOTAL | SUSQUEHANNA RIVER BRIDGE | SEAGIRT MARINE TERMINAL | POINT BREEZE | GENERAL AND ADMINISTRATIVE |
|---|-------------------------|--------------------------------|-------------------------------|------------------------|-------------------------------|
| <u>FOR THE QUARTER ENDED JUNE 30, 2006:</u> | | | | | |
| Unusual maintenance or repairs..... | \$ 236,244.66 | \$ 213,597.56 | \$ - | \$ 22,647.10 | \$ - |
| Renewal and replacements..... | 136,584.08 | 136,584.08 | - | - | - |
| Engineering..... | 432,273.04 | 256,291.42 | 956.75 | 175,024.87 | - |
| Administrative..... | 200,000.00 | - | - | - | 200,000.00 |
| Property Operations | 227,776.26 | - | - | 227,776.26 | - |
| Total..... | <u>\$ 1,232,878.04</u> | <u>\$ 606,473.06</u> | <u>\$ 956.75</u> | <u>\$ 425,448.23</u> | <u>\$ 200,000.00</u> |
| <u>FOR THE FISCAL ENDED JUNE 30, 2006</u> | | | | | |
| Resurfacing..... | \$ 74,140.13 | \$ 68,230.36 | \$ - | \$ 5,909.77 | \$ - |
| Unusual maintenance or repairs..... | 1,660,876.84 | 1,144,956.78 | - | 515,920.06 | - |
| Renewal and replacements..... | 157,745.14 | 153,049.08 | - | 4,696.06 | - |
| Engineering..... | 876,770.97 | 519,108.99 | 66,533.43 | 291,128.55 | - |
| Administrative..... | 43,414,000.00 | - | - | - | 43,414,000.00 |
| Insurance..... | 153,327.00 | 153,327.00 | - | - | - |
| Property Operations | 925,803.68 | - | - | 925,803.68 | - |
| Total..... | <u>\$ 47,262,663.76</u> | <u>\$ 2,038,672.21</u> | <u>\$ 66,533.43</u> | <u>\$ 1,743,458.12</u> | <u>\$ 43,414,000.00</u> |

Thomas J. Hatem Memorial Bridge

TRAFFIC VOLUME

| QUARTER ENDED June 30 | | | | Twelve-Months Ending June 30 | | | | | | | | | |
|-------------------------------|----------|------------------|----------------|------------------------------|----------------|-----------------|---------------|------------------|----------------|------------------|----------------|-----------------|----------------|
| FY'06 | | | | FY'05 | | Changes | | FY'06 | | FY'05 | | Changes | |
| Two-axle | Rate | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | 35,895 | 2.50% | 42,205 | 2.91% | (6,310) | -14.95% | 140,486 | 2.53% | 158,059 | 2.85% | (17,573) | -11.12% |
| Commutation | \$ 0.80 | 752 | 0.05% | 891 | 0.06% | (139) | -15.60% | 3,127 | 0.06% | 3,712 | 0.07% | (585) | -15.76% |
| Official Duty | None | 3,071 | 0.21% | 4,146 | 0.29% | (1,075) | -25.93% | 13,531 | 0.24% | 13,839 | 0.25% | (308) | -2.23% |
| AVIs | | 1,274,190 | 88.59% | 1,291,001 | 89.11% | (16,811) | -1.30% | 4,945,417 | 88.99% | 4,970,263 | 89.48% | (24,846) | -0.50% |
| Total | | 1,313,908 | 91.35% | 1,338,243 | 92.37% | (24,335) | -1.82% | 5,102,561 | 91.82% | 5,145,873 | 92.65% | (43,312) | -0.84% |
| E-ZPass | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | 26,284 | 1.83% | 21,587 | 1.49% | 4,697 | 21.76% | 90,757 | 1.63% | 74,381 | 1.34% | 16,376 | 22.02% |
| Commutation | \$ 0.80 | 12,461 | 0.87% | 10,387 | 0.72% | 2,074 | 19.97% | 42,991 | 0.77% | 37,958 | 0.68% | 5,033 | 13.26% |
| Official Duty | None | 3,292 | 0.23% | 3,557 | 0.25% | (265) | -7.45% | 12,878 | 0.23% | 13,287 | 0.24% | (409) | -3.08% |
| Total | | 42,037 | 2.92% | 35,531 | 2.45% | 6,506 | 34.28% | 146,626 | 2.64% | 125,626 | 2.26% | 21,000 | 16.72% |
| Total (2axle): | | 1,355,945 | 94.28% | 1,373,774 | 94.82% | (17,829) | -1.30% | 5,249,187 | 94.46% | 5,271,499 | 94.91% | (22,312) | -0.42% |
| Three-axle | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 3,115 | 0.22% | 3,313 | 0.23% | (198) | -5.98% | 10,943 | 0.20% | 11,522 | 0.21% | (579) | -5.03% |
| Commutation | \$ 1.60 | 19,401 | 1.35% | 20,589 | 1.42% | (1,188) | -5.77% | 75,552 | 1.36% | 74,196 | 1.34% | 1,356 | 1.83% |
| T-SERIES | \$ 4.00 | 625 | 0.04% | - | 0.00% | 625 | 0.00% | 2,187 | 0.04% | 206 | 0.00% | 1,981 | 961.65% |
| E-ZPass | \$ 10.00 | 5,652 | 0.39% | 4,257 | 0.29% | 1,395 | 32.77% | 19,051 | 0.34% | 17,697 | 0.32% | 1,354 | 7.65% |
| Total: | | 28,793 | 2.00% | 28,159 | 1.94% | 634 | 2.25% | 107,733 | 1.94% | 103,621 | 1.87% | 4,112 | 3.97% |
| Four-axle | | | | | | | | | | | | | |
| Manual | \$ 15.00 | 1,987 | 0.14% | 2,039 | 0.14% | (52) | -2.55% | 6,309 | 0.11% | 6,754 | 0.12% | (445) | -6.59% |
| Commutation | \$ 3.60 | 2,216 | 0.15% | 1,561 | 0.11% | 655 | 41.96% | 6,529 | 0.12% | 7,906 | 0.14% | (1,377) | -17.42% |
| T-SERIES | \$ 6.00 | 676 | 0.05% | - | 0.00% | 676 | 0.00% | 1,907 | 0.03% | 167 | 0.00% | 1,740 | 1041.92% |
| E-ZPass | \$ 15.00 | 3,174 | 0.22% | 2,024 | 0.14% | 1,150 | 56.82% | 12,888 | 0.23% | 10,171 | 0.18% | 2,717 | 26.71% |
| Total: | | 8,053 | 0.56% | 5,624 | 0.39% | 2,429 | 43.19% | 27,633 | 0.50% | 24,998 | 0.45% | 2,635 | 10.54% |
| Five-axle | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 6,686 | 0.46% | 7,725 | 0.53% | (1,039) | -13.45% | 25,672 | 0.46% | 27,779 | 0.50% | (2,107) | -7.58% |
| Commutation | \$ 4.80 | 13,928 | 0.97% | 13,773 | 0.95% | 155 | 1.13% | 55,159 | 0.99% | 49,367 | 0.89% | 5,792 | 11.73% |
| T-SERIES | \$ 8.00 | 11 | 0.00% | - | 0.00% | 11 | 0.00% | 48 | 0.00% | 6 | 0.00% | 42 | 700.00% |
| E-ZPass | \$ 20.00 | 16,845 | 1.17% | 12,194 | 0.84% | 4,651 | 38.14% | 58,693 | 1.06% | 50,280 | 0.91% | 8,413 | 16.73% |
| Total: | | 37,470 | 2.61% | 33,692 | 2.33% | 3,778 | 11.21% | 139,572 | 2.51% | 127,432 | 2.29% | 12,140 | 9.53% |
| Six-axle | | | | | | | | | | | | | |
| Manual | \$ 25.00 | 61 | 0.00% | 58 | 0.00% | 3 | 5.17% | 226 | 0.00% | 307 | 0.01% | (81) | -26.38% |
| E-ZPass | \$ 25.00 | 267 | 0.02% | 217 | 0.01% | 50 | 23.04% | 926 | 0.02% | 1,417 | 0.03% | (491) | -34.65% |
| Total: | | 328 | 0.02% | 275 | 0.02% | 53 | 19.27% | 1,152 | 0.02% | 1,724 | 0.03% | (572) | -33.18% |
| Unusual | | | | | | | | | | | | | |
| Manual | \$ 50.00 | 80 | 0.01% | 54 | 0.00% | 26 | 48.15% | 411 | 0.01% | 221 | 0.00% | 190 | 85.97% |
| E-ZPass | \$ 50.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total: | | 80 | 0.01% | 54 | 0.00% | 26 | 48.15% | 411 | 0.01% | 221 | 0.00% | 190 | 85.97% |
| Total (3axle & up) | | 74,724 | 5.20% | 67,804 | 4.68% | 6,920 | 10.21% | 276,501 | 4.98% | 257,996 | 4.64% | 18,505 | 7.17% |
| Violations | | 7,584 | 0.53% | 7,264 | 0.50% | 320 | 4.41% | 31,402 | 0.57% | 24,825 | 0.45% | 6,577 | 26.49% |
| Grand Total: | | 1,438,253 | 100.00% | 1,448,842 | 100.00% | (10,589) | -0.73% | 5,557,090 | 100.00% | 5,554,320 | 100.00% | 2,770 | 0.05% |

Thomas J. Hatem Memorial Bridge

TOLL INCOME

| QUARTER ENDED June'06 | | | | FY'05 | | | | Changes | | Twelve-Months Ending June 30 | | | | | |
|-------------------------------|----------|------------------------|----------------|----------------------|----------------|---------------------|----------------|------------------------|----------------|------------------------------|----------------|----------------------|----------------|---------|---------|
| Two-axle | Rate | FY'06 | | FY'05 | | Number | Percent | Number | Percent | FY'06 | | FY'05 | | Changes | Changes |
| | | Number | Percent | Number | Percent | | | | | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | \$ 179,475.00 | 16.90% | \$ 211,025.00 | 21.77% | \$ (31,550.00) | -14.95% | \$ 702,430.00 | 18.11% | \$ 790,295.00 | 21.33% | \$ (87,865.00) | -11.12% | | |
| Commutation | \$ 0.80 | 601.60 | 0.06% | 712.80 | 0.07% | (111.20) | -15.60% | 2,501.60 | 0.06% | 2,969.00 | 0.08% | (467.40) | -15.74% | | |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 180,076.60 | 16.95% | 211,737.80 | 21.85% | (31,661.20) | -14.95% | 704,931.60 | 18.18% | 793,264.00 | 21.41% | (88,332.40) | -11.14% | | |
| E-ZPass | | | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | 131,420.00 | 12.37% | 107,935.00 | 11.14% | 23,485.00 | 21.76% | 453,785.00 | 11.70% | 371,905.00 | 10.04% | - | 0.00% | | |
| Commutation | \$ 0.80 | 9,968.80 | 0.94% | 8,309.60 | 0.86% | 1,659.20 | 19.97% | 34,392.80 | 0.89% | 30,366.00 | 0.82% | - | 0.00% | | |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 141,388.80 | 13.31% | 116,244.60 | 11.99% | 25,144.20 | 21.63% | 488,177.80 | 12.59% | 402,271.00 | 10.86% | - | 0.00% | | |
| Total (2axle): | | 321,465.40 | 30.26% | 327,982.40 | 33.84% | (6,517.00) | -1.99% | 1,193,109.40 | 30.77% | 1,195,535.00 | 32.27% | (88,332.40) | -7.39% | | |
| Three-axle | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 31,150.00 | 2.93% | 33,130.00 | 3.42% | (1,980.00) | -5.98% | 109,430.00 | 2.82% | 115,220.00 | 3.11% | (5,790.00) | -5.03% | | |
| Commutation | \$ 1.60 | 31,041.60 | 2.92% | 35,074.40 | 3.62% | (4,032.80) | -11.50% | 120,883.20 | 3.12% | 120,845.60 | 3.26% | 37.60 | 0.03% | | |
| T-SERIES | \$ 4.00 | 2,500.00 | 0.24% | - | 0.00% | 2,500.00 | 0.00% | 8,748.00 | 0.23% | 1,828.00 | 0.05% | 6,920.00 | 378.56% | | |
| E-ZPass | \$ 10.00 | 56,520.00 | 5.32% | 42,570.00 | 4.39% | 13,950.00 | 32.77% | 190,510.00 | 4.91% | 176,970.00 | 4.78% | 13,540.00 | 7.65% | | |
| Total: | | 121,211.60 | 11.41% | 110,774.40 | 11.43% | 10,437.20 | 9.42% | 429,571.20 | 11.08% | 414,863.60 | 11.20% | 14,707.60 | 3.55% | | |
| Four-axle | | | | | | | | | | | | | | | |
| Manual | \$ 15.00 | 29,805.00 | 2.81% | 30,585.00 | 3.16% | (780.00) | -2.55% | 94,635.00 | 2.44% | 101,310.00 | 2.73% | (6,675.00) | -6.59% | | |
| Commutation | \$ 3.60 | 7,977.60 | 0.75% | 8,871.60 | 0.92% | (894.00) | -10.08% | 23,504.40 | 0.61% | 31,713.60 | 0.86% | (8,209.20) | -25.89% | | |
| T-SERIES | \$ 6.00 | 4,056.00 | 0.38% | - | 0.00% | 4,056.00 | 0.00% | 11,442.00 | 0.30% | 1,944.00 | 0.05% | 9,498.00 | 488.58% | | |
| E-ZPass | \$ 15.00 | 47,610.00 | 4.48% | 30,360.00 | 3.13% | 17,250.00 | 56.82% | 193,320.00 | 4.98% | 152,565.00 | 4.12% | 40,755.00 | 26.71% | | |
| Total: | | 89,448.60 | 8.42% | 69,816.60 | 7.20% | 19,632.00 | 28.12% | 322,901.40 | 8.33% | 287,532.60 | 7.76% | 35,368.80 | 12.30% | | |
| Five-axle | | | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 133,720.00 | 12.59% | 154,500.00 | 15.94% | (20,780.00) | -13.45% | 513,440.00 | 13.24% | 555,580.00 | 15.00% | (42,140.00) | -7.58% | | |
| Commutation | \$ 4.80 | 66,854.40 | 6.29% | 66,213.80 | 6.83% | 640.60 | 0.97% | 264,763.20 | 6.83% | 237,065.00 | 6.40% | 27,698.20 | 11.68% | | |
| T-SERIES | \$ 8.00 | 88.00 | 0.01% | - | 0.00% | 88.00 | 0.00% | 384.00 | 0.01% | 112.00 | 0.00% | 272.00 | 242.86% | | |
| E-ZPass | \$ 20.00 | 336,900.00 | 31.72% | 243,880.00 | 25.16% | 93,020.00 | 38.14% | 1,173,860.00 | 30.27% | 1,006,140.00 | 27.16% | 167,720.00 | 16.67% | | |
| Total: | | 537,562.40 | 50.61% | 464,593.80 | 47.94% | 72,968.60 | 15.71% | 1,952,447.20 | 50.35% | 1,798,897.00 | 48.55% | 153,550.20 | 8.54% | | |
| Six-axle | | | | | | | | | | | | | | | |
| Manual | \$ 25.00 | 1,525.00 | 0.14% | 1,450.00 | 0.15% | 75.00 | 0.05 | 5,650.00 | 0.15% | 7,675.00 | 0.21% | (2,025.00) | -26.38% | | |
| E-ZPass | \$ 25.00 | 6,675.00 | 0.63% | 5,425.00 | 0.56% | 1,250.00 | 0.23 | 23,150.00 | 0.60% | 34,875.00 | 0.94% | (11,725.00) | -33.62% | | |
| Total: | | 8,200.00 | 0.77% | 6,875.00 | 0.71% | 1,325.00 | 19.27% | 28,800.00 | 0.74% | 42,550.00 | 1.15% | (13,750.00) | -32.31% | | |
| Unusual | | | | | | | | | | | | | | | |
| Manual | \$ 50.00 | 4,000.00 | 0.38% | 2,700.00 | 0.28% | 1,300.00 | 48.15% | 20,550.00 | 0.53% | 11,050.00 | 0.30% | 9,500.00 | 85.97% | | |
| E-ZPass | \$ 25.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total: | | 4,000.00 | 0.38% | 2,700.00 | 0.28% | 1,300.00 | 48.15% | 20,550.00 | 0.53% | 11,050.00 | 0.30% | 9,500.00 | 85.97% | | |
| ETC Usage Disc | | (19,714.07) | -1.86% | (13,597.85) | -1.40% | (6,116.22) | 44.98% | (69,258.34) | -1.79% | (45,464.98) | -1.23% | (23,793.36) | 52.33% | | |
| Total (3axle & up) | | 740,708.53 | 69.74% | 641,161.95 | 66.16% | 99,546.58 | 15.53% | 2,685,011.46 | 69.23% | 2,509,428.22 | 67.73% | 175,583.24 | 7.00% | | |
| Grand Total: | | \$ 1,062,173.93 | 100.00% | \$ 969,144.35 | 100.00% | \$ 93,029.58 | 9.60% | \$ 3,878,120.86 | 100.00% | \$ 3,704,963.22 | 100.00% | \$ 173,157.64 | 4.67% | | |

Harry W. Nice Memorial Bridge

TRAFFIC VOLUME

| QUARTER ENDED June '06 | | | | FY'05 | | | | Changes | | Changes | | Twelve-Months Ending June 30 | | | | | |
|-------------------------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|----------------|------------------|----------------|-------------------------------------|----------------|---------------|----------------|---------------|----------------|
| Two-axle | Rate | FY'06 | | FY'05 | | Number | Percent | Number | Percent | FY'06 | | FY'05 | | Number | Percent | Number | Percent |
| | | Number | Percent | Number | Percent | | | | | Number | Percent | Number | Percent | | | | |
| Manual | | | | | | | | | | | | | | | | | |
| Full-Fare | \$ 3.00 | 499,558 | 55.29% | 502,479 | 58.52% | (2,921) | -0.58% | 1,881,994 | 56.09% | 1,916,158 | 59.75% | (34,164) | -1.78% | | | | |
| Commutation | \$ 0.60 | 82,260 | 9.10% | 84,465 | 9.84% | (2,205) | -2.61% | 318,914 | 9.50% | 329,668 | 10.28% | (10,754) | -3.26% | | | | |
| Official Duty | None | 1,026 | 0.11% | 975 | 0.11% | 51 | 5.23% | 4,071 | 0.12% | 5,894 | 0.18% | (1,823) | -30.93% | | | | |
| Total | | 582,844 | 64.51% | 587,919 | 68.47% | (5,075) | -0.86% | 2,204,979 | 65.72% | 2,251,720 | 70.22% | (46,741) | -2.08% | | | | |
| E-ZPass | | | | | | | | | | | | | | | | | |
| Full-Fare | \$ 3.00 | 95,300 | 10.55% | 71,653 | 8.35% | 23,647 | 33.00% | 335,368 | 10.00% | 225,568 | 7.03% | 109,800 | 48.68% | | | | |
| Commutation | \$ 0.60 | 124,220 | 13.75% | 109,067 | 12.70% | 15,153 | 13.89% | 467,107 | 13.92% | 409,805 | 12.78% | 57,302 | 13.98% | | | | |
| Official Duty | None | 4,652 | 0.51% | 4,557 | 0.53% | 95 | 2.08% | 18,674 | 0.56% | 17,400 | 0.54% | 1,274 | 7.32% | | | | |
| Total | | 224,172 | 24.81% | 185,277 | 21.58% | 38,895 | 20.99% | 821,149 | 24.47% | 652,773 | 20.36% | 168,376 | 25.79% | | | | |
| Total (2axle): | | 807,016 | 89.32% | 773,196 | 90.05% | 33,820 | 4.37% | 3,026,128 | 90.19% | 2,904,493 | 90.57% | 121,635 | 4.19% | | | | |
| Three-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 9,695 | 1.07% | 10,416 | 1.21% | (721) | -6.92% | 32,556 | 0.97% | 33,499 | 1.04% | (943) | -2.82% | | | | |
| E-ZPass | \$ 6.00 | 3,544 | 0.39% | 2,699 | 0.31% | 845 | 31.31% | 10,400 | 0.31% | 8,228 | 0.26% | 2,172 | 26.40% | | | | |
| Total: | | 13,239 | 1.47% | 13,115 | 1.53% | 124 | 0.95% | 42,956 | 1.28% | 41,727 | 1.30% | 1,229 | 2.95% | | | | |
| Four-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 9.00 | 11,072 | 1.23% | 11,390 | 1.33% | (318) | -2.79% | 38,049 | 1.13% | 38,521 | 1.20% | (472) | -1.23% | | | | |
| E-ZPass | \$ 9.00 | 3,516 | 0.39% | 2,554 | 0.30% | 962 | 37.67% | 10,834 | 0.32% | 9,196 | 0.29% | 1,638 | 17.81% | | | | |
| Total: | | 14,588 | 1.61% | 13,944 | 1.62% | 644 | 4.62% | 48,883 | 1.46% | 47,717 | 1.49% | 1,166 | 2.44% | | | | |
| Five-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 12.00 | 26,862 | 2.97% | 26,376 | 3.07% | 486 | 1.84% | 93,177 | 2.78% | 98,896 | 3.08% | (5,719) | -5.78% | | | | |
| E-ZPass | \$ 12.00 | 34,513 | 3.82% | 26,395 | 3.07% | 8,118 | 30.76% | 118,542 | 3.53% | 94,211 | 2.94% | 24,331 | 25.83% | | | | |
| Total: | | 61,375 | 6.79% | 52,771 | 6.15% | 8,604 | 16.30% | 211,719 | 6.31% | 193,107 | 6.02% | 18,612 | 9.64% | | | | |
| Six-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 15.00 | 683 | 0.08% | 523 | 0.06% | 160 | 30.59% | 2,150 | 0.06% | 1,731 | 0.05% | 419 | 24.21% | | | | |
| E-ZPass | \$ 15.00 | 1,378 | 0.15% | 975 | 0.11% | 403 | 41.33% | 4,686 | 0.14% | 4,070 | 0.13% | 616 | 15.14% | | | | |
| Total: | | 2,061 | 0.23% | 1,498 | 0.17% | 563 | 37.58% | 6,836 | 0.20% | 5,801 | 0.18% | 1,035 | 17.84% | | | | |
| Unusual | | | | | | | | | | | | | | | | | |
| Manual | \$ 40.00 | 99 | 0.01% | 50 | 0.01% | 49 | 98.00% | 313 | 0.01% | 197 | 0.01% | 116 | 58.88% | | | | |
| E-ZPass | \$ 40.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | | | | |
| Total: | | 99 | 0.01% | 50 | 0.01% | 49 | 98.00% | 313 | 0.01% | 197 | 0.01% | 116 | 58.88% | | | | |
| Total (3axle & up) | | 91,362 | 10.11% | 81,378 | 9.48% | 9,984 | 12.27% | 310,707 | 9.26% | 288,549 | 9.00% | 22,158 | 7.68% | | | | |
| Violations | | 5,137 | 0.57% | 4,041 | 0.47% | 1,096 | 2.44% | 18,516 | 0.55% | 13,741 | 0.43% | 4,775 | 3.21% | | | | |
| Grand Total: | | 903,515 | 100.00% | 858,615 | 100.00% | 44,900 | 5.23% | 3,355,351 | 100.00% | 3,206,783 | 100.00% | 148,568 | 4.63% | | | | |

Harry W. Nice Memorial Bridge

TOLL INCOME

| QUARTER ENDED June'06 | | | | FY'05 | | | | Changes | | Twelve-Months Ending June 30 | | | | | |
|-------------------------------|----------|------------------------|----------------|------------------------|----------------|----------------------|---------------|-------------------------|----------------|------------------------------|----------------|----------------------|---------------|---------|---------|
| Two-axle | Rate | FY'06 | Percent | Number | Percent | Number | Percent | Number | Percent | FY'06 | Percent | FY'05 | Percent | Changes | Changes |
| | | Number | | | | | | | | Number | | Number | | Number | Percent |
| Manual | | | | | | | | | | | | | | | |
| Full-Fare | \$ 3.00 | \$ 1,498,674.00 | 52.36% | \$ 1,507,437.00 | 56.24% | \$ (8,763.00) | -0.58% | \$ 5,645,982.00 | 54.40% | \$ 5,748,474.00 | 58.14% | \$ (102,492.00) | -1.78% | | |
| Commutation | \$ 0.60 | 49,356.00 | 1.72% | 50,678.60 | 1.89% | (1,322.60) | -2.61% | 191,348.40 | 1.84% | 198,100.20 | 2.00% | (6,751.80) | -3.41% | | |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 1,548,030.00 | 54.09% | 1,558,115.60 | 58.13% | (10,085.60) | -0.65% | 5,837,330.40 | 56.24% | 5,946,574.20 | 60.14% | (109,243.80) | -1.84% | | |
| E-ZPass | | | | | | | | | | | | | | | |
| Full-Fare | \$ 3.00 | 285,900.00 | 9.99% | 214,959.00 | 8.02% | 70,941.00 | 33.00% | 1,006,104.00 | 9.69% | 676,704.00 | 6.84% | 329,400.00 | 48.68% | | |
| Commutation | \$ 0.60 | 74,532.00 | 2.60% | 65,440.20 | 2.44% | 9,091.80 | 13.89% | 280,264.20 | 2.70% | 245,883.00 | 2.49% | 34,381.20 | 13.98% | | |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 360,432.00 | 12.59% | 280,399.20 | 10.46% | 80,032.80 | 28.54% | 1,286,368.20 | 12.39% | 922,587.00 | 9.33% | 363,781.20 | 39.43% | | |
| Total (2axle): | | 1,908,462.00 | 66.68% | 1,838,514.80 | 68.60% | 69,947.20 | 3.80% | 7,123,698.60 | 68.64% | 6,869,161.20 | 69.47% | 254,537.40 | 3.71% | | |
| Three-axle | | | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 58,170.00 | 2.03% | 62,496.00 | 2.33% | (4,326.00) | -6.92% | 195,336.00 | 1.88% | 200,994.00 | 2.03% | (5,658.00) | -2.82% | | |
| E-ZPass | \$ 6.00 | 21,264.00 | 0.74% | 16,194.00 | 0.60% | 5,070.00 | 31.31% | 62,400.00 | 0.60% | 49,368.00 | 0.50% | 13,032.00 | 26.40% | | |
| Total: | | 79,434.00 | 2.78% | 78,690.00 | 2.94% | 744.00 | 0.95% | 257,736.00 | 2.48% | 250,362.00 | 2.53% | 7,374.00 | 2.95% | | |
| Four-axle | | | | | | | | | | | | | | | |
| Manual | \$ 9.00 | 99,648.00 | 3.48% | 102,510.00 | 3.82% | (2,862.00) | -2.79% | 342,441.00 | 3.30% | 346,689.00 | 3.51% | (4,248.00) | -1.23% | | |
| E-ZPass | \$ 9.00 | 31,644.00 | 1.11% | 22,986.00 | 0.86% | 8,658.00 | 37.67% | 97,506.00 | 0.94% | 82,764.00 | 0.84% | 14,742.00 | 17.81% | | |
| Total: | | 131,292.00 | 4.59% | 125,496.00 | 4.68% | 5,796.00 | 4.62% | 439,947.00 | 4.24% | 429,453.00 | 4.34% | 10,494.00 | 2.44% | | |
| Five-axle | | | | | | | | | | | | | | | |
| Manual | \$ 12.00 | 322,344.00 | 11.26% | 316,512.00 | 11.81% | 5,832.00 | 1.84% | 1,118,124.00 | 10.77% | 1,186,752.00 | 12.00% | (68,628.00) | -5.78% | | |
| E-ZPass | \$ 12.00 | 414,156.00 | 14.47% | 316,740.00 | 11.82% | 97,416.00 | 30.76% | 1,422,504.00 | 13.71% | 1,130,532.00 | 11.43% | 291,972.00 | 25.83% | | |
| Total: | | 736,500.00 | 25.73% | 633,252.00 | 23.63% | 103,248.00 | 16.30% | 2,540,628.00 | 24.48% | 2,317,284.00 | 23.44% | 223,344.00 | 9.64% | | |
| Six-axle | | | | | | | | | | | | | | | |
| Manual | \$ 15.00 | 10,245.00 | 0.36% | 7,845.00 | 0.29% | 2,400.00 | 30.59% | 32,250.00 | 0.31% | 25,965.00 | 0.26% | 6,285.00 | 24.21% | | |
| E-ZPass | \$ 15.00 | 20,670.00 | 0.72% | 14,625.00 | 0.55% | 6,045.00 | 41.33% | 70,290.00 | 0.68% | 61,050.00 | 0.62% | 9,240.00 | 15.14% | | |
| Total: | | 30,915.00 | 1.08% | 22,470.00 | 0.84% | 8,445.00 | 37.58% | 102,540.00 | 0.99% | 87,015.00 | 0.88% | 15,525.00 | 17.84% | | |
| Unusual | | | | | | | | | | | | | | | |
| Manual | \$ 40.00 | 3,960.00 | 0.14% | 2,000.00 | 0.07% | 1,960.00 | 98.00% | 12,520.00 | 0.12% | 7,880.00 | 0.08% | 4,640.00 | 58.88% | | |
| E-ZPass | \$ 40.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total: | | 3,960.00 | 0.14% | 2,000.00 | 0.07% | 1,960.00 | 98.00% | 12,520.00 | 0.12% | 7,880.00 | 0.08% | 4,640.00 | 58.88% | | |
| ETC Usage Disc | | (28,360.66) | -0.99% | (20,224.81) | -0.75% | (8,135.85) | 40.23% | (98,151.62) | -0.95% | (73,336.48) | -0.74% | (24,815.14) | 33.84% | | |
| Total (3axle & up) | | 953,740.34 | 33.32% | 841,683.19 | 31.40% | 112,057.15 | 13.31% | 3,255,219.38 | 31.36% | 3,018,657.52 | 30.53% | 236,561.86 | 7.84% | | |
| Grand Total: | | \$ 2,862,202.34 | 100.00% | \$ 2,680,197.99 | 100.00% | \$ 182,004.35 | 6.79% | \$ 10,378,917.98 | 100.00% | \$ 9,887,818.72 | 100.00% | \$ 491,099.26 | 4.97% | | |

Chesapeake Bay Bridge

TRAFFIC VOLUME

| QUARTER ENDED June'06 | | | | Twelve-Months Ending June 30 | | | | | | | | | |
|-------------------------------|-------------|------------------|----------------|-------------------------------------|----------------|------------------|----------------|-------------------|----------------|-------------------|----------------|------------------|----------------|
| Two-axle | Rate | FY'06 | | FY'05 | | Changes | | FY'06 | | FY'05 | | Changes | |
| | | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | |
| Full-Fare | \$ 2.50 | 1,465,749 | 41.28% | 1,541,202 | 44.70% | (75,453) | -4.90% | 5,548,404 | 41.81% | 5,980,710 | 46.16% | (432,306) | -7.23% |
| Commutation | \$ 1.00 | 118,776 | 3.34% | 151,707 | 4.40% | (32,931) | -21.71% | 484,789 | 3.65% | 660,693 | 5.10% | (175,904) | -26.62% |
| Official Duty | None | 19,908 | 0.56% | 26,237 | 0.76% | (6,329) | -24.12% | 89,662 | 0.68% | 106,172 | 0.82% | (16,510) | -15.55% |
| Total | | 1,604,433 | 45.18% | 1,719,146 | 49.86% | (114,713) | -6.67% | 6,122,855 | 46.14% | 6,747,575 | 52.07% | (624,720) | -9.26% |
| E-ZPass | | | | | | | | | | | | | |
| Full-Fare | \$ 2.50 | 743,909 | 20.95% | 566,945 | 16.44% | 176,964 | 31.21% | 2,550,673 | 19.22% | 1,852,587 | 14.30% | 698,086 | 37.68% |
| Commutation | \$ 1.00 | 837,738 | 23.59% | 800,406 | 23.22% | 37,332 | 4.66% | 3,293,764 | 24.82% | 3,059,722 | 23.61% | 234,042 | 7.65% |
| Official Duty | None | 17,586 | 0.50% | 10,057 | 0.29% | 7,529 | 0.00% | 53,358 | 0.40% | 37,625 | 0.29% | 15,733 | 41.82% |
| Total | | 1,599,233 | 45.04% | 1,377,408 | 39.95% | 221,825 | 16.10% | 5,897,795 | 44.44% | 4,949,934 | 38.20% | 947,861 | 19.15% |
| Total (2axle): | | 3,203,666 | 90.22% | 3,096,554 | 89.81% | 107,112 | 3.46% | 12,020,650 | 90.58% | 11,697,509 | 90.27% | 323,141 | 2.76% |
| Three-axle | | | | | | | | | | | | | |
| Manual | \$ 5.00 | 23,719 | 0.67% | 25,703 | 0.75% | (1,984) | -7.72% | 88,290 | 0.67% | 94,355 | 0.73% | (6,065) | -6.43% |
| E-ZPass | \$ 5.00 | 19,374 | 0.55% | 18,484 | 0.54% | 890 | 4.81% | 63,812 | 0.48% | 61,203 | 0.47% | 2,609 | 4.26% |
| Total: | | 43,093 | 1.21% | 44,187 | 1.28% | (1,094) | -2.48% | 152,102 | 1.15% | 155,558 | 1.20% | (3,456) | -2.22% |
| Four-axle | | | | | | | | | | | | | |
| Manual | \$ 7.50 | 22,455 | 0.63% | 23,855 | 0.69% | (1,400) | -5.87% | 72,954 | 0.55% | 79,312 | 0.61% | (6,358) | -8.02% |
| E-ZPass | \$ 7.50 | 18,654 | 0.53% | 16,937 | 0.49% | 1,717 | 10.14% | 60,000 | 0.45% | 59,184 | 0.46% | 816 | 1.38% |
| Total: | | 41,109 | 1.16% | 40,792 | 1.18% | 317 | 0.78% | 132,954 | 1.00% | 138,496 | 1.07% | (5,542) | -4.00% |
| Five-axle | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 116,343 | 3.28% | 129,309 | 3.75% | (12,966) | -10.03% | 438,773 | 3.31% | 493,071 | 3.81% | (54,298) | -11.01% |
| E-ZPass | \$ 10.00 | 97,490 | 2.75% | 84,775 | 2.46% | 12,715 | 15.00% | 361,735 | 2.73% | 319,695 | 2.47% | 42,040 | 13.15% |
| Total: | | 213,833 | 6.02% | 214,084 | 6.21% | (251) | -0.12% | 800,508 | 6.03% | 812,766 | 6.27% | (12,258) | -1.51% |
| Six-axle | | | | | | | | | | | | | |
| Manual | \$ 12.50 | 869 | 0.02% | 1,151 | 0.03% | (282) | -24.50% | 3,423 | 0.03% | 3,451 | 0.03% | (28) | -0.81% |
| E-ZPass | \$ 12.50 | 1,993 | 0.06% | 4,690 | 0.14% | (2,697) | -57.51% | 6,341 | 0.05% | 9,614 | 0.07% | (3,273) | -34.04% |
| Total: | | 2,862 | 0.08% | 5,841 | 0.17% | (2,979) | -51.00% | 9,764 | 0.07% | 13,065 | 0.10% | (3,301) | -25.27% |
| Unusual | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 1,634 | 0.05% | 1,347 | 0.04% | 287 | 21.31% | 5,498 | 0.04% | 4,539 | 0.04% | 959 | 21.13% |
| E-ZPass | \$ 12.50 | - | 0.00% | 34 | 0.00% | (34) | 0.00% | - | 0.00% | 34 | 0.00% | (34) | -100.00% |
| Total: | | 1,634 | 0.05% | 1,381 | 0.04% | 253 | 18.32% | 5,498 | 0.04% | 4,573 | 0.04% | 925 | 20.23% |
| Total (3axle & up) | | 302,531 | 8.52% | 306,285 | 8.88% | (3,754) | -1.23% | 1,100,826 | 8.30% | 1,124,458 | 8.68% | (23,632) | -2.10% |
| Violations | | 44,813 | 1.26% | 44,898 | 1.30% | (85) | -0.19% | 149,119 | 1.12% | 135,894 | 1.05% | 13,225 | |
| Grand Total: | | 3,551,010 | 100.00% | 3,447,737 | 100.00% | 103,273 | 3.00% | 13,270,595 | 100.00% | 12,957,861 | 100.00% | 312,734 | 2.41% |

Chesapeake Bay Bridge

TOLL INCOME

| QUARTER ENDED June'06 | | | | | | | | Twelve-Months Ending June 30 | | | | | | | | |
|-------------------------------|----------|------------------------|----------------|------------------------|----------------|----------------------|----------------|------------------------------|----------------|-------------------------|----------------|-----------------------|----------------|---------|---------|--|
| Two-axle | Rate | FY'06 | | FY'05 | | Changes | | Changes | | FY'06 | FY'05 | | Changes | | Changes | |
| | | Number | Percent | Number | Percent | Number | Percent | Number | Percent | | Number | Percent | Number | Percent | | |
| Manual | | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.50 | \$ 3,664,372.50 | 40.36% | \$ 3,853,005.00 | 43.36% | \$ (188,632.50) | -4.90% | \$ 13,871,010.00 | 41.35% | \$ 14,951,775.00 | 45.15% | \$ (1,080,765.00) | -7.23% | | | |
| Commutation | \$ 1.00 | 118,776.00 | 1.31% | 151,707.00 | 1.71% | (32,931.00) | -21.71% | 484,789.00 | 1.45% | 660,693.00 | 1.99% | (175,904.00) | -26.62% | | | |
| Total | | 3,783,148.50 | 41.67% | 4,004,712.00 | 45.06% | (221,563.50) | -5.53% | 14,355,799.00 | 42.79% | 15,612,468.00 | 47.14% | (1,256,669.00) | -8.05% | | | |
| E-ZPass | | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.50 | 1,859,772.50 | 20.48% | 1,417,362.50 | 15.95% | 442,410.00 | 31.21% | 6,376,682.50 | 19.01% | 4,631,467.50 | 13.98% | 1,745,215.00 | 37.68% | | | |
| Commutation | \$ 1.00 | 837,738.00 | 9.23% | 800,406.00 | 9.01% | 37,332.00 | 4.66% | 3,293,764.00 | 9.82% | 3,059,722.00 | 9.24% | 234,042.00 | 7.65% | | | |
| Total | | 2,697,510.50 | 29.71% | 2,217,768.50 | 24.96% | 479,742.00 | 21.63% | 9,670,446.50 | 28.83% | 7,691,189.50 | 23.22% | 1,979,257.00 | 25.73% | | | |
| Total (2axle): | | 6,480,659.00 | 71.38% | 6,222,480.50 | 70.02% | 258,178.50 | 4.15% | 24,026,245.50 | 71.62% | 23,303,657.50 | 70.37% | 722,588.00 | 3.10% | | | |
| Three-axle | | | | | | | | | | | | | | | | |
| Manual | \$ 5.00 | 118,595.00 | 1.31% | 128,515.00 | 1.45% | (9,920.00) | -7.72% | 441,450.00 | 1.32% | 471,775.00 | 1.42% | (30,325.00) | -6.43% | | | |
| E-ZPass | \$ 5.00 | 96,870.00 | 1.07% | 92,420.00 | 1.04% | 4,450.00 | 4.81% | 319,060.00 | 0.95% | 306,015.00 | 0.92% | 13,045.00 | 4.26% | | | |
| Total: | | 215,465.00 | 2.37% | 220,935.00 | 2.49% | (5,470.00) | -2.48% | 760,510.00 | 2.27% | 777,790.00 | 2.35% | (17,280.00) | -2.22% | | | |
| Four-axle | | | | | | | | | | | | | | | | |
| Manual | \$ 7.50 | 168,412.50 | 1.85% | 178,912.50 | 2.01% | (10,500.00) | -5.87% | 547,155.00 | 1.63% | 594,840.00 | 1.80% | (47,685.00) | -8.02% | | | |
| E-ZPass | \$ 7.50 | 139,905.00 | 1.54% | 127,027.50 | 1.43% | 12,877.50 | 10.14% | 450,000.00 | 1.34% | 443,880.00 | 1.34% | 6,120.00 | 1.38% | | | |
| Total: | | 308,317.50 | 3.40% | 305,940.00 | 3.44% | 2,377.50 | 0.78% | 997,155.00 | 2.97% | 1,038,720.00 | 3.14% | (41,565.00) | -4.00% | | | |
| Five-axle | | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 1,163,430.00 | 12.81% | 1,293,090.00 | 14.55% | (129,660.00) | -10.03% | 4,387,730.00 | 13.08% | 4,930,710.00 | 14.89% | (542,980.00) | -11.01% | | | |
| E-ZPass | \$ 10.00 | 974,900.00 | 10.74% | 847,750.00 | 9.54% | 127,150.00 | 15.00% | 3,617,350.00 | 10.78% | 3,196,950.00 | 9.65% | 420,400.00 | 13.15% | | | |
| Total: | | 2,138,330.00 | 23.55% | 2,140,840.00 | 24.09% | (2,510.00) | -0.12% | 8,005,080.00 | 23.86% | 8,127,660.00 | 24.54% | (122,580.00) | -1.51% | | | |
| Six-axle | | | | | | | | | | | | | | | | |
| Manual | \$ 12.50 | 10,862.50 | 0.12% | 14,387.50 | 0.16% | (3,525.00) | -24.50% | 42,787.50 | 0.13% | 43,137.50 | 0.13% | (350.00) | -0.81% | | | |
| E-ZPass | \$ 12.50 | 24,912.50 | 0.27% | 58,625.00 | 0.66% | (33,712.50) | -57.51% | 79,262.50 | 0.24% | 120,175.00 | 0.36% | (40,912.50) | -34.04% | | | |
| Total: | | 35,775.00 | 0.39% | 73,012.50 | 0.82% | (37,237.50) | -51.00% | 122,050.00 | 0.36% | 163,312.50 | 0.49% | (41,262.50) | -25.27% | | | |
| Unusual | | | | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 32,680.00 | 0.36% | 26,940.00 | 0.30% | 5,740.00 | 21.31% | 109,960.00 | 0.33% | 90,780.00 | 0.27% | 19,180.00 | 21.13% | | | |
| E-ZPass | \$ 12.50 | - | 0.00% | 425.00 | 0.00% | (425.00) | 0.00% | - | 0.00% | 425.00 | 0.00% | (425.00) | -100.00% | | | |
| Total: | | 32,680.00 | 0.36% | 27,365.00 | 0.31% | 5,315.00 | 19.42% | 109,960.00 | 0.33% | 91,205.00 | 0.28% | 18,755.00 | 20.56% | | | |
| ETC Usage Disc | | (131,752.24) | -1.45% | (103,877.89) | -1.17% | (27,874.35) | 26.83% | (472,915.89) | -1.41% | (384,237.38) | -1.16% | (88,678.51) | 23.08% | | | |
| Total (3axle & up) | | 2,598,815.26 | 28.62% | 2,664,214.61 | 29.98% | (65,399.35) | -2.45% | 9,521,839.11 | 28.38% | 9,814,450.12 | 29.63% | (292,611.01) | -2.98% | | | |
| Grand Total: | | \$ 9,079,474.26 | 100.00% | \$ 8,886,695.11 | 100.00% | \$ 192,779.15 | 2.17% | \$ 33,548,084.61 | 100.00% | \$ 33,118,107.62 | 100.00% | \$ 429,976.99 | 1.30% | | | |

BALTIMORE HARBOR TUNNEL

TRAFFIC VOLUME

| QUARTER ENDED June'06 | | | | Twelve-Months Ending June 30 | | | | | | | | | |
|---------------------------------|-------------|------------------|----------------|-------------------------------------|----------------|------------------|----------------|-------------------|----------------|-------------------|----------------|------------------|----------------|
| Two-axle | Rate | FY'06 | | FY'05 | | Changes | | FY'06 | | FY'05 | | Changes | |
| | | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 2,208,900 | 33.01% | 2,329,471 | 35.20% | (120,571) | -5.18% | 8,739,682 | 33.28% | 9,172,962 | 7.43% | (433,280) | -22.88% |
| Commutation | \$ 0.40 | 395,312 | 5.91% | 469,975 | 7.10% | (74,663) | -15.89% | 1,694,432 | 6.45% | 1,893,816 | 0.91% | (199,384) | -86.02% |
| Official Duty | None | 47,197 | 0.71% | 59,250 | 0.90% | (12,053) | -20.34% | 209,848 | 0.80% | 231,793 | 0.91% | (21,945) | -9.47% |
| Total | | 2,651,409 | 39.63% | 2,858,696 | 43.19% | (207,287) | -7.25% | 10,643,962 | 40.53% | 11,298,571 | 9.25% | (654,609) | -5.79% |
| E-ZPass | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 1,098,781 | 16.42% | 891,885 | 13.48% | 206,896 | 23.20% | 4,007,141 | 15.26% | 3,173,129 | 12.46% | 834,012 | 26.28% |
| Commutation | \$ 0.40 | 2,549,648 | 38.10% | 2,491,501 | 37.64% | 58,147 | 2.33% | 10,132,279 | 38.58% | 9,571,237 | 37.57% | 561,042 | 5.86% |
| Official Duty | None | 66,856 | 1.00% | 64,900 | 0.98% | 1,956 | 3.01% | 257,837 | 0.98% | 235,779 | 0.93% | 22,058 | 9.36% |
| Total | | 3,715,285 | 55.52% | 3,448,286 | 52.10% | 266,999 | 7.74% | 14,397,257 | 54.82% | 12,980,145 | 50.95% | 1,417,112 | 10.92% |
| Total (2axle): | | 6,366,694 | 95.15% | 6,306,982 | 95.29% | 59,712 | 0.95% | 25,041,219 | 95.35% | 24,278,716 | 95.30% | 762,503 | 3.14% |
| Three-axle | | | | | | | | | | | | | |
| Manual | \$ 4.00 | 21,689 | 0.32% | 24,077 | 0.36% | (2,388) | -9.92% | 84,236 | 0.32% | 96,479 | 0.38% | (12,243) | -12.69% |
| E-ZPass | \$ 4.00 | 75,471 | 1.13% | 63,567 | 0.96% | 11,904 | 18.73% | 260,358 | 0.99% | 243,979 | 0.96% | 16,379 | 6.71% |
| Total: | | 97,160 | 1.45% | 87,644 | 1.32% | 9,516 | 10.86% | 344,594 | 1.31% | 340,458 | 1.34% | (12,243) | -3.60% |
| Four-axle | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 11,643 | 0.17% | 12,095 | 0.18% | (452) | -3.74% | 38,893 | 0.15% | 42,688 | 0.17% | (3,795) | -8.89% |
| E-ZPass | \$ 6.00 | 25,707 | 0.38% | 19,749 | 0.30% | 5,958 | 30.17% | 85,667 | 0.33% | 90,644 | 0.36% | (4,977) | -5.49% |
| Total: | | 37,350 | 0.56% | 31,844 | 0.48% | 5,506 | 17.29% | 124,560 | 0.47% | 133,332 | 0.52% | (8,772) | -6.58% |
| Five-axle | | | | | | | | | | | | | |
| Manual | \$ 8.00 | 15,702 | 0.23% | 18,211 | 0.28% | (2,509) | -13.78% | 65,826 | 0.25% | 76,575 | 0.30% | (10,749) | -14.04% |
| E-ZPass | \$ 8.00 | 83,773 | 1.25% | 81,217 | 1.23% | 2,556 | 3.15% | 340,697 | 1.30% | 330,026 | 1.30% | 10,671 | 3.23% |
| Total: | | 99,475 | 1.49% | 99,428 | 1.50% | 47 | 0.05% | 406,523 | 1.55% | 406,601 | 1.60% | (78) | -0.02% |
| Six-axle | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 243 | 0.00% | 239 | 0.00% | 4 | 1.67% | 962 | 0.00% | 944 | 0.00% | 18 | 1.91% |
| E-ZPass | \$ 10.00 | 805 | 0.01% | 680 | 0.01% | 125 | 18.38% | 2,682 | 0.01% | 1,670 | 0.01% | 1,012 | 60.60% |
| Total: | | 1,048 | 0.02% | 919 | 0.01% | 129 | 14.04% | 3,644 | 0.01% | 2,614 | 0.01% | 1,030 | 39.40% |
| Unusual | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 7 | 0.00% | 5 | 0.00% | 2 | 40.00% | 23 | 0.00% | 28 | 0.00% | (5) | -17.86% |
| E-ZPass | \$ 20.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total: | | 7 | 0.00% | 5 | 0.00% | 2 | 40.00% | 23 | 0.00% | 28 | 0.00% | (5) | -17.86% |
| Total (3 axle & up): | | 235,040 | 3.51% | 219,840 | 3.32% | 15,200 | 6.91% | 879,344 | 3.35% | 883,033 | 3.47% | (20,068) | -2.27% |
| Violations: | | 89,502 | 1.34% | 91,746 | 1.39% | (2,244) | -2.45% | 341,489 | 1.30% | 314,359 | 1.23% | 27,130 | 8.63% |
| Grand Total | | 6,691,236 | 100.00% | 6,618,568 | 100.00% | 72,668 | 1.10% | 26,262,052 | 100.00% | 25,476,108 | 100.00% | 785,944 | 3.09% |

BALTIMORE HARBOR TUNNEL

TOLL INCOME

| QUARTER ENDED June'06 | | | | FY'05 | | | | Changes | | Changes | | Twelve-Months Ending June 30 | | | |
|---------------------------------|----------|------------------------|----------------|------------------------|----------------|----------------------|---------------|---------|--|-------------------------|----------------|------------------------------|----------------|----------------------|--------------------|
| Two-axle | Rate | FY'06 Number | Percent | Number | Percent | Number | Percent | | | FY'06 Number | Percent | FY'05 Number | Percent | Changes Number | Changes Percent |
| Manual | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 4,417,800.00 | 48.72% | 4,658,942.00 | 52.61% | (241,142.00) | -5.18% | | | 17,479,364.00 | 49.81% | 18,345,924.00 | 53.57% | (866,560.00) | -4.72% |
| Commutation | \$ 0.40 | 158,124.80 | 1.74% | 187,990.00 | 2.12% | (29,865.20) | -15.89% | | | 677,772.80 | 1.93% | 757,526.40 | 2.21% | (79,753.60) | -10.53% |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | | | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 4,575,924.80 | 50.47% | 4,846,932.00 | 54.73% | (271,007.20) | -5.59% | | | 18,157,136.80 | 51.75% | 19,103,450.40 | 55.78% | (946,313.60) | -4.95% |
| E-ZPass | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 2,197,562.00 | 24.24% | 1,783,770.00 | 20.14% | 413,792.00 | 23.20% | | | 8,014,282.00 | 22.84% | 6,346,258.00 | 18.53% | 1,668,024.00 | 26.28% |
| Commutation | \$ 0.40 | 1,019,859.20 | 11.25% | 996,600.40 | 11.25% | 23,258.80 | 2.33% | | | 4,052,911.60 | 11.55% | 3,828,494.80 | 11.18% | 224,416.80 | 5.86% |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | | | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 3,217,421.20 | 35.49% | 2,780,370.40 | 31.40% | 437,050.80 | 15.72% | | | 12,067,193.60 | 34.39% | 10,174,752.80 | 29.71% | 1,892,440.80 | 18.60% |
| Total (2axle): | | 7,793,346.00 | 85.95% | 7,627,302.40 | 86.13% | 166,043.60 | 2.18% | | | 30,224,330.40 | 86.14% | 29,278,203.20 | 85.48% | 946,127.20 | 3.23% |
| Three-axle | | | | | | | | | | | | | | | |
| Manual | \$ 4.00 | 86,756.00 | 0.96% | 96,308.00 | 1.09% | (9,552.00) | -9.92% | | | 336,944.00 | 0.96% | 385,916.00 | 1.13% | (48,972.00) | 0.00% |
| E-ZPass | \$ 4.00 | 301,884.00 | 3.33% | 254,268.00 | 2.87% | 47,616.00 | 18.73% | | | 1,041,432.00 | 2.97% | 975,916.00 | 2.85% | 65,516.00 | 0.00% |
| Total: | | 388,640.00 | 4.29% | 350,576.00 | 1.09% | 38,064.00 | 10.86% | | | 1,378,376.00 | 3.93% | 1,361,832.00 | 3.98% | 16,544.00 | 1.21% |
| Four-axle | | | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 69,858.00 | 0.77% | 72,570.00 | 0.82% | (2,712.00) | -3.74% | | | 233,358.00 | 0.67% | 256,128.00 | 0.75% | (22,770.00) | 0.00% |
| E-ZPass | \$ 6.00 | 154,242.00 | 1.70% | 118,494.00 | 1.34% | 35,748.00 | 30.17% | | | 514,002.00 | 1.46% | 543,864.00 | 1.59% | (29,862.00) | 0.00% |
| Total: | | 224,100.00 | 2.47% | 191,064.00 | 2.16% | 33,036.00 | 17.29% | | | 747,360.00 | 2.13% | 799,992.00 | 2.34% | (52,632.00) | -6.58% |
| Five-axle | | | | | | | | | | | | | | | |
| Manual | \$ 8.00 | 125,616.00 | 1.39% | 145,688.00 | 1.65% | (20,072.00) | -13.78% | | | 526,608.00 | 1.50% | 612,600.00 | 1.79% | (85,992.00) | 0.00% |
| E-ZPass | \$ 8.00 | 670,184.00 | 7.39% | 649,736.00 | 7.34% | 20,448.00 | 3.15% | | | 2,725,576.00 | 7.77% | 2,640,208.00 | 7.71% | 85,368.00 | 0.00% |
| Total: | | 795,800.00 | 8.78% | 795,424.00 | 8.98% | 376.00 | 0.05% | | | 3,252,184.00 | 9.27% | 3,252,808.00 | 9.50% | (624.00) | -0.02% |
| Six-axle | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 2,430.00 | 0.03% | 2,390.00 | 0.03% | 40.00 | 1.67% | | | 9,620.00 | 0.03% | 9,440.00 | 0.03% | 180.00 | 0.00% |
| E-ZPass | \$ 10.00 | 8,050.00 | 0.09% | 6,800.00 | 0.08% | 1,250.00 | 18.38% | | | 26,820.00 | 0.08% | 16,700.00 | 0.05% | 10,120.00 | 0.00% |
| Total: | | 10,480.00 | 0.12% | 9,190.00 | 0.10% | 1,290.00 | 14.04% | | | 36,440.00 | 0.10% | 26,140.00 | 0.08% | 10,300.00 | 39.40% |
| Unusual | | | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 140.00 | 0.00% | 100.00 | 0.00% | 40.00 | 40.00% | | | 460.00 | 0.00% | 560.00 | 0.00% | (100.00) | 0.00% |
| E-ZPass | \$ 20.00 | - | 0.00% | - | 0.00% | - | 0.00% | | | - | 0.00% | - | 0.00% | - | 0.00% |
| Total: | | 140.00 | 0.00% | 100.00 | 0.00% | 40.00 | 40.00% | | | 460.00 | 0.00% | 560.00 | 0.00% | (100.00) | -17.86% |
| E-ZPass Usage Disc | | (145,702.42) | -1.61% | (118,310.67) | -1.34% | (27,391.75) | 23.15% | | | (550,442.61) | -1.57% | (469,939.80) | -1.37% | (80,502.81) | 17.13% |
| Total (3 axle & up): | | 1,273,457.58 | 14.05% | 1,228,043.33 | 13.87% | 45,414.25 | 3.70% | | | 4,864,377.39 | 13.86% | 4,971,392.20 | 14.52% | (107,014.81) | -2.15% |
| Grand Total | | \$ 9,066,803.58 | 100.00% | \$ 8,855,345.73 | 100.00% | \$ 211,457.85 | 2.39% | | | \$ 35,088,707.79 | 100.00% | \$ 34,249,595.40 | 100.00% | \$ 839,112.39 | 2.45% |
| Traffic Composite: | | | | | | | | | | | | | | | |
| Manual Tolls: | \$ | 4,860,724.80 | 53.61% | 5,163,988.00 | 58.31% | (303,263.20) | -5.87% | | | 19,264,126.80 | 54.90% | 20,368,094.40 | 59.47% | (1,103,967.60) | -5.42% |
| Electronic Tolls: | | 4,351,781.20 | 48.00% | 3,809,668.40 | 43.02% | 542,112.80 | 14.23% | | | 16,375,023.60 | 46.67% | 14,351,440.80 | 41.90% | 2,023,582.80 | 14.10% |
| ETC Usage Discount | | (145,702.42) | -1.61% | (118,310.67) | -1.34% | (27,391.75) | 23.15% | | | (550,442.61) | -1.57% | (469,939.80) | -1.37% | (80,502.81) | 17.13% |
| | \$ | 9,066,803.58 | 100.00% | \$ 8,855,345.73 | 100.00% | \$ 211,457.85 | 2.39% | | | \$ 35,088,707.79 | 100.00% | \$ 34,249,595.40 | 100.00% | \$ 839,112.39 | 2.45% |

FRANCIS SCOTT KEY BRIDGE

TRAFFIC VOLUME

| QUARTER ENDED June'06 | | | | FY'05 | | | | Changes | | Changes | | Twelve-Months Ending June 30 | | | |
|---------------------------------|----------|------------------|----------------|------------------|----------------|------------------|---------------|-------------------|----------------|-------------------|----------------|------------------------------|----------------|---------|---------|
| Two-axle | Rate | FY'06 | | FY'05 | | Number | Percent | Number | Percent | FY'06 | | FY'05 | | Changes | Changes |
| | | Number | Percent | Number | Percent | | | | | Number | Percent | Number | Percent | | |
| Manual | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 813,776 | 25.82% | 879,730 | 28.25% | (65,954) | -7.50% | 3,126,060 | 26.28% | 3,459,721 | 28.60% | (333,661) | -9.64% | | |
| Commutation | \$ 0.40 | 305,210 | 9.68% | 342,396 | 11.00% | (37,186) | -10.86% | 1,228,428 | 10.33% | 1,341,729 | 11.09% | (113,301) | -8.44% | | |
| Official Duty | None | 24,854 | 0.79% | 34,020 | 1.09% | (9,166) | -26.94% | 108,534 | 0.91% | 234,090 | 1.94% | (125,556) | -53.64% | | |
| Total | | 1,143,840 | 36.30% | 1,256,146 | 40.34% | (112,306) | -8.94% | 4,463,022 | 37.52% | 5,035,540 | 41.63% | (572,518) | -11.37% | | |
| E-ZPass | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 257,220 | 8.16% | 198,844 | 6.39% | 58,376 | 29.36% | 900,536 | 7.57% | 709,690 | 5.87% | 190,846 | 26.89% | | |
| Commutation | \$ 0.40 | 1,313,735 | 41.69% | 1,241,117 | 39.86% | 72,618 | 5.85% | 4,924,195 | 41.40% | 4,780,245 | 39.52% | 143,950 | 3.01% | | |
| Official Duty | None | 58,652 | 1.86% | 48,193 | 1.55% | 10,459 | 21.70% | 206,464 | 1.74% | 187,948 | 1.55% | 18,516 | 9.85% | | |
| Total | | 1,629,607 | 51.71% | 1,488,154 | 47.79% | 141,453 | 9.51% | 6,031,195 | 50.71% | 5,677,883 | 46.94% | 353,312 | 6.22% | | |
| Total (2axle): | | 2,773,447 | 88.01% | 2,744,300 | 88.13% | 29,147 | 1.06% | 10,494,217 | 88.23% | 10,713,423 | 88.57% | (219,206) | -2.05% | | |
| Three-axle | | | | | | | | | | | | | | | |
| Manual | \$ 4.00 | 19,729 | 0.63% | 21,891 | 0.70% | (2,162) | -9.88% | 73,165 | 0.62% | 79,969 | 0.66% | (6,804) | -8.51% | | |
| E-ZPass | \$ 4.00 | 47,734 | 1.51% | 43,656 | 1.40% | 4,078 | 9.34% | 173,234 | 1.46% | 168,222 | 1.39% | 5,012 | 2.98% | | |
| Total: | | 67,463 | 2.14% | 65,547 | 2.10% | 1,916 | 2.92% | 246,399 | 2.07% | 248,191 | 2.05% | (1,792) | -0.72% | | |
| Four-axle | | | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 14,042 | 0.45% | 16,407 | 0.53% | (2,365) | -14.41% | 48,152 | 0.40% | 55,103 | 0.46% | (6,951) | -12.61% | | |
| E-ZPass | \$ 6.00 | 30,525 | 0.97% | 27,762 | 0.89% | 2,763 | 9.95% | 105,392 | 0.89% | 105,512 | 0.87% | (120) | -0.11% | | |
| Total: | | 44,567 | 1.41% | 44,169 | 1.42% | 398 | 0.90% | 153,544 | 1.29% | 160,615 | 1.33% | (7,071) | -4.40% | | |
| Five-axle | | | | | | | | | | | | | | | |
| Manual | \$ 8.00 | 64,291 | 2.04% | 72,755 | 2.34% | (8,464) | -11.63% | 252,718 | 2.12% | 293,598 | 2.43% | (40,880) | -13.92% | | |
| E-ZPass | \$ 8.00 | 145,400 | 4.61% | 128,346 | 4.12% | 17,054 | 13.29% | 518,541 | 4.36% | 488,985 | 4.04% | 29,556 | 6.04% | | |
| Total: | | 209,691 | 6.65% | 201,101 | 6.46% | 8,590 | 4.27% | 771,259 | 6.48% | 782,583 | 6.47% | (11,324) | -1.45% | | |
| Six-axle | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 1,199 | 0.04% | 1,556 | 0.05% | (357) | -22.94% | 5,290 | 0.04% | 4,637 | 0.04% | 653 | 14.08% | | |
| E-ZPass | \$ 10.00 | 3,992 | 0.13% | 4,197 | 0.13% | (205) | -4.88% | 13,283 | 0.11% | 14,178 | 0.12% | (895) | -6.31% | | |
| Total: | | 5,191 | 0.16% | 5,753 | 0.18% | (562) | -9.77% | 18,573 | 0.16% | 18,815 | 0.16% | (242) | -1.29% | | |
| Unusual | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 622 | 0.02% | 640 | 0.02% | (18) | -2.81% | 2,318 | 0.02% | 2,660 | 0.02% | (342) | -12.86% | | |
| E-ZPass | \$ 10.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | | |
| Total: | | 622 | 0.02% | 640 | 0.02% | (18) | -2.81% | 2,318 | 0.02% | 2,660 | 0.02% | (342) | -12.86% | | |
| Total (3 axle & up): | | 327,534 | 10.39% | 317,210 | 10.19% | 10,324 | 3.25% | 1,192,093 | 10.02% | 1,212,864 | 10.03% | (20,771) | -1.71% | | |
| Violations | | 50,460 | 1.60% | 52,476 | 1.69% | (2,016) | -3.84% | 207,312 | 1.74% | 169,906 | 1.40% | 37,406 | 22.02% | | |
| Grand Total | | 3,151,441 | 100.00% | 3,113,986 | 100.00% | 37,455 | 1.20% | 11,893,622 | 100.00% | 12,096,193 | 100.00% | (202,571) | -1.67% | | |

FRANCIS SCOTT KEY BRIDGE

TOLL INCOME

| QUARTER ENDED June'06 | | | | Twelve-Months Ending June 30 | | | | | | | | | | | |
|-------------------------------|----------|------------------------|----------------|------------------------------|----------------|---------------------|---------------|-------------------------|----------------|-------------------------|----------------|------------------------|----------------|---------|---------|
| FY'06 | | | | FY'05 | | Changes | | FY'06 | | FY'05 | | Changes | | Changes | |
| Two-axle | Rate | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | \$ 1,627,552.00 | 32.67% | \$ 1,759,460.00 | 35.72% | \$ (131,908.00) | -7.50% | \$ 6,252,120.00 | 33.78% | \$ 6,919,442.00 | 36.49% | \$ (667,322.00) | -9.64% | | |
| Commutation | \$ 0.40 | 122,084.00 | 2.45% | 136,958.40 | 2.78% | (14,874.40) | -10.86% | 491,371.20 | 2.65% | 536,691.60 | 2.83% | (45,320.40) | -8.44% | | |
| Total | | 1,749,636.00 | 35.13% | 1,896,418.40 | 38.50% | (146,782.40) | -7.74% | 6,743,491.20 | 36.43% | 7,456,133.60 | 39.32% | (712,642.40) | -9.56% | | |
| E-ZPass | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 514,440.00 | 10.33% | 397,688.00 | 8.07% | 116,752.00 | 29.36% | 1,801,072.00 | 9.73% | 1,419,380.00 | 7.49% | 381,692.00 | 26.89% | | |
| Commutation | \$ 0.40 | 525,494.00 | 10.55% | 496,446.80 | 10.08% | 29,047.20 | 5.85% | 1,969,678.00 | 10.64% | 1,912,098.00 | 10.08% | 57,580.00 | 3.01% | | |
| Total | | 1,039,934.00 | 20.88% | 894,134.80 | 18.15% | 145,799.20 | 16.31% | 3,770,750.00 | 20.37% | 3,331,478.00 | 17.57% | 439,272.00 | 13.19% | | |
| Total (2axle): | | 2,789,570.00 | 56.00% | 2,790,553.20 | 56.66% | (983.20) | -0.04% | 10,514,241.20 | 56.80% | 10,787,611.60 | 56.89% | (273,370.40) | -2.53% | | |
| Three-axle | | | | | | | | | | | | | | | |
| Manual | \$ 4.00 | 78,916.00 | 1.58% | 87,596.00 | 1.78% | (8,680.00) | -9.91% | 292,660.00 | 1.58% | 319,908.00 | 1.69% | (27,248.00) | -8.52% | | |
| E-ZPass | \$ 4.00 | 190,936.00 | 3.83% | 174,624.00 | 3.55% | 16,312.00 | 9.34% | 692,936.00 | 3.74% | 672,888.00 | 3.55% | 20,048.00 | 2.98% | | |
| Total: | | 269,852.00 | 5.42% | 262,220.00 | 5.32% | 7,632.00 | 2.91% | 985,596.00 | 5.32% | 992,796.00 | 5.24% | (7,200.00) | -0.73% | | |
| Four-axle | | | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 84,252.00 | 1.69% | 98,242.00 | 1.99% | (13,990.00) | -14.24% | 288,912.00 | 1.56% | 330,418.00 | 1.74% | (41,506.00) | -12.56% | | |
| E-ZPass | \$ 6.00 | 183,150.00 | 3.68% | 166,572.00 | 3.38% | 16,578.00 | 9.95% | 632,352.00 | 3.42% | 633,072.00 | 3.34% | (720.00) | -0.11% | | |
| Total: | | 267,402.00 | 5.37% | 264,814.00 | 5.38% | 2,588.00 | 0.98% | 921,264.00 | 4.98% | 963,490.00 | 5.08% | (42,226.00) | -4.38% | | |
| Five-axle | | | | | | | | | | | | | | | |
| Manual | \$ 8.00 | 514,328.00 | 10.33% | 582,040.00 | 11.82% | (67,712.00) | -11.63% | 2,021,744.00 | 10.92% | 2,348,784.00 | 12.39% | (327,040.00) | -13.92% | | |
| E-ZPass | \$ 8.00 | 1,163,200.00 | 23.35% | 1,026,768.00 | 20.85% | 136,432.00 | 13.29% | 4,148,328.00 | 22.41% | 3,911,880.00 | 20.63% | 236,448.00 | 6.04% | | |
| Total: | | 1,677,528.00 | 33.68% | 1,608,808.00 | 32.67% | 68,720.00 | 4.27% | 6,170,072.00 | 33.33% | 6,260,664.00 | 33.02% | (90,592.00) | -1.45% | | |
| Six-axle | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 11,990.00 | 0.24% | 15,560.00 | 0.32% | (3,570.00) | -22.94% | 52,900.00 | 0.29% | 46,370.00 | 0.24% | 6,530.00 | 14.08% | | |
| E-ZPass | \$ 10.00 | 39,920.00 | 0.80% | 41,970.00 | 0.85% | (2,050.00) | -4.88% | 132,830.00 | 0.72% | 141,780.00 | 0.75% | (8,950.00) | -6.31% | | |
| Total: | | 51,910.00 | 1.04% | 57,530.00 | 1.17% | (5,620.00) | -9.77% | 185,730.00 | 1.00% | 188,150.00 | 0.99% | (2,420.00) | -1.29% | | |
| Unusual | | | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 12,440.00 | 0.25% | 12,800.00 | 0.26% | (360.00) | -2.81% | 46,360.00 | 0.25% | 53,200.00 | 0.28% | (6,840.00) | -12.86% | | |
| E-ZPass | | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | | |
| Total: | | 12,440.00 | 0.25% | 12,800.00 | 0.26% | (360.00) | -2.81% | 46,360.00 | 0.25% | 53,200.00 | 0.28% | (6,840.00) | -12.86% | | |
| E-ZPass Usage Disc: | | (87,641.97) | -1.76% | (71,592.75) | -1.45% | (16,049.22) | 22.42% | (313,687.70) | -1.69% | (284,521.22) | -1.50% | (29,166.48) | 10.25% | | |
| Total (3axle & up) | | 2,191,490.03 | 44.00% | 2,134,579.25 | 43.34% | 56,910.78 | 2.67% | 7,995,334.30 | 43.20% | 8,173,778.78 | 43.11% | (178,444.48) | -2.18% | | |
| Grand Total: | | \$ 4,981,060.03 | 100.00% | \$ 4,925,132.45 | 100.00% | \$ 55,927.58 | 1.14% | \$ 18,509,575.50 | 100.00% | \$ 18,961,390.38 | 100.00% | \$ (451,814.88) | -2.38% | | |

JOHN F. KENNEDY MEMORIAL HIGHWAY

TRAFFIC VOLUME

| QUARTER ENDED June'06 | | | | | | | | Twelve-Months Ending June 30 | | | | | | | |
|-------------------------------|----------|------------------|----------------|------------------|----------------|------------------|---------------|-------------------------------------|----------------|-------------------|----------------|------------------|----------------|---------|---------|
| | | FY'06 | | FY'05 | | Changes | | FY'06 | | FY'05 | | Changes | | Changes | |
| Two-axle | Rate | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | 1,747,983 | 43.97% | 1,916,657 | 47.79% | (168,674) | -8.80% | 6,635,126 | 45.03% | 7,414,409 | 49.61% | (779,283) | -10.51% | | |
| Commutation | \$ 0.80 | 20,216 | 0.51% | 24,101 | 0.60% | (3,885) | -16.12% | 83,740 | 0.57% | 96,816 | 0.65% | (13,076) | -13.51% | | |
| Official Duty | None | 9,449 | 0.24% | 11,804 | 0.29% | (2,355) | -19.95% | 41,500 | 0.28% | 49,359 | 0.33% | (7,859) | -15.92% | | |
| Total | | 1,777,648 | 44.71% | 1,952,562 | 48.69% | (174,914) | -8.96% | 6,760,366 | 45.88% | 7,560,584 | 50.59% | (800,218) | -10.58% | | |
| E-ZPass | | | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | 1,393,872 | 35.06% | 1,261,155 | 31.45% | 132,717 | 10.52% | 4,954,542 | 33.62% | 4,438,748 | 29.70% | 515,794 | 11.62% | | |
| Commutation | \$ 0.80 | 227,449 | 5.72% | 211,171 | 5.27% | 16,278 | 7.71% | 866,664 | 5.88% | 775,126 | 5.19% | 91,538 | 11.81% | | |
| Official Duty | None | 11,098 | 0.28% | 9,236 | 0.23% | 1,862 | 20.16% | 40,016 | 0.27% | 33,889 | 0.23% | 6,127 | 18.08% | | |
| Total | | 1,632,419 | 41.06% | 1,481,562 | 36.94% | 150,857 | 10.18% | 5,861,222 | 39.78% | 5,247,763 | 35.11% | 613,459 | 11.69% | | |
| Total (2axle): | | 3,410,067 | 85.78% | 3,434,124 | 85.63% | (24,057) | 69.23% | 12,621,588 | 85.65% | 12,808,347 | 85.70% | (186,759) | -1.46% | | |
| Three-axle | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 21,198 | 0.53% | 25,408 | 0.63% | (4,210) | -16.57% | 74,199 | 0.50% | 85,213 | 0.57% | (11,014) | -12.93% | | |
| E-ZPass | \$ 10.00 | 48,502 | 1.22% | 43,472 | 1.08% | 5,030 | 11.57% | 158,674 | 1.08% | 154,582 | 1.03% | 4,092 | 2.65% | | |
| Total: | | 69,700 | 1.75% | 68,880 | 1.72% | 820 | 1.19% | 232,873 | 1.58% | 239,795 | 1.60% | (6,922) | -2.89% | | |
| Four-axle | | | | | | | | | | | | | | | |
| Manual | \$ 15.00 | 23,774 | 0.60% | 26,547 | 0.66% | (2,773) | -10.45% | 76,033 | 0.52% | 87,455 | 0.59% | (11,422) | -13.06% | | |
| E-ZPass | \$ 15.00 | 29,735 | 0.75% | 28,733 | 0.72% | 1,002 | 3.49% | 99,003 | 0.67% | 103,584 | 0.69% | (4,581) | -4.42% | | |
| Total: | | 53,509 | 1.35% | 55,280 | 1.38% | (1,771) | -3.20% | 175,036 | 1.19% | 191,039 | 1.28% | (16,003) | -8.38% | | |
| Five-axle | | | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 114,806 | 2.89% | 136,435 | 3.40% | (21,629) | -15.85% | 451,730 | 3.07% | 534,158 | 3.57% | (82,428) | -15.43% | | |
| E-ZPass | \$ 20.00 | 259,008 | 6.52% | 243,091 | 6.06% | 15,917 | 6.55% | 983,365 | 6.67% | 894,839 | 5.99% | 88,526 | 9.89% | | |
| Total: | | 373,814 | 9.40% | 379,526 | 9.46% | (5,712) | -1.51% | 1,435,095 | 9.74% | 1,428,997 | 9.56% | 6,098 | 0.43% | | |
| Six-axle | | | | | | | | | | | | | | | |
| Manual | \$ 25.00 | 897 | 0.02% | 1,282 | 0.03% | (385) | -30.03% | 3,179 | 0.02% | 4,287 | 0.03% | (1,108) | -25.85% | | |
| E-ZPass | \$ 25.00 | 9,782 | 0.25% | 4,691 | 0.12% | 5,091 | 108.53% | 26,577 | 0.18% | 17,618 | 0.12% | 8,959 | 50.85% | | |
| Total: | | 10,679 | 0.27% | 5,973 | 0.15% | 4,706 | 78.79% | 29,756 | 0.20% | 21,905 | 0.15% | 7,851 | 35.84% | | |
| Unusual | | | | | | | | | | | | | | | |
| Manual | \$ 50.00 | 2,182 | 0.05% | 1,910 | 0.05% | 272 | 14.24% | 7,867 | 0.05% | 7,560 | 0.05% | 307 | 4.06% | | |
| E-ZPass | \$ 50.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | | |
| Total: | | 2,182 | 0.05% | 1,910 | 0.05% | 272 | 14.24% | 7,867 | 0.05% | 7,560 | 0.05% | 307 | 4.06% | | |
| Total (3axle & up) | | 509,884 | 12.83% | 511,569 | 12.76% | (1,685) | -0.33% | 1,880,627 | 12.76% | 1,889,296 | 12.64% | (8,669) | -0.46% | | |
| Violations: | | 55,585 | 1.40% | 64,592 | 1.61% | (9,007) | -13.94% | 233,632 | 1.59% | 247,839 | 1.66% | (14,207) | -5.73% | | |
| Grand Total: | | 3,975,536 | 100.00% | 4,010,285 | 100.00% | (34,749) | -0.87% | 14,735,847 | 100.00% | 14,945,482 | 100.00% | (209,635) | -1.40% | | |

JOHN F. KENNEDY MEMORIAL HIGHWAY

TOLL INCOME

| QUARTER ENDED June'06 | | | | FY'05 | | | | Changes | | Changes | | Twelve-Months Ending June 30 | | | |
|-------------------------------|----------|-------------------------|----------------|-------------------------|----------------|------------------------|---------------|-------------------------|----------------|-------------------------|----------------|------------------------------|----------------|--------|---------|
| | Rate | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Two-axle | | | | | | | | | | | | | | | |
| Manual | | | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | \$ 8,739,915.00 | 35.23% | \$ 9,583,285.00 | 38.26% | \$ (843,370.00) | -8.80% | \$ 33,175,630.00 | 36.11% | \$ 37,072,045.00 | 39.74% | \$ (3,896,415.00) | -10.51% | | |
| Commutation | \$ 0.80 | 16,172.80 | 0.07% | 19,280.80 | 0.08% | (3,108.00) | -16.12% | 66,992.00 | 0.07% | 77,452.80 | 0.08% | (10,460.80) | -13.51% | | |
| Total | | 8,756,087.80 | 35.30% | 9,602,565.80 | 38.34% | (846,478.00) | -8.82% | 33,242,622.00 | 36.19% | 37,149,497.80 | 39.82% | (3,906,875.80) | -10.52% | | |
| E-ZPass | | | | | | | | | | | | | | | |
| Full-Fare | \$ 5.00 | 6,969,360.00 | 28.09% | 6,305,775.00 | 25.17% | 663,585.00 | 10.52% | 24,772,710.00 | 26.97% | 22,193,740.00 | 23.79% | 2,578,970.00 | 11.62% | | |
| Commutation | \$ 0.80 | 181,959.20 | 0.73% | 168,936.80 | 0.67% | 13,022.40 | 7.71% | 693,331.10 | 0.75% | 620,100.80 | 0.66% | 73,230.30 | 11.81% | | |
| Total | | 7,151,319.20 | 28.83% | 6,474,711.80 | 25.85% | 676,607.40 | 10.45% | 25,466,041.10 | 27.72% | 22,813,840.80 | 24.46% | 2,652,200.30 | 11.63% | | |
| Total (2axle): | | 15,907,407.00 | 64.12% | 16,077,277.60 | 64.19% | (169,870.60) | -1.06% | 58,708,663.10 | 63.91% | 59,963,338.60 | 64.28% | (1,254,675.50) | -2.09% | | |
| Three-axle | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 211,984.00 | 0.85% | 254,080.00 | 1.01% | (42,096.00) | -16.57% | 741,994.00 | 0.81% | 852,130.00 | 0.91% | (110,136.00) | -12.92% | | |
| E-ZPass | \$ 10.00 | 485,020.00 | 1.96% | 434,720.00 | 1.74% | 50,300.00 | 11.57% | 1,586,740.00 | 1.73% | 1,545,820.00 | 1.66% | 40,920.00 | 2.65% | | |
| Total: | | 697,004.00 | 2.81% | 688,800.00 | 2.75% | 8,204.00 | 1.19% | 2,328,734.00 | 2.53% | 2,397,950.00 | 2.57% | (69,216.00) | -2.89% | | |
| Four-axle | | | | | | | | | | | | | | | |
| Manual | \$ 15.00 | 356,610.00 | 1.44% | 398,205.00 | 1.59% | (41,595.00) | -10.45% | 1,140,495.00 | 1.24% | 1,311,825.00 | 1.41% | (171,330.00) | -13.06% | | |
| E-ZPass | \$ 15.00 | 446,025.00 | 1.80% | 430,995.00 | 1.72% | 15,030.00 | 3.49% | 1,485,045.00 | 1.62% | 1,553,760.00 | 1.67% | (68,715.00) | -4.42% | | |
| Total: | | 802,635.00 | 3.24% | 829,200.00 | 3.31% | (26,565.00) | -3.20% | 2,625,540.00 | 2.86% | 2,865,585.00 | 3.07% | (240,045.00) | -8.38% | | |
| Five-axle | | | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 2,296,120.00 | 9.26% | 2,728,700.00 | 10.89% | (432,580.00) | -15.85% | 9,034,600.00 | 9.83% | 10,683,160.00 | 11.45% | (1,648,560.00) | -15.43% | | |
| E-ZPass | \$ 20.00 | 5,180,160.00 | 20.88% | 4,861,820.00 | 19.41% | 318,340.00 | 6.55% | 19,667,300.00 | 21.41% | 17,896,780.00 | 19.18% | 1,770,520.00 | 9.89% | | |
| Total: | | 7,476,280.00 | 30.14% | 7,590,520.00 | 30.30% | (114,240.00) | -1.51% | 28,701,900.00 | 31.24% | 28,579,940.00 | 30.64% | 121,960.00 | 0.43% | | |
| Six-axle | | | | | | | | | | | | | | | |
| Manual | \$ 25.00 | 22,425.00 | 0.09% | 32,050.00 | 0.13% | (9,625.00) | -30.03% | 79,475.00 | 0.09% | 107,175.00 | 0.11% | (27,700.00) | -25.85% | | |
| E-ZPass | \$ 25.00 | 244,550.00 | 0.99% | 117,275.00 | 0.47% | 127,275.00 | 108.53% | 664,425.00 | 0.72% | 440,450.00 | 0.47% | 223,975.00 | 50.85% | | |
| Total: | | 266,975.00 | 1.08% | 149,325.00 | 0.60% | 117,650.00 | 78.79% | 743,900.00 | 0.81% | 547,625.00 | 0.59% | 196,275.00 | 35.84% | | |
| Unusual | | | | | | | | | | | | | | | |
| Manual | \$ 50.00 | 109,100.00 | 0.44% | 95,500.00 | 0.38% | 13,600.00 | 14.24% | 393,350.00 | 0.43% | 377,950.00 | 0.41% | 15,400.00 | 4.07% | | |
| E-ZPass | \$ 25.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | | |
| Total: | | 109,100.00 | 0.44% | 95,500.00 | 0.38% | 13,600.00 | 14.24% | 393,350.00 | 0.43% | 377,950.00 | 0.41% | 15,400.00 | 4.07% | | |
| ETC Usage Disc | | (451,597.96) | -1.82% | (382,295.89) | -1.53% | (69,302.07) | 18.13% | (1,637,767.43) | -1.78% | (1,446,640.94) | -1.55% | (191,126.49) | 13.21% | | |
| Total (3axle & up) | | 8,900,396.04 | 35.88% | 8,971,049.11 | 35.81% | (70,653.07) | -0.79% | 33,155,656.57 | 36.09% | 33,322,409.06 | 35.72% | (166,752.49) | -0.50% | | |
| Grand Total: | | \$ 24,807,803.04 | 100.00% | \$ 25,048,326.71 | 100.00% | \$ (240,523.67) | -0.96% | \$ 91,864,319.67 | 100.00% | \$ 93,285,747.66 | 100.00% | \$ (1,421,427.99) | -1.52% | | |

**FORT MCHENRY TUNNEL
 TRAFFIC VOLUME**

| QUARTER ENDED June'06 | | | | FY'05 | | | | Changes | | Changes | | Twelve-Months Ending June 30 | | | | | |
|---------------------------------|----------|-------------------|----------------|-------------------|----------------|------------------|----------------|-------------------|----------------|-------------------|----------------|------------------------------|---------------|---------|---------|---------|---------|
| | | FY'06 | | FY'05 | | Changes | | Changes | | FY'06 | | FY'05 | | Changes | | Changes | |
| <u>Two-axle</u> | Rate | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 4,227,752 | 37.49% | 4,625,283 | 40.33% | (397,531) | -8.59% | 16,620,982 | 38.15% | 18,148,850 | 41.79% | (1,527,868) | -8.42% | | | | |
| Commutation | \$ 0.40 | 292,157 | 2.59% | 363,476 | 3.17% | (71,319) | -19.62% | 1,231,484 | 2.83% | 1,418,422 | 3.27% | (186,938) | -13.18% | | | | |
| Official Duty | None | 42,668 | 0.38% | 50,279 | 0.44% | (7,611) | -15.14% | 190,882 | 0.44% | 197,917 | 0.46% | (7,035) | -3.55% | | | | |
| Total | | 4,562,577 | 40.46% | 5,039,038 | 43.94% | (476,461) | -43.35% | 18,043,348 | 41.41% | 19,765,189 | 45.51% | (1,721,841) | -8.71% | | | | |
| E-ZPass | | | | | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 2,288,032 | 20.29% | 1,991,367 | 17.36% | 296,665 | 14.90% | 8,251,027 | 18.94% | 7,074,635 | 16.29% | 1,176,392 | 16.63% | | | | |
| Commutation | \$ 0.40 | 3,220,289 | 28.56% | 3,194,059 | 27.85% | 26,230 | 0.82% | 12,582,493 | 28.88% | 12,079,155 | 27.81% | 503,338 | 4.17% | | | | |
| Official Duty | None | 58,434 | 0.52% | 42,098 | 0.37% | 16,336 | 38.80% | 192,837 | 0.44% | 143,472 | 0.33% | 49,365 | 34.41% | | | | |
| Total | | 5,566,755 | 49.37% | 5,227,524 | 45.58% | 339,231 | 6.49% | 21,026,357 | 48.26% | 19,297,262 | 44.43% | 1,729,095 | 8.96% | | | | |
| Total (2axle): | | 10,129,332 | 89.83% | 10,266,562 | 89.52% | (137,230) | -1.34% | 39,069,705 | 89.67% | 39,062,451 | 89.94% | 7,254 | 0.02% | | | | |
| Three-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 4.00 | 45,771 | 0.41% | 53,513 | 0.47% | (7,742) | -14.47% | 178,194 | 0.41% | 196,641 | 0.45% | (18,447) | -9.38% | | | | |
| E-ZPass | \$ 4.00 | 107,077 | 0.95% | 108,729 | 0.95% | (1,652) | -1.52% | 405,947 | 0.93% | 397,526 | 0.92% | 8,421 | 2.12% | | | | |
| Total: | | 152,848 | 1.36% | 162,242 | 1.41% | (9,394) | -5.79% | 584,141 | 1.34% | 594,167 | 1.37% | (10,026) | -1.69% | | | | |
| Four-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 35,688 | 0.32% | 39,396 | 0.34% | (3,708) | -9.41% | 133,328 | 0.31% | 144,745 | 0.33% | (11,417) | -7.89% | | | | |
| E-ZPass | \$ 6.00 | 67,017 | 0.59% | 65,489 | 0.57% | 1,528 | 2.33% | 252,004 | 0.58% | 255,056 | 0.59% | (3,052) | -1.20% | | | | |
| Total: | | 102,705 | 0.91% | 104,885 | 0.91% | (2,180) | -2.08% | 385,332 | 0.88% | 399,801 | 0.92% | (14,469) | -3.62% | | | | |
| Five-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 8.00 | 229,400 | 2.03% | 274,337 | 2.39% | (44,937) | -16.38% | 924,934 | 2.12% | 1,081,019 | 2.49% | (156,085) | -14.44% | | | | |
| E-ZPass | \$ 8.00 | 479,529 | 4.25% | 432,991 | 3.78% | 46,538 | 10.75% | 1,828,016 | 4.20% | 1,630,649 | 3.75% | 197,367 | 12.10% | | | | |
| Total: | | 708,929 | 6.29% | 707,328 | 6.17% | 1,601 | 0.23% | 2,752,950 | 6.32% | 2,711,668 | 6.24% | 41,282 | 1.52% | | | | |
| Six-axle | | | | | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 2,011 | 0.02% | 2,556 | 0.02% | (545) | -21.32% | 8,652 | 0.02% | 9,556 | 0.02% | (904) | -9.46% | | | | |
| E-ZPass | \$ 10.00 | 7,624 | 0.07% | 7,630 | 0.07% | (6) | -0.08% | 35,506 | 0.08% | 29,520 | 0.07% | 5,986 | 20.28% | | | | |
| Total: | | 9,635 | 0.09% | 10,186 | 0.09% | (551) | -5.41% | 44,158 | 0.10% | 39,076 | 0.09% | 5,082 | 13.01% | | | | |
| Unusual | | | | | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 120 | 0.00% | 116 | 0.00% | 4 | 3.45% | 476 | 0.00% | 367 | 0.00% | 109 | 29.70% | | | | |
| E-ZPass | \$ 20.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | | | | |
| Total: | | 120 | 0.00% | 116 | 0.00% | 4 | 3.45% | 476 | 0.00% | 367 | 0.00% | 109 | 29.70% | | | | |
| Total (3 axle & up): | | 974,237 | 8.64% | 984,757 | 8.59% | (10,520) | -1.07% | 3,767,057 | 8.65% | 3,745,079 | 8.62% | 21,978 | 0.59% | | | | |
| Violations | | 172,680 | 1.53% | 216,562 | 1.89% | (43,882) | -20.26% | 735,906 | 1.69% | 624,527 | 1.44% | 111,379 | 17.83% | | | | |
| Grand Total | | 11,276,249 | 100.00% | 11,467,881 | 100.00% | (191,632) | -1.67% | 43,572,668 | 100.00% | 43,432,057 | 100.00% | 140,611 | 0.32% | | | | |

FORT MCHENRY TUNNEL

| TOLL INCOME | | | | | | | | | | | | | |
|---------------------------------|-------------|-------------------------|----------------|-------------------------------------|----------------|------------------------|----------------|-------------------------|----------------|-------------------------|----------------|------------------------|----------------|
| QUARTER ENDED June'06 | | | | Twelve-Months Ending June 30 | | | | | | | | | |
| Two-axle | Rate | FY'06 | | FY'05 | | Changes | | FY'06 | | FY'05 | | Changes | |
| | | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Manual | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | \$ 8,455,504.00 | 40.11% | \$ 9,250,566.00 | 43.23% | \$ (795,062.00) | -8.59% | \$ 33,241,964.00 | 41.01% | \$ 36,297,700.00 | 44.51% | \$ (3,055,736.00) | -8.42% |
| Commutation | \$ 0.40 | 116,862.80 | 0.55% | 145,390.40 | 0.68% | (28,527.60) | -19.62% | 492,593.60 | 0.61% | 567,368.80 | 0.70% | (74,775.20) | -13.18% |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 8,572,366.80 | 40.67% | 9,395,956.40 | 43.91% | (823,589.60) | -8.77% | 33,734,557.60 | 41.62% | 36,865,068.80 | 45.20% | (3,130,511.20) | -8.49% |
| E-ZPass | | | | | | | | | | | | | |
| Full-Fare | \$ 2.00 | 4,576,064.00 | 21.71% | 3,982,734.00 | 18.61% | 593,330.00 | 14.90% | 16,502,054.00 | 20.36% | 14,149,270.00 | 17.35% | 2,352,784.00 | 16.63% |
| Commutation | \$ 0.40 | 1,288,115.60 | 6.11% | 1,277,623.60 | 5.97% | 10,492.00 | 0.82% | 5,032,997.20 | 6.21% | 4,831,662.00 | 5.92% | 201,335.20 | 4.17% |
| Official Duty | None | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% |
| Total | | 5,864,179.60 | 27.82% | 5,260,357.60 | 24.58% | 603,822.00 | 11.48% | 21,535,051.20 | 26.57% | 18,980,932.00 | 23.27% | 2,554,119.20 | 13.46% |
| Total (2axle): | | 14,436,546.40 | 68.49% | 14,656,314.00 | 68.49% | (219,767.60) | -1.50% | 55,269,608.80 | 68.18% | 55,846,000.80 | 68.48% | (576,392.00) | -1.03% |
| Three-axle | | | | | | | | | | | | | |
| Manual | \$ 4.00 | 183,084.00 | 0.87% | 214,052.00 | 1.00% | (30,968.00) | -14.47% | 712,776.00 | 0.88% | 786,564.00 | 0.96% | (73,788.00) | -9.38% |
| E-ZPass | \$ 4.00 | 428,308.00 | 2.03% | 434,916.00 | 2.03% | (6,608.00) | -1.52% | 1,623,788.00 | 2.00% | 1,590,104.00 | 1.95% | 33,684.00 | 2.12% |
| Total: | | 611,392.00 | 2.90% | 648,968.00 | 3.03% | (37,576.00) | -5.79% | 2,336,564.00 | 2.88% | 2,376,668.00 | 2.91% | (40,104.00) | -1.69% |
| Four-axle | | | | | | | | | | | | | |
| Manual | \$ 6.00 | 214,128.00 | 1.02% | 236,376.00 | 1.10% | (22,248.00) | -9.41% | 799,968.00 | 0.99% | 868,460.00 | 1.06% | (68,492.00) | -7.89% |
| E-ZPass | \$ 6.00 | 402,102.00 | 1.91% | 392,934.00 | 1.84% | 9,168.00 | 2.33% | 1,512,024.00 | 1.87% | 1,530,336.00 | 1.88% | (18,312.00) | -1.20% |
| Total: | | 616,230.00 | 2.92% | 629,310.00 | 2.94% | (13,080.00) | -2.08% | 2,311,992.00 | 2.85% | 2,398,796.00 | 2.94% | (86,804.00) | -3.62% |
| Five-axle | | | | | | | | | | | | | |
| Manual | \$ 8.00 | 1,835,200.00 | 8.71% | 2,194,696.00 | 10.26% | (359,496.00) | -16.38% | 7,399,472.00 | 9.13% | 8,648,152.00 | 10.60% | (1,248,680.00) | -14.44% |
| E-ZPass | \$ 8.00 | 3,836,232.00 | 18.20% | 3,463,928.00 | 16.19% | 372,304.00 | 10.75% | 14,624,128.00 | 18.04% | 13,045,192.00 | 16.00% | 1,578,936.00 | 12.10% |
| Total: | | 5,671,432.00 | 26.90% | 5,658,624.00 | 26.44% | 12,808.00 | 0.23% | 22,023,600.00 | 27.17% | 21,693,344.00 | 26.60% | 330,256.00 | 1.52% |
| Six-axle | | | | | | | | | | | | | |
| Manual | \$ 10.00 | 20,110.00 | 0.10% | 25,560.00 | 0.12% | (5,450.00) | -21.32% | 86,520.00 | 0.11% | 95,560.00 | 0.00% | (9,040.00) | -9.46% |
| E-ZPass | \$ 10.00 | 76,240.00 | 0.36% | 76,300.00 | 0.36% | (60.00) | -0.08% | 355,060.00 | 0.44% | 295,200.00 | 0.12% | 59,860.00 | 20.28% |
| Total: | | 96,350.00 | 0.46% | 101,860.00 | 0.48% | (5,510.00) | -5.41% | 441,580.00 | 0.54% | 390,760.00 | 0.12% | 50,820.00 | 13.01% |
| Unusual | | | | | | | | | | | | | |
| Manual | \$ 20.00 | 2,400.00 | 0.01% | 2,320.00 | 0.01% | 80.00 | 3.45% | 9,520.00 | 0.01% | 7,340.00 | 0.01% | 2,180.00 | 29.70% |
| E-ZPass | \$ 20.00 | - | 0.00% | - | 0.00% | - | 0.00% | - | 0.00% | - | 0 | - | 0.00% |
| Total: | | 2,400.00 | 0.01% | 2,320.00 | 0.01% | 80.00 | 3.45% | 9,520.00 | 0.01% | 7,340.00 | 0.01% | 2,180.00 | 29.70% |
| E-ZPass Usage Disc | | (354,749.05) | -1.68% | (298,911.19) | -1.40% | (55,837.86) | 18.68% | (1,332,805.53) | -1.64% | (1,159,614.27) | -1.42% | (173,191.26) | 14.94% |
| Total (3 axle & up): | | 6,643,054.95 | 31.51% | 6,742,170.81 | 31.51% | (99,115.86) | -1.47% | 25,790,450.47 | 31.82% | 25,707,293.73 | 31.52% | 83,156.74 | 0.32% |
| Grand Total: | | \$ 21,079,601.35 | 100.00% | \$ 21,398,484.81 | 100.00% | \$ (318,883.46) | -1.49% | \$ 81,060,059.27 | 100.00% | \$ 81,553,294.53 | 99.64% | \$ (493,235.26) | -0.60% |

| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | | | | | | | | | | | Schedule XI |
|--|---------------------------|-----------|----------------------|----------------|---------------|------------------|-------------------|---------------|-------------------|----------------------------|----------------------|------------------|------------------|----------------------|-------------------|-------------------|-------------|
| BANK OF NEW YORK, TRUSTEE | | | | | | | | | | | | | | | | | |
| TRANSPORTATION FACILITIES PROJECTS | | | | | | | | | | | | | | | | | |
| INVESTMENT OF FUNDS CREATED UNDER ARTICLE V OF TRUST AGREEMENT JUNE 30, 2006 | | | | | | | | | | | | | | | | | |
| MAINTENANCE ANDSINKING FUND..... | | | | | | | | | | | | | | | | | |
| PAR VALUE | DESCRIPTION | CUSIP | BROKER/DEALER | PURCHASE DATES | MATURITY DATE | RATE OF INTEREST | YIELD TO MATURITY | YIELD TO CALL | OPERATING ACCOUNT | OPERATIONS RESERVE ACCOUNT | BOND SERVICE ACCOUNT | RESERVE ACCOUNT | CAPITAL ACCOUNT | CONSTRUCTION ACCOUNT | GENERAL ACCOUNT | TOTAL INVESTED | |
| 5,000,000 | FHLB (C 12/12/06 Step-up) | 3133XF91 | Jefferies & Co. | 6/12/2006 | 12/12/2007 | 5.300 | 5.438% | 5.300% | \$ - | \$ 5,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,000,000.00 | |
| 10,000,000 | FNMA (C 8/24/06) | 31359MG31 | FBW | 2/24/2006 | 8/24/2007 | 5.000 | 5.000% | 5.000% | - | - | - | - | - | - | 10,000,000.00 | 10,000,000.00 | |
| 1,000,000 | FFCB (C Continuous) | 31331T4G3 | Stifel Nicolaus & Co | 3/8/2006 | 8/9/2007 | 3.750 | 5.130% | 5.000% | - | - | - | - | - | - | 988,856.72 | 988,856.72 | |
| 8,000,000 | FHLB (C 9/21/06) | 3133XFSM9 | Jefferies & Co. | 6/21/2006 | 6/21/2007 | 5.375 | 5.375% | 5.375% | 8,000,000.00 | - | - | - | - | - | - | 8,000,000.00 | |
| 5,000,000 | FHLB (C 7/23/06 Step-up) | 3133XFHY5 | Stifel Nicolaus & Co | 5/23/2006 | 5/23/2007 | 5.100 | 5.000% | 5.000% | - | - | - | - | 5,000,000.00 | - | - | 5,000,000.00 | |
| 5,000,000 | FHLB (C 8/4/06) | 3133XFBX3 | Jefferies & Co. | 5/4/2006 | 5/4/2007 | 5.250 | 5.250% | 5.250% | - | - | - | - | 5,000,000.00 | - | - | 5,000,000.00 | |
| 14,000,000 | FHLB (C 9/2/06) | 3133XEQ77 | Jefferies & Co. | Var | 3/2/2007 | 5.000 | 5.000% | - | - | - | - | - | 5,000,000.00 | - | 9,000,000.00 | 14,000,000.00 | |
| 10,000,000 | FHLB | 3133XEHL6 | FBW | 1/24/2006 | 1/23/2007 | 4.625 | 4.680% | - | - | - | - | - | - | - | 9,998,287.79 | 9,998,287.79 | |
| 15,000,000 | FHLMC | 31339U74 | Jefferies & Co. | 6/14/2006 | 12/27/2006 | - | 5.272% | - | - | - | - | 14,581,458.33 | - | - | - | 14,581,458.33 | |
| 20,000,000 | FHLB | 3133XEUE7 | H&R Block | 3/22/2006 | 12/22/2006 | 5.000 | 5.000% | - | - | 5,000,000.00 | - | - | - | - | 15,000,000.00 | 20,000,000.00 | |
| 10,000,000 | FHLB | 3133MUPX7 | Merrill Lynch | 11/28/2005 | 12/20/2006 | 3.100 | 4.632% | - | - | - | - | - | - | - | 9,928,009.44 | 9,928,009.44 | |
| 15,000,000 | FHLMC (C 7/27/06) | 3128X4SU6 | Legg Mason | 10/27/2005 | 11/21/2006 | 4.555 | 4.555% | 4.555% | - | - | - | - | - | - | 15,000,000.00 | 15,000,000.00 | |
| 10,000,000 | FHLMC (C 8/9/06) | 3128X4S11 | FBW | 11/23/2005 | 11/9/2006 | 4.500 | 4.654% | 5.257% | - | - | - | - | - | - | 10,000,000.00 | 10,000,000.00 | |
| 10,000,000 | FHLMC | 313397M65 | Morg/Steifel | Var | 10/31/2006 | - | 5.146% | - | - | - | 4,898,291.80 | - | - | - | 4,885,760.42 | 9,784,052.22 | |
| 10,000,000 | FHLMC (C 9/22/06) | 3128X4NR8 | FBW | 9/22/2005 | 10/18/2006 | 4.170 | 4.169% | 4.169% | - | - | - | - | - | - | 10,000,000.00 | 10,000,000.00 | |
| 5,000,000 | FCAR | 3024A7K41 | H&R Block | 6/21/2006 | 10/4/2006 | - | 5.405% | - | - | - | - | - | - | 4,922,402.08 | - | 4,922,402.08 | |
| 5,000,000 | FNMA | 313589J38 | FBW | 5/23/2006 | 10/4/2006 | - | 5.100% | - | - | - | - | - | - | - | 4,906,851.39 | 4,906,851.39 | |
| 6,000,000 | USTB | 912795XX4 | Merrill Lynch | 5/31/2006 | 9/28/2006 | - | 4.842% | - | - | - | - | - | - | 5,904,700.00 | - | 5,904,700.00 | |
| 3,000,000 | CITIFIO | 17307SJU7 | H&R Block | 5/8/2006 | 9/28/2006 | - | 5.143% | - | - | - | - | - | 2,939,940.00 | - | - | 2,939,940.00 | |
| 5,000,000 | FHLMC | 3128X4MX6 | Jefferies & Co. | 9/27/2005 | 9/27/2006 | 4.125 | 4.111% | 4.080% | - | - | - | - | - | - | 5,000,000.00 | 5,000,000.00 | |
| 3,000,000 | GECC | 36959JIM6 | H&R Block | 5/18/2006 | 9/21/2006 | - | 5.146% | - | - | 2,946,922.50 | - | - | - | - | - | 2,946,922.50 | |
| 5,000,000 | FHLMC | 313397G47 | H&R Block | 5/8/2006 | 9/19/2006 | - | 5.106% | - | - | - | - | - | - | 4,907,986.67 | - | 4,907,986.67 | |
| 5,000,000 | FHLB | 3133XCZ71 | Legg Mason | 9/15/2005 | 9/15/2006 | 4.140 | 4.132% | 4.095% | - | - | - | - | - | - | 5,000,000.00 | 5,000,000.00 | |
| 10,000,000 | USTB | 912795XU0 | FBW | 6/30/2006 | 9/7/2006 | - | 4.938% | - | - | - | - | - | - | - | 9,907,520.83 | 9,907,520.83 | |
| 5,000,000 | FHLB | 313385E28 | Merrill Lynch | 6/30/2006 | 9/1/2006 | - | 5.308% | - | - | - | - | - | - | - | 4,953,975.00 | 4,953,975.00 | |
| 6,000,000 | GECC | 36959JHX4 | H&R Block | 6/2/2006 | 8/31/2006 | - | 5.199% | - | - | - | - | - | - | 5,923,020.00 | - | 5,923,020.00 | |
| 4,000,000 | FNMA | 313589D67 | Morgan Stanley | 4/13/2006 | 8/28/2006 | - | 4.931% | - | - | 3,926,324.44 | - | - | - | - | - | 3,926,324.44 | |
| 5,000,000 | FHLMC | 313397D65 | FBW | 5/16/2006 | 8/28/2006 | - | 4.992% | - | - | - | - | - | - | - | 4,928,918.89 | 4,928,918.89 | |
| 5,000,000 | FNMA | 3136F5G61 | FBW | 8/25/2005 | 8/25/2006 | 2.770 | 4.120% | - | - | - | - | - | - | - | 4,989,886.14 | 4,989,886.14 | |
| 20,000,000 | FHLB | 313385C95 | Var | 6/22/2006 | 8/23/2006 | - | 5.245% | - | - | - | - | - | - | - | 19,821,043.89 | 19,821,043.89 | |
| 10,000,000 | FNMA | 313589C92 | Merrill Lynch | 2/22/2006 | 8/23/2006 | - | 4.685% | - | - | 4,881,573.62 | - | - | 4,881,573.61 | - | - | 9,763,147.23 | |
| 6,000,000 | CITG | 1255FHN3 | FBW | 4/18/2006 | 8/22/2006 | - | 5.079% | 0.00 | - | - | - | - | - | 5,895,210.00 | - | 5,895,210.00 | |
| 16,000,000 | FHLMC | 3134A4UB8 | Multi-Bank | 8/16/2005 | 8/15/2006 | 2.750 | 4.104% | 0.00 | 15,974,668.49 | - | - | - | - | - | - | 15,974,668.49 | |
| 4,745,000 | FNMA | 31359MSV6 | Amherst | 11/18/2005 | 8/11/2006 | 2.750 | 4.532% | 0.00 | - | - | - | - | - | - | 4,684,738.50 | 4,684,738.50 | |
| 5,000,000 | FHLB | 3133XCL35 | FBW | 8/10/2005 | 8/10/2006 | 4.000 | 4.037% | 4.111% | 4,999,722.19 | - | - | - | - | - | - | 4,999,722.19 | |
| 10,000,000 | FAMC | 3131SLA40 | Jefferies & Co. | 5/25/2006 | 8/2/2006 | - | 5.067% | - | - | - | - | - | - | - | 9,905,125.00 | 9,905,125.00 | |
| 8,000,000 | SWCP | 82434UGX9 | FBW | 4/11/2006 | 7/31/2006 | - | 5.037% | - | - | - | - | - | - | 7,877,653.33 | - | 7,877,653.33 | |
| 10,000,000 | FNMA | 31359MXQ1 | FBW | 10/21/2005 | 7/31/2006 | 3.250 | 4.350% | - | - | - | - | - | - | - | 9,990,741.90 | 9,990,741.90 | |
| 20,000,000 | FHLB | 313385X27 | FBW | 6/16/2006 | 7/28/2006 | - | 5.122% | - | - | - | - | - | - | - | 19,881,200.00 | 19,881,200.00 | |
| 11,000,000 | FNMA | 313589Z4 | H&R Block | Var | 7/28/2006 | - | 4.520% | - | - | - | - | 5,844,434.16 | - | - | 10,776,009.16 | 10,776,009.16 | |
| 4,000,000 | GECC | 36959JGT4 | H&R Block | 3/8/2006 | 7/27/2006 | - | 4.852% | - | - | - | - | - | - | - | 3,925,403.17 | 3,925,403.17 | |
| 10,000,000 | FNMA | 313589ZT3 | Merrill Lynch | 2/22/2006 | 7/24/2006 | - | 4.630% | - | - | 4,902,255.56 | - | - | - | - | 4,902,255.56 | 9,804,511.12 | |
| 4,000,000 | USTN | 912827Y55 | Stifel Nicolaus & Co | 1/20/2006 | 7/15/2006 | 7.000 | 4.425% | - | - | - | - | - | 4,008,455.47 | - | - | 4,008,455.47 | |
| 20,000,000 | FNMA | 31359MXE8 | Amherst/FBW | Var | 7/12/2006 | 3.250 | 4.370% | - | - | - | - | - | - | - | 19,993,011.49 | 19,993,011.49 | |
| 68,123,148 | PORT III | | | - | - | - | - | - | 94,958.05 | 9,157,994.50 | 29,169,600.06 | 1,171,883.34 | 5,186,654.47 | 14,217,788.17 | 9,124,269.13 | 68,123,147.72 | |
| TOTAL INVESTMENT OF FUNDS AT COST | | | | | | | | | \$ 29,069,348.73 | \$ 40,713,362.42 | \$ 29,169,600.06 | \$ 15,753,341.67 | \$ 37,861,057.71 | \$ 49,648,760.25 | \$ 241,647,430.26 | \$ 443,862,901.10 | |
| C- Callable | | | | | | | | | | | | | | | | | |
| CITIFIO - Citigroup Funding, Inc Commercial Paper | | | | | | | | | | | | | | | | | |
| CITG - Cit Group, Inc Commercial Paper | | | | | | | | | | | | | | | | | |
| FAMC - Federal Agricultural Mortgage Association | | | | | | | | | | | | | | | | | |
| FCAR - Ford Credit Auto Receivables Commercial Paper | | | | | | | | | | | | | | | | | |
| FFCB - Federal Farm Credit Bank | | | | | | | | | | | | | | | | | |
| FHLB - Federal Home Loan Bank | | | | | | | | | | | | | | | | | |
| FHLMC - Federal Home Loan Mortgage Corporation | | | | | | | | | | | | | | | | | |
| FNMA - Federal National Mortgage Association | | | | | | | | | | | | | | | | | |
| GECC - General Electric Capital Corporation Commercial Paper | | | | | | | | | | | | | | | | | |
| PORT III - Fidelity US Treasury Port III Fd# 696 | | | | | | | | | | | | | | | | | |
| SWCP - Sherwin Williams Commercial Paper | | | | | | | | | | | | | | | | | |
| USTB - United States Treasury Bill | | | | | | | | | | | | | | | | | |
| USTN - United States Treasury Note | | | | | | | | | | | | | | | | | |
| VAR - Various Purchase Dates | | | | | | | | | | | | | | | | | |

| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | Schedule XI a |
|--|---|------------------------|------------------|--------------------------------|--------------------------------|---------------------------|---------------|
| BANK OF NEW YORK, TRUSTEE | | | | | | | |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT PARKING GARAGE | | | | | | | |
| FUNDS CREATED UNDER ARTICLE IV OF THE 2002 TRUST AGREEMENT | | | | | | | |
| INVESTMENT OF FUNDS - AS OF JUNE 30, 2006 | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| <u>PAR</u> | <u>DESCRIPTION</u> | <u>PLEDGED REVENUE</u> | <u>BOND FUND</u> | <u>CONSTRUCTION A FUND</u> | <u>CONSTRUCTION B FUND</u> | <u>TOTAL INVESTED</u> | |
| 18,327,878 | PORT III | \$ 3,179,077.23 | \$ 6,913,840.41 | \$ 183,849.56 | \$ 8,051,111.14 | \$ 18,327,878.34 | |
| TOTAL INVESTMENT OF FUNDS AT COST... | | \$ 3,179,077.23 | \$ 6,913,840.41 | \$ 183,849.56 | \$ 8,051,111.14 | \$ 18,327,878.34 | |
| | | | | | | | |
| | | | | | | | |
| | PORT III- Fidelity US Treasury Port III Fd# 696 | | | | | | |

| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | Schedule XI b |
|---|-------------|---------------|-----------------|-----------------|--------------|-----------------|------------------|
| BANK OF NEW YORK, TRUSTEE | | | | | | | |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT CONSOLIDATED RENTAL CAR FACILITY | | | | | | | |
| FUNDS CREATED UNDER ARTICLE IV OF THE 2002 TRUST AGREEMENT | | | | | | | |
| INVESTMENT OF FUNDS - AS OF JUNE 30, 2006 | | | | | | | |
| PAR | | CFC REVENUE | BOND | COVERAGE | CONSTRUCTION | FACILITY | TOTAL |
| VALUE | DESCRIPTION | FUND | FUND | FUND | FUND | IMPROVEMENT | INVESTED |
| | | | | | | FUND | |
| 8,428,144 | PORT III | \$ 198,578.25 | \$ 5,463,748.69 | \$ 1,361,001.00 | \$ 0.05 | \$ 8,428,143.90 | \$ 15,451,471.89 |
| TOTAL INVESTMENT OF FUNDS AT COST..... | | \$ 198,578.25 | \$ 5,463,748.69 | \$ 1,361,001.00 | \$ 0.05 | \$ 8,428,143.90 | \$ 15,451,471.89 |
| PORT III - Fidelity US Treasury Port III Fd# 696 | | | | | | | |

| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | | |
|--|--|--|-----------------|-----------------|----------|------------------|------------------|---------------|
| M&T BANK, TRUSTEE | | | | | | | | Schedule XI c |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT VARIABLE RATE PASSENGER FACILITY CHARGE | | | | | | | | |
| FUNDS CREATED UNDER ARTICLE IV OF THE 2003 TRUST AGREEMENT | | | | | | | | |
| INVESTMENT OF FUNDS - AS OF JUNE 30, 2006 | | | | | | | | |
| | | | | | | | | |
| | | | PFC | DEBT | CREDIT | | | |
| PAR | | | REVENUE | SERVICE | PROCEEDS | IMPROVEMENT | TOTAL | |
| <u>VALUE</u> | <u>DESCRIPTION</u> | | FUND | FUND | FUND | FUND | INVESTED | |
| 37,563,015 | MTBM #904 | | \$ 4,362,194.21 | \$ 7,218,118.05 | \$ 0.01 | \$ 25,982,702.32 | \$ 37,563,014.59 | |
| TOTAL INVESTMENT OF FUNDS AT COST | | | \$ 4,362,194.21 | \$ 7,218,118.05 | \$ 0.01 | \$ 25,982,702.32 | \$ 37,563,014.59 | |
| | | | | | | | | |
| | | | | | | | | |
| | MTBM #904- MTB US Government Money Market -Institutional II- Fund #904 | | | | | | | |
| | | | | | | | | |

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
METRO RAIL PARKING PROJECTS

FUNDS CREATED UNDER ARTICLE IV OF THE 2004 TRUST AGREEMENT
INVESTMENT OF FUNDS - AS OF JUNE 30, 2006

| PAR VALUE | DESCRIPTION | PURCHASE DATES | MATURITY DATE | RATE OF INTEREST | YIELD TO MATURITY | PLEGDED REVENUE FUND | BOND FUND | DEBT SERVICE FUND | COST OF ISSUANCE FUND | CONSTRUCTION COLLEGE PARK FUND | CONSTRUCTION NEW CARROLLTON FUND | CONSTRUCTION LARGO FUND | TOTAL |
|-----------------------------------|---|----------------|---------------|------------------|-------------------|----------------------|--------------|-------------------|-----------------------|--------------------------------|----------------------------------|-------------------------|-----------------|
| 2,900,000 | FNMA | 7/22/2005 | 6/1/2010 | 4.625% | 4.670% | \$ - | \$ - | \$ 2,900,000.00 | \$ - | \$ - | \$ - | \$ - | \$ 2,900,000.00 |
| 1,783,844 | PORT III | - | - | - | - | 1,945,450.83 | 35,901.42 | 113,814.00 | 50,250.80 | 89,371.43 | 829,322.16 | 29,065.49 | 3,093,176.13 |
| TOTAL INVESTMENT OF FUNDS AT COST | | | | | | \$ 1,945,450.83 | \$ 35,901.42 | \$ 3,013,814.00 | \$ 50,250.80 | \$ 89,371.43 | \$ 829,322.16 | \$ 29,065.49 | \$ 5,993,176.13 |
| | C- Callable | | | | | | | | | | | | |
| | FNMA- Federal National Mortgage Association | | | | | | | | | | | | |
| | PORT III- Fidelity US Treasury Port III Fd# 696 | | | | | | | | | | | | |

| BANK OF NEW YORK, TRUSTEE | | | | | | | | | |
|--|---|------------|------------|----------|----------|---------------|----------|------------------|------------------|
| CALVERT STREET PARKING GARAGE | | | | | | | | | |
| | | | | | | | | | Schedule XI e |
| FUNDS CREATED UNDER ARTICLE IV OF THE 2005 TRUST AGREEMENT | | | | | | | | | |
| INVESTMENT OF FUNDS - AS OF JUNE 30, 2006 | | | | | | | | | |
| PAR | | PURCHASE | MATURITY | RATE OF | YIELD TO | CAPITALIZED | COST | CONSTRUCTION | TOTAL |
| VALUE | DESCRIPTION | DATES | DATE | INTEREST | MATURITY | FUND | FUND | FUND | INVESTED |
| 1,000,000 | FHLB | 10/27/2005 | 10/27/2006 | 4.250 | 4.433% | \$ - | \$ - | \$ 1,000,000.00 | \$ 1,000,000.00 |
| 1,800,000 | FFCB | 7/22/2005 | 10/2/2006 | 2.375 | 4.020% | - | - | 1,792,635.68 | 1,792,635.68 |
| 1,000,000 | FHLMC | 2/15/2006 | 9/19/2006 | - | 4.650% | - | - | 972,100.00 | 972,100.00 |
| 1,300,000 | FHLB | 7/22/2005 | 9/15/2006 | 2.875 | 4.002% | - | - | 1,297,001.78 | 1,297,001.78 |
| 1,300,000 | FHLB | 7/22/2005 | 8/15/2006 | 2.875 | 3.980% | - | - | 1,298,230.22 | 1,298,230.22 |
| 1,000,000 | FHLMC | 7/22/2005 | 7/15/2006 | 5.500 | 3.950% | - | - | 1,000,610.47 | 1,000,610.47 |
| 1,000,000 | FNMA | 1/11/2005 | 7/12/2006 | - | 4.563% | - | - | 977,452.22 | 977,452.22 |
| | | | | | | | | | |
| 3,846,644 | PORT III | - | - | - | - | 495,375.17 | 19.38 | 3,351,249.82 | 3,846,644.37 |
| | TOTAL INVESTMENT | | | | | \$ 495,375.17 | \$ 19.38 | \$ 11,689,280.19 | \$ 12,184,674.74 |
| | | | | | | | | | |
| | | | | | | | | | |
| | FFCB- Federal Farm Credit Bank | | | | | | | | |
| | FHLB- Federal Home Loan Bank | | | | | | | | |
| | FHLMC- Federal Home Loan Mortgage Corporation | | | | | | | | |
| | FNMA- Federal National Mortgage Association | | | | | | | | |
| | PORT III- Fidelity US Treasury Port III Fd# 696 | | | | | | | | |

MARYLAND TRANSPORTATION AUTHORITY
 BANK OF NEW YORK, TRUSTEE
 TRANSPORTATION FACILITIES PROJECTS

Schedule XII

STATEMENT OF RESERVES (CREATED UNDER ARTICLE V OF TRUST AGREEMENT)
 FOR THE FISCAL YEAR ENDED JUNE 30, 2006

| | OPERATING ACCOUNT | MAINTENANCE AND OPERATIONS RESERVE ACCOUNT | ...DEBT SERVICE ACCOUNT... BOND SERVICE SUB ACCOUNT | RESERVE SUB ACCOUNT | CAPITAL ACCOUNT | 2004 CONSTRUCTION ACCOUNT | GENERAL ACCOUNT | TOTAL |
|--|----------------------|---|--|------------------------|--------------------|---------------------------------|--------------------|-------------------|
| BALANCE - JUNE 30, 2005..... | \$ 34,856,979.32 | \$ 35,325,252.74 | \$ 24,725,982.68 | \$ 15,420,000.00 | \$ 48,557,297.68 | \$ 116,697,530.07 | \$ 168,803,684.68 | \$ 444,386,727.17 |
| ADDITIONS: | | | | | | | | |
| Gross Revenue..... | \$ 291,952,411.85 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 291,952,411.85 |
| Property Damage Recovery..... | - | 122,552.39 | - | - | - | - | - | 122,552.39 |
| Proceeds from Insurance..... | - | 76,343.02 | - | - | - | - | - | 76,343.02 |
| Sale of Land..... | - | - | - | - | 1,630,363.99 | - | - | 1,630,363.99 |
| Sale of Property..... | - | 577,152.88 | - | - | - | - | - | 577,152.88 |
| Sale of Plans and Specifications..... | - | 17,078.00 | - | - | 10,325.00 | 5,820.00 | 5,000.00 | 38,223.00 |
| Sale of Accident Reports..... | - | 21,123.50 | - | - | - | - | - | 21,123.50 |
| Participation in I-95 Maintenance Costs..... | - | 6,000,000.00 | - | - | - | - | - | 6,000,000.00 |
| Participation in Maintenance..... | 21,307,704.78 | - | - | - | - | - | - | 21,307,704.78 |
| Transfer from MDOT Trust Fund..... | - | - | - | - | - | - | 60,000,000.00 | 60,000,000.00 |
| Rental Income - Point Breeze..... | - | - | - | - | - | - | 701,950.77 | 701,950.77 |
| Miscellaneous..... | 29,111.73 | 888.40 | - | - | - | - | 57,170.21 | 87,170.34 |
| Lease of Seagirt Marine Terminal by MPA..... | - | - | - | - | - | - | 6,966,666.63 | 6,966,666.63 |
| Income with Investment in Berth IV..... | - | - | - | - | - | - | 289,684.00 | 289,684.00 |
| Income with Investment in Masonville Terminal..... | - | - | - | - | - | - | 923,932.00 | 923,932.00 |
| Various Canton Fees..... | - | - | - | - | - | - | 34,973.37 | 34,973.37 |
| Management Fees - Canton RR..... | - | - | - | - | - | - | 18,000.00 | 18,000.00 |
| Net Income from Investments..... | 1,421,165.74 | 1,207,940.48 | 588,590.20 | 621,537.78 | 1,669,857.33 | 3,630,147.03 | 5,953,722.76 | 15,092,961.32 |
| Transfer from Operating Account..... | 5,000,000.00 | 53,476,000.08 | 33,432,665.16 | - | - | - | 91,365,396.88 | 183,274,062.12 |
| Transfer from Bond Service Account..... | 239,270.48 | - | - | - | - | - | - | 239,270.48 |
| Transfer from Reserve Account..... | 288,196.11 | - | - | - | - | - | - | 288,196.11 |
| Transfer from Escrow Accounts..... | - | - | - | - | - | - | - | - |
| TOTAL ADDITIONS..... | 320,237,860.69 | 61,499,078.75 | 34,021,255.36 | 621,537.78 | 3,310,546.32 | 3,635,967.03 | 166,316,496.62 | 589,642,742.55 |
| TOTAL..... | 355,094,840.01 | 96,824,331.49 | 58,747,238.04 | 16,041,537.78 | 51,867,844.00 | 120,333,497.10 | 335,120,181.30 | 1,034,029,469.72 |
| DEDUCTIONS: | | | | | | | | |
| Expenditures for Operations, Maintenance and Improvements..... | 136,378,867.26 | 58,872,857.97 | - | - | 14,955,942.21 | 78,889,517.08 | 71,792,004.12 | 360,889,188.64 |
| Bond Interest Due July 1, 2005 and January 1, 2006..... | - | - | 9,873,367.50 | - | - | - | - | 9,873,367.50 |
| Serial Bond Principal Due July 1, 2005..... | - | - | 19,465,000.00 | - | - | - | - | 19,465,000.00 |
| Reserve Account and General Account..... | 178,274,061.52 | - | - | - | - | - | - | 178,274,061.52 |
| Transfer Interest Reserve to Operating..... | - | - | - | 288,196.11 | - | - | - | 288,196.11 |
| Transfer Interest to Operating..... | - | - | 239,270.48 | - | - | - | - | 239,270.48 |
| Transfer to Operating Account..... | 5,000,000.00 | - | - | - | - | - | - | 5,000,000.00 |
| TOTAL DEDUCTIONS..... | 319,652,928.78 | 58,872,857.97 | 29,577,637.98 | 288,196.11 | 14,955,942.21 | 78,889,517.08 | 71,792,004.12 | 574,029,084.25 |
| BALANCE JUNE 30, 2006..... | \$ 35,441,911.23 | \$ 37,951,473.52 | \$ 29,169,600.06 | \$ 15,753,341.67 | \$ 36,911,901.79 | \$ 41,443,980.02 | \$ 263,328,177.18 | \$ 460,000,385.47 |

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT CONSOLIDATED RENTAL CAR FACILITY

FUNDS CREATED UNDER THE 2002 TRUST AGREEMENT
STATEMENT OF RESERVES - FOR THE YEAR ENDED JUNE 30, 2006

| | CFC REVENUE FUND | BOND FUND | COVERAGE FUND | DEBT SERVICE RESERVE FUND | CONSTRUCTION FUND | FACILITY IMPROVEMENT FUND | TOTAL |
|--|----------------------|------------------------|------------------------|------------------------------|----------------------|---------------------------------|-------------------------|
| BALANCE - JUNE 30, 2005 | \$ 1,029,620.68 | \$ 5,419,543.89 | \$ 1,371,456.60 | \$ - | \$ 0.05 | \$ 5,218,840.31 | \$ 13,039,461.53 |
| ADDITIONS: | | | | | | | |
| Facility Charge Revenues..... | 11,165,873.25 | - | - | - | - | - | 11,165,873.25 |
| Investment Income Interest Earned..... | 16,697.85 | 108,982.25 | 48,638.46 | 0.03 | - | 242,377.30 | 416,695.89 |
| Transfer from CFC Revenue Fund..... | - | 8,157,432.51 | - | - | - | - | 8,157,432.51 |
| Transfer from Debt Service Reserve Fund..... | - | 0.03 | - | - | - | - | 0.03 |
| Transfer from Improvement Fund..... | - | 814,988.01 | - | - | - | - | 814,988.01 |
| Transfer from Coverage Fund..... | 59,094.06 | - | - | - | - | 3,915,275.08 | 3,974,369.14 |
| TOTAL ADDITIONS..... | <u>11,241,665.16</u> | <u>9,081,402.80</u> | <u>48,638.46</u> | <u>0.03</u> | <u>-</u> | <u>4,157,652.38</u> | <u>24,529,358.83</u> |
| DEDUCTIONS: | | | | | | | |
| Requisitions for Construction..... | - | - | - | - | - | 133,286.79 | 133,286.79 |
| Transfer to Bond Fund..... | 8,157,432.51 | - | - | 0.03 | - | 814,988.01 | 8,972,420.55 |
| Transfer to CFC Revenue Fund..... | - | - | 59,094.06 | - | - | - | 59,094.06 |
| Transfer to CFC Improvements Fund..... | 3,915,275.08 | - | - | - | - | - | 3,915,275.08 |
| Bond Interest July 1, 2005 and January 1, 2006 | - | 7,347,198.00 | - | - | - | - | 7,347,198.00 |
| Serial Bonds July 1, 2005..... | - | 1,690,000.00 | - | - | - | - | 1,690,000.00 |
| TOTAL DEDUCTIONS..... | <u>12,072,707.59</u> | <u>9,037,198.00</u> | <u>59,094.06</u> | <u>0.03</u> | <u>-</u> | <u>948,274.80</u> | <u>22,117,274.48</u> |
| BALANCE - JUNE 30, 2006..... | <u>\$ 198,578.25</u> | <u>\$ 5,463,748.69</u> | <u>\$ 1,361,001.00</u> | <u>\$ -</u> | <u>\$ 0.05</u> | <u>\$ 8,428,217.89</u> | <u>\$ 15,451,545.88</u> |

MARYLAND TRANSPORTATION AUTHORITY
M & T BANK, TRUSTEE
BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT VARIABLE RATE PASSENGER FACILITY CHARGE

FUNDS CREATED UNDER THE 2003 TRUST AGREEMENT
STATEMENT OF RESERVES - FOR THE YEAR ENDED JUNE 30, 2006

| | PFC REVENUE FUND | BOND SERVICE FUND | DEBT SERVICE FUND | "A" CAPITALIZED INTEREST FUND | "B" CAPITALIZED INTEREST FUND | CONSTRUCTION "A" FUND | CONSTRUCTION "B" FUND | IMPROVEMENT FUND | TOTAL |
|--|------------------------|-------------------------|-------------------------|--|--|-----------------------------|-----------------------------|---------------------|------------------|
| BALANCE - JUNE 30, 2005 | \$ 5,902,468.55 | \$ - | \$ 7,096,784.45 | \$ 2,757,036.20 | \$ 195,763.37 | \$ 51.18 | \$ 1,364,393.10 | \$ 5,069,796.46 | \$ 22,386,293.31 |
| ADDITIONS: | | | | | | | | | |
| Passenger Facility Charge(PFC) Collected..Pledged... | 40,106,521.37 | - | - | - | - | - | - | \$ - | 40,106,521.37 |
| Investment Income Interest Earned..... | 96,474.14 | - | 248,118.05 | 32,532.47 | 2,253.94 | 225.72 | 12,633.31 | 585,786.70 | 978,024.33 |
| Return of Arbitrage Interest 94 PFC..... | - | - | - | - | - | - | - | 753,664.88 | 753,664.88 |
| Transfer from PFC Revenue Account..... | - | 581,388.54 | - | - | - | - | - | 40,225,695.53 | 40,807,084.07 |
| Transfer from A Capitalized Interest Account..... | - | - | - | - | - | 2,414,820.75 | - | - | 2,414,820.75 |
| Transfer from B Capitalized Interest Account..... | - | - | - | - | - | - | 164,279.23 | - | 164,279.23 |
| Transfer From Construction A Account | - | - | - | - | - | - | - | 0.90 | 0.90 |
| Transfer From Construction B Account | - | - | - | - | - | - | - | 0.42 | 0.42 |
| TOTAL ADDITIONS..... | 40,202,995.51 | 581,388.54 | 248,118.05 | 32,532.47 | 2,253.94 | 2,415,046.47 | 176,912.54 | 41,565,148.43 | 85,224,395.95 |
| DEDUCTIONS: | | | | | | | | | |
| Requisitions for Improvements..... | 10,311.78 | - | - | - | - | 2,415,096.75 | 1,541,305.22 | 20,652,242.57 | 24,618,956.32 |
| Transfer to Bond Account..... | 1,438,764.19 | - | 126,784.45 | - | - | - | - | - | 1,565,548.64 |
| Transfer to Construction A..... | - | - | - | 2,414,820.75 | - | - | - | - | 2,414,820.75 |
| Transfer to Construction B..... | - | - | - | - | 164,279.23 | - | - | - | 164,279.23 |
| Transfer to Improvement Account..... | 40,225,695.53 | - | - | - | - | 0.90 | 0.42 | - | 40,225,696.85 |
| Bond Interest | - | 581,388.55 | - | 374,747.92 | 33,738.08 | - | - | - | 989,874.55 |
| TOTAL DEDUCTONS..... | 41,674,771.50 | 581,388.55 | 126,784.45 | 2,789,568.67 | 198,017.31 | 2,415,097.65 | 1,541,305.64 | 20,652,242.57 | 69,979,176.34 |
| BALANCE - JUNE 30, 2006 | \$ 4,430,692.56 | \$ (0.01) | \$ 7,218,118.05 | \$ - | \$ - | \$ - | \$ - | \$ 25,982,702.32 | \$ 37,631,512.92 |

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
METRO RAIL PARKING PROJECTS

FUNDS CREATED UNDER THE 2004 TRUST AGREEMENT
STATEMENT OF RESERVES - FOR THE YEAR ENDED JUNE 30, 2006

| | PLEGGED REVENUE FUND | BOND FUND | DEBT RESERVE SERVICE FUND | CAPITALIZED INTEREST FUND | COST OF ISSUANCE FUND | CONSTRUCTION COLLEGE PARK FUND | CONSTRUCTION NEW CARROLLTON FUND | CONSTRUCTION LARGO FUND | TOTAL |
|---|----------------------------|--------------|---------------------------------|---------------------------------|-----------------------------|--------------------------------------|--|-------------------------------|------------------|
| BALANCE - JUNE 30, 2005 | \$ - | \$ - | \$ 2,923,788.75 | \$ 940,344.38 | \$ 49,846.20 | \$ 928,534.82 | \$ 5,303,810.90 | \$ 28,048.28 | \$ 10,174,373.33 |
| ADDITIONS: | | | | | | | | | |
| Investment Income - Interest Earned..... | 1,007.87 | 42.44 | 128,014.00 | 1,204.96 | 1,796.60 | 11,935.27 | 103,537.22 | 1,017.21 | 248,555.57 |
| Investments - Premium/Discount..... | - | - | 5,800.00 | - | - | - | - | - | 5,800.00 |
| Transfer from Pledged Revenues Account..... | - | 931,209.65 | - | - | - | - | - | - | 931,209.65 |
| Transfer from Debt Service Account..... | - | 43,788.75 | - | - | - | - | - | - | 43,788.75 |
| Transfer from Capitalized Interest Account..... | - | 1,204.96 | - | - | - | - | - | - | 1,204.96 |
| Basic Rent..... | 2,875,652.61 | - | - | - | - | - | - | - | 2,875,652.61 |
| TOTAL ADDITIONS..... | 2,876,660.48 | 976,245.80 | 133,814.00 | 1,204.96 | 1,796.60 | 11,935.27 | 103,537.22 | 1,017.21 | 4,106,211.54 |
| DEDUCTIONS: | | | | | | | | | |
| Requisitions for Improvements..... | - | - | - | - | 1,392.00 | 851,098.66 | 4,578,025.96 | - | 5,430,516.62 |
| Bond Interest - July, 2005 and January, 2006..... | - | 940,344.38 | - | 940,344.38 | - | - | - | - | 1,880,688.76 |
| Transfer To Bond Account..... | 931,209.65 | - | 43,788.75 | 1,204.96 | - | - | - | - | 976,203.36 |
| TOTAL DEDUCTIONS..... | 931,209.65 | 940,344.38 | 43,788.75 | 941,549.34 | 1,392.00 | 851,098.66 | 4,578,025.96 | - | \$ 8,287,408.74 |
| BALANCE - JUNE 30, 2006 | \$ 1,945,450.83 | \$ 35,901.42 | \$ 3,013,814.00 | \$ - | \$ 50,250.80 | \$ 89,371.43 | \$ 829,322.16 | \$ 29,065.49 | \$ 5,993,176.13 |

MARYLAND TRANSPORTATION AUTHORITY
 BANK OF NEW YORK, TRUSTEE
 CALVERT STREET PARKING GARAGE

FUNDS CREATED UNDER THE 2005 TRUST AGREEMENT
 STATEMENT OF RESERVES - FOR THE YEAR ENDED JUNE 30, 2006

| | CAPITALIZED INTEREST FUND | COST OF ISSUANCE FUND | CONSTRUCTION FUND | TOTAL |
|---|---------------------------------|-----------------------------|-------------------------|-------------------------|
| BALANCE - JUNE 30, 2005 | \$ - | \$ - | \$ - | \$ - |
| ADDITIONS: | | | | |
| Bond Proceeds | 950,553.67 | - | 22,812,836.28 | 23,763,389.95 |
| Investments - Interest Earned..... | 23,825.67 | 394.14 | 549,284.76 | 573,504.57 |
| Investments - Premium/Discount | - | - | 58,857.51 | 58,857.51 |
| Transfer from Construction Account..... | - | 175,000.00 | - | 175,000.00 |
| TOTAL ADDITIONS..... | <u>974,379.34</u> | <u>175,394.14</u> | <u>23,420,978.55</u> | <u>24,570,752.03</u> |
| DEDUCTIONS: | | | | |
| Requisitions for Improvements..... | - | 175,374.76 | 11,555,652.40 | 11,731,027.16 |
| Transfer to Cost of Issuance Account..... | - | - | 175,000.00 | 175,000.00 |
| Bond Interest - Paid January, 2006..... | 479,004.17 | - | - | 479,004.17 |
| Investments - Loss | - | - | 1,045.96 | 1,045.96 |
| TOTAL DEDUCTIONS..... | <u>479,004.17</u> | <u>175,374.76</u> | <u>11,731,698.36</u> | <u>12,386,077.29</u> |
| BALANCE - JUNE 30, 2006..... | <u>\$ 495,375.17</u> | <u>\$ 19.38</u> | <u>\$ 11,689,280.19</u> | <u>\$ 12,184,674.74</u> |

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
TRANSPORTATION FACILITIES PROJECTS

Schedule XIII

SCHEDULE OF CAPITAL PROPERTIES - CAPITAL ACCOUNT

| | TOTAL | POTOMAC RIVER BRIDGE | CHESAPEAKE BAY BRIDGES (BOTH SPANS) | PATAPSCO TUNNEL | FRANCIS SCOTT KEY BRIDGE | JOHN F. KENNEDY MEMORIAL HIGHWAY | FORT McHENRY TUNNEL | FINANCING AND UNALLOCATED EXPENSES |
|--|----------------------------|----------------------------|---|--------------------------|--------------------------------|--|--------------------------|--|
| FOR THE QUARTER ENDED JUNE 30, 2006: | | | | | | | | |
| Rights-of-Way..... | \$ 98.31 | \$ - | \$ - | \$ - | \$ - | \$ 98.31 | \$ - | \$ - |
| Construction..... | 2,261,507.97 | 44,012.18 | 1,267,055.67 | 230,615.61 | 335,906.23 | 258,083.23 | 125,835.05 | - |
| Engineering and Related Costs..... | 5,516,870.28 | 170,910.34 | 1,050,367.57 | 304,710.38 | 39,529.63 | 954,432.04 | 219,702.61 | 2,777,217.71 |
| Financing | 3,982.00 | - | - | - | - | - | - | 3,982.00 |
| Total..... | <u>\$ 7,782,458.56</u> | <u>\$ 214,922.52</u> | <u>\$ 2,317,423.24</u> | <u>\$ 535,325.99</u> | <u>\$ 375,435.86</u> | <u>\$ 1,212,613.58</u> | <u>\$ 345,537.66</u> | <u>\$ 2,781,199.71</u> |
| FOR THE FISCAL YEAR ENDED JUNE 30, 2006: | | | | | | | | |
| Rights-of-Way..... | \$ 98.31 | \$ - | \$ - | \$ - | \$ - | \$ 98.31 | \$ - | \$ - |
| Construction..... | (1,855,722.42) | 171,405.18 | 3,911,693.51 | 950,482.78 | 935,478.10 | 521,521.06 | (8,346,303.05) | - |
| Utility Adjustment..... | - | - | - | - | - | - | - | - |
| Engineering and Related Costs..... | 16,793,175.68 | 469,203.56 | 3,515,249.66 | 603,433.40 | 76,831.00 | 3,861,000.42 | 319,473.20 | 7,947,984.44 |
| Financing | 18,390.64 | - | - | - | - | - | - | 18,390.64 |
| Total..... | <u>\$ 14,955,942.21</u> | <u>\$ 640,608.74</u> | <u>\$ 7,426,943.17</u> | <u>\$ 1,553,916.18</u> | <u>\$ 1,012,309.10</u> | <u>\$ 4,382,619.79</u> | <u>\$ (8,026,829.85)</u> | <u>\$ 7,966,375.08</u> |
| Capital Properties Costs from Prior Trust Agreements: | | | | | | | | |
| 1985 Trust Agreement..... | \$ 1,385,656,322.36 | \$ 6,142,524.16 | \$ 81,065,467.66 | \$ 38,275,710.98 | \$ 121,170,996.46 | \$ 209,096,952.16 | \$ 913,395,396.66 | \$ 16,509,274.28 |
| 1978 Trust Agreement..... | 97,738,443.27 | 4,099,392.22 | 9,890,952.43 | 24,365,477.47 | 46,501,422.41 | 9,830,461.33 | 1,308,455.26 | 1,742,282.15 |
| 1968 and Prior Trust Agreements..... | 592,328,154.67 | 5,629,470.40 | 168,337,000.43 | 156,314,881.25 | 134,497,764.98 | 125,805,178.47 | - | 1,743,859.14 |
| Capitalized Interest..... | 26,504,807.99 | - | - | - | - | - | - | 26,504,807.99 |
| Northern and Southern Crossings..... | 197,959.41 | - | - | - | - | - | - | 197,959.41 |
| Total Capital Properties..... | <u>\$ 2,117,381,629.91</u> | <u>\$ 16,511,995.52</u> | <u>\$ 266,720,363.69</u> | <u>\$ 220,509,985.88</u> | <u>\$ 303,182,492.95</u> | <u>\$ 349,115,211.75</u> | <u>\$ 906,677,022.07</u> | <u>\$ 54,664,558.05</u> |

MARYLAND TRANSPORTATION AUTHORITY
 BANK OF NEW YORK, TRUSTEE
 TRANSPORTATION FACILITIES PROJECTS

Schedule XIII A

SCHEDULE OF CAPITAL PROPERTIES - 2004 CONSTRUCTION ACCOUNT

| | TOTAL | POTOMAC RIVER BRIDGE | CHESAPEAKE BAY BRIDGES (BOTH SPANS) | PATAPSCO TUNNEL | FRANCIS SCOTT KEY BRIDGE | JOHN F. KENNEDY MEMORIAL HIGHWAY | FORT McHENRY TUNNEL | FINANCING AND UNALLOCATED EXPENSES |
|---|--------------------------|----------------------------|---|------------------------|--------------------------------|--|-------------------------|--|
| FOR THE QUARTER ENDED JUNE 30, 2006: | | | | | | | | |
| Rights-of-Way..... | \$ 68,042.79 | \$ - | \$ - | \$ - | \$ - | \$ 68,042.79 | \$ - | \$ - |
| Construction..... | 13,328,337.41 | 3,979.14 | 3,979.14 | 4,574,772.52 | 1,458,721.28 | 3,320,178.60 | 3,966,706.73 | - |
| Utility Adjustment..... | 5,100.00 | - | - | 5,100.00 | - | - | - | - |
| Engineering and Related Costs..... | 14,586,742.78 | 6,102.52 | 118,966.20 | 361,572.52 | 1,591,305.49 | 10,999,534.46 | 1,018,488.58 | 490,773.01 |
| Total..... | <u>\$ 27,988,222.98</u> | <u>\$ 10,081.66</u> | <u>\$ 122,945.34</u> | <u>\$ 4,941,445.04</u> | <u>\$ 3,050,026.77</u> | <u>\$ 14,387,755.85</u> | <u>\$ 4,985,195.31</u> | <u>\$ 490,773.01</u> |
| FOR THE FISCAL YEAR ENDED JUNE 30, 2006: | | | | | | | | |
| Rights-of-Way..... | \$ 10,222,708.42 | \$ - | \$ - | \$ - | \$ 1,129,700.00 | 9,093,008.42 | \$ - | \$ - |
| Construction..... | 36,839,674.86 | 13,555.14 | 13,555.14 | 5,279,952.60 | 5,670,210.05 | 5,747,214.27 | 20,115,187.66 | - |
| Utility Adjustment..... | 5,100.00 | - | - | 5,100.00 | - | - | - | - |
| Engineering and Related Costs..... | 31,822,033.80 | 7,034.85 | 351,615.33 | 546,949.07 | 3,373,509.46 | 24,265,784.79 | 2,688,006.09 | 589,134.21 |
| Administrative..... | - | - | - | - | - | - | - | - |
| Total..... | <u>\$ 78,889,517.08</u> | <u>\$ 20,589.99</u> | <u>\$ 365,170.47</u> | <u>\$ 5,832,001.67</u> | <u>\$ 10,173,419.51</u> | <u>\$ 39,106,007.48</u> | <u>\$ 22,803,193.75</u> | <u>\$ 589,134.21</u> |
| COST TO DATE THROUGH JUNE 30, 2006: | | | | | | | | |
| Rights-of-Way..... | \$ 11,952,599.62 | \$ - | \$ - | \$ - | \$ 1,159,700.00 | \$ 10,792,899.62 | \$ - | \$ - |
| Construction..... | 66,393,347.59 | 13,555.14 | 14,070,640.84 | 6,093,092.79 | 7,728,393.61 | 9,693,881.97 | 28,793,783.24 | - |
| Utility Adjustment..... | 5,100.00 | - | - | 5,100.00 | - | - | - | - |
| Engineering and Related Costs..... | 48,374,467.88 | 20,607.34 | 2,708,715.48 | 1,239,673.28 | 6,085,610.90 | 32,338,685.78 | 4,897,178.45 | 1,083,996.65 |
| Administrative..... | 75,650.55 | - | - | - | - | - | - | 75,650.55 |
| General Operating Equipment | - | - | - | - | - | - | - | - |
| Total..... | <u>\$ 126,801,165.64</u> | <u>\$ 34,162.48</u> | <u>\$ 16,779,356.32</u> | <u>\$ 7,337,866.07</u> | <u>\$ 14,973,704.51</u> | <u>\$ 52,825,467.37</u> | <u>\$ 33,690,961.69</u> | <u>\$ 1,159,647.20</u> |

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
TRANSPORTATION FACILITIES PROJECTS

SCHEDULE OF CAPITAL PROPERTIES - GENERAL ACCOUNT

| | <u>TOTAL</u> | <u>SUSQUEHANNA RIVER BRIDGE</u> | <u>SEAGIRT MARINE TERMINAL</u> | <u>POINT BREEZE</u> | <u>INTERCOUNTY CONNECTOR</u> | <u>ADMINISTRATIVE</u> |
|---|--------------------------|---|--|-------------------------|----------------------------------|-----------------------|
| <u>FOR THE QUARTER ENDED JUNE 30, 2006:</u> | | | | | | |
| Preliminary Engineering | \$ 2,501,173.85 | \$ - | \$ - | \$ - | \$ 2,501,173.85 | \$ - |
| Design Engineering | 2,132,431.70 | - | - | - | 2,132,431.70 | - |
| Right of Way | 265,039.64 | 72.00 | - | - | 264,967.64 | - |
| Construction..... | - | - | - | - | - | - |
| Engineering and Related Costs..... | 370,209.44 | 70,630.14 | - | - | 299,579.30 | - |
| Administrative..... | 20,834.05 | - | - | - | 20,834.05 | - |
| Total..... | <u>\$ 5,289,688.68</u> | <u>\$ 70,702.14</u> | <u>\$ -</u> | <u>\$ -</u> | <u>\$ 5,218,986.54</u> | <u>\$ -</u> |
| <u>FOR THE FISCAL YEAR ENDED JUNE 30, 2006:</u> | | | | | | |
| Preliminary Engineering | \$ 14,343,829.48 | \$ - | \$ - | \$ - | \$ 14,343,829.48 | \$ - |
| Design Engineering | 7,608,680.18 | - | - | - | 7,608,680.18 | - |
| Rights-of-Way..... | 615,879.83 | 45.00 | - | - | 615,834.83 | - |
| Construction..... | 198,445.63 | 164,497.58 | 33,948.05 | - | - | - |
| Engineering and Related Costs..... | 1,701,917.36 | 271,055.33 | - | - | 1,430,862.03 | - |
| Administrative..... | 60,587.88 | - | - | - | 60,587.88 | - |
| Total..... | <u>\$ 24,529,340.36</u> | <u>\$ 435,597.91</u> | <u>\$ 33,948.05</u> | <u>\$ -</u> | <u>\$ 24,059,794.40</u> | <u>\$ -</u> |
| Capital Properties Costs from Prior Trust Agreements: | | | | | | |
| 1985 Trust Agreement..... | \$ 280,131,125.99 | \$ 17,637,045.21 | \$ 219,280,555.17 | \$ - | \$ 43,112,418.84 | \$ 101,106.77 |
| 1978 Trust Agreement..... | 11,460,652.37 | 451,034.18 | 11,009,618.19 | - | - | - |
| 1968 and Prior Trust Agreements..... | 4,705,052.08 | 4,705,052.08 | - | - | - | - |
| Total Capital Properties..... | <u>\$ 320,826,170.80</u> | <u>\$ 23,228,729.38</u> | <u>\$ 230,324,121.41</u> | <u>\$ -</u> | <u>\$ 67,172,213.24</u> | <u>\$ 101,106.77</u> |

| | | | | | | | |
|---|----|----------------|------------------|------------------|-------------------|------------------|-----------------------|
| | | | | | | | Schedule XIII c |
| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | |
| BANK OF NEW YORK, TRUSTEE | | | | | | | |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT PARKING GARAGE | | | | | | | |
| FUNDS CREATED UNDER THE 2002 TRUST AGREEMENT | | | | | | | |
| SCHEDULE OF CAPITAL PROPERTIES | | | | | | | |
| | | | | | | | |
| | | | ROADWAYS | ROADWAYS | ELM ROAD | CENTRAL | FINANCING & |
| | | TOTAL | PHASE I | PHASE II | GARAGE | UTILITY PLANT | <u>ADMINISTRATIVE</u> |
| FOR THE QUARTER ENDED JUNE 30, 2006 | | | | | | | |
| Construction Management..... | \$ | 106,834.28 | \$ - | \$ - | \$ 106,834.28 | \$ - | \$ - |
| Financing and Administrative..... | | 3,318.16 | - | - | - | - | 3,318.16 |
| Total..... | \$ | 110,152.44 | \$ - | \$ - | \$ 106,834.28 | \$ - | \$ 3,318.16 |
| FOR THE YEAR ENDED JUNE 30, 2006 | | | | | | | |
| Construction..... | \$ | 557,773.94 | \$ - | \$ - | \$ 425,105.21 | \$ 132,668.73 | \$ - |
| Construction Management..... | | 614,707.75 | - | - | 563,440.68 | 51,267.07 | - |
| Financing and Administrative..... | | 3,318.16 | - | - | - | - | 3,318.16 |
| Total..... | \$ | 1,175,799.85 | \$ - | \$ - | \$ 988,545.89 | \$ 183,935.80 | \$ 3,318.16 |
| COSTS TO DATE THROUGH JUNE 30, 2006 | | | | | | | |
| Design..... | \$ | 11,874,185.91 | \$ - | \$ 5,079,651.40 | \$ 5,358,774.07 | \$ 1,435,760.44 | \$ - |
| Construction..... | | 235,113,268.29 | 22,642,259.23 | 54,717,052.58 | 137,644,522.42 | 20,109,434.06 | - |
| Construction Management..... | | 13,402,722.42 | 1,977,515.05 | 3,430,388.18 | 6,612,260.12 | 1,382,559.07 | - |
| Financing and Administrative..... | | 472,509.72 | - | - | - | - | 472,509.72 |
| Total..... | \$ | 260,862,686.34 | \$ 24,619,774.28 | \$ 63,227,092.16 | \$ 149,615,556.61 | \$ 22,927,753.57 | \$ 472,509.72 |

| | | | | | | | |
|---|-------------------|------------------|------------------|-----------------|-----------------|----------|-----------------|
| | | | | | | | Schedule XIII c |
| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | |
| BANK OF NEW YORK, TRUSTEE | | | | | | | |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT CONSOLIDATED CAR RENTAL FACILITY | | | | | | | |
| FUNDS CREATED UNDER THE 2002 TRUST AGREEMENT | | | | | | | |
| SCHEDULE OF OF CAPITAL PROPERTIES | | | | | | | |
| | | | | CUSTOMER | BUS | | |
| | | | CAR RENTAL | SERVICE | MAINTENANCE | CNG BUS | FINANCING & |
| | | TOTAL | FACILITY | CENTER | FACILITY | PURCHASE | ADMINISTRATIVE |
| FOR THE QUARTER ENDING JUNE 30, 2006: | | | | | | | |
| Construction Fund | | | | | | | |
| Design..... | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction..... | - | - | - | - | - | - | - |
| Construction Management..... | - | - | - | - | - | - | - |
| Financing and Administrative..... | - | - | - | - | - | - | - |
| Total..... | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Improvement Fund | | | | | | | |
| Design..... | - | - | - | - | - | - | - |
| Construction..... | \$ 80,591.17 | \$ 80,591.17 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction Management..... | - | - | - | - | - | - | - |
| Financing and Administrative..... | 173.36 | - | - | - | - | - | 173.36 |
| Total..... | \$ 80,764.53 | \$ 80,591.17 | \$ - | \$ - | \$ - | \$ - | \$ 173.36 |
| FOR THE YEAR ENDING JUNE 30, 2006: | | | | | | | |
| Construction Fund | | | | | | | |
| Design..... | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction..... | - | - | - | - | - | - | - |
| Construction Management..... | - | - | - | - | - | - | - |
| Financing and Administrative..... | - | - | - | - | - | - | - |
| Total..... | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Improvement Fund | | | | | | | |
| Design..... | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction..... | 133,113.43 | 80,591.17 | 52,522.26 | - | - | - | - |
| Construction Management..... | - | - | - | - | - | - | - |
| Financing and Administrative..... | 173.36 | - | - | - | - | - | 173.36 |
| Total..... | \$ 133,286.79 | \$ 80,591.17 | \$ 52,522.26 | \$ - | \$ - | \$ - | \$ 173.36 |
| COSTS TO DATE THROUGH JUNE 30, 2006: | | | | | | | |
| Construction Fund | | | | | | | |
| Design..... | \$ 6,863,663.52 | \$ 4,948,349.85 | \$ 1,044,438.30 | \$ 870,875.37 | \$ - | \$ - | \$ - |
| Construction..... | 102,448,815.15 | 84,882,678.35 | 10,427,810.96 | 7,138,325.84 | - | - | - |
| Construction Management..... | 5,923,288.33 | 3,883,976.89 | 1,252,557.31 | 786,754.13 | - | - | - |
| Financing and Administrative..... | 274,963.50 | - | - | - | - | - | 274,963.50 |
| Total..... | 115,510,730.50 | 93,715,005.09 | 12,724,806.57 | 8,795,955.34 | - | - | 274,963.50 |
| Improvement Fund | | | | | | | |
| Design..... | - | - | - | - | - | - | - |
| Construction..... | 8,175,056.00 | 204,128.66 | 186,724.27 | - | 7,784,203.07 | - | - |
| Construction Management..... | 98,516.87 | 58,147.21 | 33,828.24 | 6,541.42 | - | - | - |
| Financing and Administrative..... | 4,926.40 | - | - | - | 152.19 | - | 4,774.21 |
| Total..... | 8,278,499.27 | 262,275.87 | 220,552.51 | 6,541.42 | 7,784,355.26 | - | 4,774.21 |
| | \$ 123,789,229.77 | \$ 93,977,280.96 | \$ 12,945,359.08 | \$ 8,802,496.76 | \$ 7,784,355.26 | \$ - | \$ 279,737.71 |

MARYLAND TRANSPORTATION AUTHORITY
M & T BANK, TRUSTEE
BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT VARIABLE RATE PASSENGER FACILITY CHARGE

FUNDS CREATED UNDER THE 2003 TRUST AGREEMENT
SCHEDULE OF CAPITAL PROPERTIES

| TOTAL | TERMINAL ROADWAYS | TERMINAL PEDESTRIAN ACCESS | TAXIWAY & AIRFIELD RAMP | COMMON USE TERMINAL EQUIPMENT | SURFACE MOVEMENT GUIDANCE SYSTEM | FINANCING & ADMINISTRATIVE |
|---|----------------------|----------------------------------|-------------------------------|-------------------------------------|--|-------------------------------|
| FOR THE QUARTER ENDED JUNE 30, 2006: | | | | | | |
| PFC Revenue Fund | | | | | | |
| Financing and Administrative.. | \$ 10,311.78 | \$ - | \$ - | \$ - | \$ - | \$ 10,311.78 |
| Construction A Fund | | | | | | |
| Total..... | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction B Fund | | | | | | |
| Total..... | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Improvement Fund | | | | | | |
| Design..... | \$ 54,256.97 | \$ 54,256.97 | \$ - | \$ - | \$ - | \$ - |
| Construction..... | 3,862,427.76 | 1,783,827.17 | 2,078,600.59 | - | - | - |
| Construction Management..... | 386,227.55 | 103,259.71 | 282,967.84 | - | - | - |
| Financing and Administrative.. | 93,235.76 | - | - | - | - | 93,235.76 |
| Total..... | \$ 4,396,148.04 | \$ 1,941,343.85 | \$ 2,361,568.43 | \$ - | \$ - | \$ 93,235.76 |
| Total Projects..... | \$ 4,406,459.82 | \$ 1,941,343.85 | \$ 2,361,568.43 | \$ - | \$ - | \$ 103,547.54 |
| FOR THE FISCAL YEAR ENDED JUNE 30, 2006: | | | | | | |
| PFC Revenue Fund | | | | | | |
| Financing and Administrative.. | \$ 10,311.78 | \$ - | \$ - | \$ - | \$ - | \$ 10,311.78 |
| Construction A Fund | | | | | | |
| Design..... | \$ 1,569.97 | \$ 1,569.97 | \$ - | \$ - | \$ - | \$ - |
| Construction..... | 2,206,644.88 | 1,148,159.24 | 1,058,485.64 | - | - | - |
| Construction Management..... | 206,881.90 | 54,036.43 | 147,390.01 | 5,455.46 | - | - |
| Total..... | \$ 2,415,096.75 | \$ 1,203,765.64 | \$ 1,205,875.65 | \$ 5,455.46 | \$ - | \$ - |
| Construction B Fund | | | | | | |
| Design..... | \$ 671.53 | \$ 671.53 | \$ - | \$ - | \$ - | \$ - |
| Construction..... | 1,539,795.99 | 546,068.75 | 478,923.24 | - | 514,804.00 | - |
| Financing and Administrative.. | 837.70 | - | - | - | - | 837.70 |
| Total..... | \$ 1,541,305.22 | \$ 546,740.28 | \$ 478,923.24 | \$ - | \$ 514,804.00 | \$ 837.70 |
| Improvement Fund | | | | | | |
| Design..... | \$ 216,048.13 | \$ 215,948.60 | \$ - | \$ 99.53 | \$ - | \$ - |
| Construction..... | 18,083,459.93 | 7,733,502.35 | 9,512,298.65 | 837,658.93 | - | - |
| Construction Management..... | 1,933,879.33 | 529,826.16 | 1,393,998.54 | 10,054.63 | - | - |
| Financing and Administrative.. | 418,855.18 | - | - | - | - | 418,855.18 |
| Total..... | \$ 20,652,242.57 | \$ 8,479,277.11 | \$ 10,906,297.19 | \$ 847,813.09 | \$ - | \$ 418,855.18 |
| Total Projects..... | \$ 24,618,956.32 | \$ 10,229,783.03 | \$ 12,591,096.08 | \$ 853,268.55 | \$ 514,804.00 | \$ 430,004.66 |

MARYLAND TRANSPORTATION AUTHORITY
M & T BANK, TRUSTEE
BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT VARIABLE RATE PASSENGER FACILITY CHARGE

FUNDS CREATED UNDER THE 2003 TRUST AGREEMENT
SCHEDULE OF CAPITAL PROPERTIES

| TOTAL | TERMINAL ROADWAYS | TERMINAL PEDESTRIAN ACCESS | TAXIWAY & AIRFIELD RAMP | COMMON USE TERMINAL EQUIPMENT | SURFACE MOVEMENT GUIDANCE SYSTEM | FINANCING & ADMINISTRATIVE |
|---|----------------------|----------------------------------|-------------------------------|-------------------------------------|--|-------------------------------|
| <u>COSTS TO DATE THROUGH JUNE 30, 2006:</u> | | | | | | |
| <u>PFC Revenue Fund</u> | | | | | | |
| Financing and Administrative.. | \$ 10,311.78 | \$ - | \$ - | \$ - | \$ - | \$ 10,311.78 |
| Total..... | \$ 10,311.78 | \$ - | \$ - | \$ - | \$ - | \$ 10,311.78 |
| <u>Construction A Fund</u> | | | | | | |
| Design..... | \$ 5,963,805.45 | \$ 4,897,463.36 | \$ 33,042.60 | \$ 1,033,299.49 | \$ - | \$ - |
| Construction..... | 45,879,198.47 | 18,416,860.08 | 22,282,055.19 | 5,180,283.20 | - | - |
| Construction Management..... | 3,578,109.11 | 898,115.25 | 1,431,155.25 | 1,248,838.61 | - | - |
| Financing and Administrative.. | 255,366.44 | - | - | - | - | \$ 255,366.44 |
| Total..... | \$ 55,676,479.47 | \$ 24,212,438.69 | \$ 23,746,253.04 | \$ 7,462,421.30 | \$ - | \$ 255,366.44 |
| <u>Construction B Fund</u> | | | | | | |
| Design..... | \$ 132,344.80 | \$ 671.53 | \$ - | \$ 131,673.27 | \$ - | \$ - |
| Construction..... | 4,444,015.07 | 546,068.75 | 478,923.24 | - | 3,419,023.08 | - |
| Construction Management..... | 90,302.24 | - | - | - | 90,302.24 | - |
| Financing and Administrative.. | 235,615.37 | - | - | - | - | 235,615.37 |
| Total..... | \$ 4,902,277.48 | \$ 546,740.28 | \$ 478,923.24 | \$ 3,640,998.59 | \$ - | \$ 235,615.37 |
| <u>Improvement Fund</u> | | | | | | |
| Design..... | \$ 705,200.80 | \$ 670,516.53 | \$ - | \$ 4,130.15 | \$ 30,554.12 | \$ - |
| Construction..... | 58,054,412.50 | 22,198,338.63 | \$ 31,303,152.17 | 4,409,175.15 | - | 143,746.55 |
| Construction Management..... | 5,172,029.10 | 1,225,893.61 | 3,154,888.03 | 789,338.14 | - | 1,909.32 |
| Financing and Administrative.. | 450,833.55 | - | - | - | - | 450,833.55 |
| Total..... | \$ 64,382,475.95 | \$ 24,094,748.77 | \$ 34,458,040.20 | \$ 5,202,643.44 | \$ 176,209.99 | \$ 450,833.55 |
| Total Projects..... | \$ 124,971,544.68 | \$ 48,853,927.74 | \$ 58,683,216.48 | \$ 12,665,064.74 | \$ 3,640,998.59 | \$ 176,209.99 |
| | | | | | \$ 176,209.99 | \$ 952,127.14 |

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK, TRUSTEE
METRORAIL PARKING PROJECTS

FUNDS CREATED UNDER THE 2004 TRUST AGREEMENT
SCHEDULE OF CAPITAL PROPERTIES

| <u>TOTAL</u> | <u>COLLEGE PARK</u> | <u>NEW CARROLLTON</u> | <u>LARGO</u> | <u>FINANCING & ADMINISTRATIVE</u> | |
|---|---------------------|-----------------------|------------------|---|---------------|
| <u>FOR THE QUARTER ENDED JUNE 30, 2006:</u> | | | | | |
| Construction..... | \$ 719,319.36 | \$ 116,397.40 | \$ 602,921.96 | \$ - | \$ - |
| Financing | - | - | - | - | - |
| Total..... | \$ 719,319.36 | \$ 116,397.40 | \$ 602,921.96 | \$ - | \$ - |
| <u>FOR THE YEAR ENDED JUNE 30, 2006:</u> | | | | | |
| Construction..... | \$ 5,429,124.62 | \$ 851,098.66 | \$ 4,578,025.96 | \$ - | \$ - |
| Financing and Administrative.. | 1,392.00 | - | - | - | 1,392.00 |
| Total..... | \$ 5,430,516.62 | \$ 851,098.66 | \$ 4,578,025.96 | \$ - | \$ 1,392.00 |
| <u>COSTS TO DATE THROUGH JUNE 30, 2006:</u> | | | | | |
| Construction..... | \$ 34,209,135.43 | \$ 7,557,558.45 | \$ 19,586,124.46 | \$ 7,065,452.52 | \$ - |
| Construction Management..... | 410,622.26 | 131,624.78 | 278,997.48 | - | - |
| Financing and Administrative.. | 277,323.98 | - | - | - | 277,323.98 |
| Total..... | \$ 34,897,081.67 | \$ 7,689,183.23 | \$ 19,865,121.94 | \$ 7,065,452.52 | \$ 277,323.98 |

MARYLAND TRANSPORTATION AUTHORITY
 BANK OF NEW YORK, TRUSTEE
 CALVERT STREET PARKING GARAGE

FUNDS CREATED UNDER THE 2005 TRUST AGREEMENT
 SCHEDULE OF CAPITAL PROPERTIES

| | <u>TOTAL</u> | <u>CALVERT STREET PARKING GARAGE</u> | <u>FINANCING & ADMINISTRATIVE</u> |
|---|-------------------------|--|---|
| <u>FOR THE QUARTER ENDED JUNE 30, 2006:</u> | | | |
| Design..... | \$ - | \$ - | \$ - |
| Construction..... | 3,125,055.35 | 3,125,055.35 | - |
| Construction Management..... | 45,731.17 | 45,731.17 | - |
| Financing and Administrative..... | - | - | - |
| Total..... | <u>\$ 3,170,786.52</u> | <u>\$ 3,170,786.52</u> | <u>\$ -</u> |
| <u>FOR THE YEAR ENDED JUNE 30, 2006:</u> | | | |
| Design..... | \$ 250,000.00 | \$ 250,000.00 | \$ - |
| Construction..... | 11,120,474.35 | 11,120,474.35 | - |
| Construction Management..... | 125,567.57 | 125,567.57 | - |
| Financing and Administrative..... | 234,985.24 | 59,610.48 | 175,374.76 |
| Total..... | <u>\$ 11,731,027.16</u> | <u>\$ 11,555,652.40</u> | <u>\$ 175,374.76</u> |
| <u>COSTS TO DATE THROUGH JUNE 30, 2006:</u> | | | |
| Design..... | \$ 250,000.00 | \$ 250,000.00 | \$ - |
| Construction..... | 11,120,474.35 | 11,120,474.35 | - |
| Construction Management..... | 125,567.57 | 125,567.57 | - |
| Financing and Administrative..... | 234,985.24 | 59,610.48 | 175,374.76 |
| Total..... | <u>\$ 11,731,027.16</u> | <u>\$ 11,555,652.40</u> | <u>\$ 175,374.76</u> |

| MARYLAND TRANSPORTATION AUTHORITY | | | | | | Schedule XIV |
|--|----------------|--------------|--------------|------------------|-----------------|-----------------------|
| BANK OF NEW YORK, TRUSTEE | | | | | | |
| TRANSPORTATION FACILITIES PROJECTS | | | | | | |
| TRANSPORTATION FACILITIES PROJECTS REVENUE BONDS DATED | | | | | | |
| AUGUST 15, 1992, APRIL 15, 1998 AND JUNE 15, 2004 | | | | | | |
| ISSUED AND OUTSTANDING AT JUNE 30, 2006 | | | | | | |
| | | | | RATE OF INTEREST | MATURITY JULY 1 | PRINCIPAL AMOUNT |
| BONDS ISSUED: | | | | | | |
| Series 1992 | | | | | | |
| Serial Bonds | | | | 4.38% | 1996 | \$ 5,135,000 |
| | | | | 4.60% | 1997 | 5,360,000 |
| | | | | 4.80% | 1998 | 5,605,000 |
| | | | | 5.00% | 1999 | 5,875,000 |
| | | | | 5.20% | 2000 | 6,165,000 |
| | | | | 5.30% | 2001 | 6,485,000 |
| | | | | 5.40% | 2002 | 6,830,000 |
| | | | | 5.50% | 2003 | 11,965,000 |
| | | | | 5.70% | 2005 | 13,790,000 |
| | | | | 5.80% | 2006 | 14,570,000 |
| | | | | 5.75% | 2013 | 12,420,000 |
| | | | | | | \$ 94,200,000 |
| Capital Appreciation Bonds | | | | | | |
| | | Original | Accreted | | | |
| | Maturity Value | Principal | Interest | Yield | | |
| | \$ 13,785,000 | \$ 6,857,348 | \$ 6,927,652 | 6.00% | 2004 | \$ 6,857,348 |
| | 15,420,000 | 6,197,452 | 8,302,190 | 6.25% | 2007 | 6,197,452 |
| | 15,415,000 | 5,781,087 | 7,835,445 | 6.30% | 2008 | 5,781,087 |
| | 15,415,000 | 5,433,325 | 7,364,208 | 6.30% | 2009 | 5,433,325 |
| | 15,415,000 | 5,080,167 | 6,933,698 | 6.33% | 2010 | 5,080,167 |
| | 15,415,000 | 4,773,255 | 6,514,749 | 6.33% | 2011 | 4,773,255 |
| | 15,415,000 | 4,467,729 | 6,125,983 | 6.35% | 2012 | 4,467,729 |
| | 3,000,000 | 816,810 | 1,119,966 | 6.35% | 2013 | 816,810 |
| | 3,000,000 | 767,310 | 1,052,094 | 6.35% | 2014 | 767,310 |
| | 3,000,000 | 720,810 | 988,344 | 6.35% | 2015 | 720,810 |
| | 115,280,000 | 40,895,293 | 53,164,329 | | | 40,895,293 |
| Accreted Interest | | | | | | 53,164,329 |
| Total Capital Appreciation Bonds | | | | | | 94,059,622 |
| Term Bonds | | | | | | 27,020,000 |
| TOTAL BONDS ISSUED - SERIES 1992..... | | | | | | 215,279,622 |
| BONDS PAID OR PURCHASED- | | | | | | |
| Series 1992 Bonds Paid In Current Fiscal Year..... | | | | | | 13,790,000 |
| Term 1992 Bonds Paid In Prior Fiscal Year..... | | | | | | 27,020,000 |
| Series 1992 Bonds Paid In Prior Fiscal Year..... | | | | | | 65,840,000 |
| Capital Appreciation Bonds Paid in Prior Fiscal Year..... | | | | | | 13,785,000 |
| Total Bonds Paid or Purchased..... | | | | | | 120,435,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING-SERIES 1992..... | | | | | | \$ 94,844,622 |
| Series 1998 | | | | | | |
| | | | | 3.80% | 1999 | \$ 180,000 |
| | | | | 4.05% | 2000 | 185,000 |
| | | | | 4.20% | 2001 | 195,000 |
| | | | | 4.25% | 2002 | 205,000 |
| | | | | 4.35% | 2003 | 210,000 |
| | | | | 4.40% | 2004 | 220,000 |
| | | | | 4.50% | 2005 | 5,675,000 |
| | | | | 5.00% | 2006 | 9,510,000 |
| TOTAL BONDS ISSUED - SERIES 1998..... | | | | | | 16,380,000 |
| BONDS PAID OR PURCHASED- | | | | | | |
| Series 1998 Bonds Paid In Current Fiscal Year..... | | | | | | 5,675,000 |
| Series 1998 Bonds Paid In Prior Fiscal Year..... | | | | | | 1,195,000 |
| Total Bonds Paid or Purchased..... | | | | | | 6,870,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING-SERIES 1998..... | | | | | | \$ 9,510,000 |
| Series 2004 | | | | | | |
| Serial Bonds | | | | 5.00% | 2007 | \$ 1,000,000 |
| | | | | 5.00% | 2008 | 1,045,000 |
| | | | | 5.00% | 2009 | 1,100,000 |
| | | | | 5.00% | 2010 | 1,155,000 |
| | | | | 5.00% | 2011 | 1,210,000 |
| | | | | 5.25% | 2012 | 1,270,000 |
| | | | | 5.25% | 2013 | 13,755,000 |
| | | | | 5.00% | 2014 | 14,475,000 |
| | | | | 5.00% | 2015 | 15,235,000 |
| | | | | 5.00% | 2016 | 3,620,000 |
| | | | | 5.00% | 2017 | 3,800,000 |
| | | | | 5.00% | 2018 | 3,990,000 |
| | | | | 4.50% | 2019 | 4,190,000 |
| | | | | 4.60% | 2020 | 4,380,000 |
| | | | | 5.00% | 2021 | 4,580,000 |
| | | | | 5.00% | 2022 | 4,810,000 |
| | | | | 5.00% | 2023 | 5,050,000 |
| | | | | 5.00% | 2024 | 5,305,000 |
| | | | | 5.00% | 2025 | 5,570,000 |
| | | | | 5.00% | 2026 | 5,845,000 |
| | | | | 5.00% | 2027 | 6,140,000 |
| | | | | 5.00% | 2028 | 6,445,000 |
| | | | | 5.00% | 2029 | 6,770,000 |
| | | | | 5.00% | 2030 | 7,105,000 |
| | | | | 5.00% | 2031 | 7,460,000 |
| | | | | 5.00% | 2032 | 7,835,000 |
| | | | | | | 143,140,000 |
| Term Bonds | | | | | | 16,860,000 |
| TOTAL BONDS ISSUED - SERIES 2004..... | | | | | | \$ 160,000,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING-ALL SERIES..... | | | | | | \$ 264,354,622 |

| | | | | | | |
|--|--|--|--|----------|----------|-----------------------|
| | | | | | | Schedule XIV a |
| MARYLAND TRANSPORTATION AUTHORITY | | | | | | |
| BANK OF NEW YORK, TRUSTEE | | | | | | |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT PARKING GARAGE | | | | | | |
| BONDS ISSUED AND OUTSTANDING AT JUNE 30, 2006 | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | RATE OF | MATURITY | PRINCIPAL |
| BONDS ISSUED: | | | | INTEREST | MARCH 1 | AMOUNT |
| Series 2002-A (Governmental Purpose Bonds) | | | | | | |
| Serial Bonds | | | | 4.00% | 2005 | \$ 960,000 |
| | | | | 4.00% | 2006 | 1,540,000 |
| | | | | 4.00% | 2007 | 2,130,000 |
| | | | | 4.00% | 2008 | 2,450,000 |
| | | | | 4.00% | 2009 | 2,570,000 |
| | | | | 4.00% | 2010 | 2,705,000 |
| | | | | 4.00% | 2011 | 2,835,000 |
| | | | | 4.25% | 2012 | 2,980,000 |
| | | | | 4.25% | 2013 | 3,135,000 |
| | | | | 4.50% | 2014 | 3,300,000 |
| | | | | 4.50% | 2015 | 3,475,000 |
| | | | | 4.50% | 2016 | 3,665,000 |
| | | | | 4.75% | 2017 | 3,860,000 |
| | | | | 4.75% | 2018 | 4,350,000 |
| | | | | 4.88% | 2019 | 4,275,000 |
| | | | | 5.25% | 2020 | 4,500,000 |
| | | | | 5.25% | 2021 | 4,735,000 |
| | | | | 5.00% | 2022 | 4,460,000 |
| | | | | 5.00% | 2023 | 4,285,000 |
| | | | | | | 62,210,000 |
| Term Bonds | | | | 5.00% | 2027 | 26,290,000 |
| Total Series 2002-A Bonds | | | | | | 88,500,000 |
| BONDS PAID OR PURCHASED- | | | | | | |
| Serial Bonds Paid: | | | | | | |
| In Prior Fiscal Year..... | | | | | | 960,000 |
| In Current Fiscal Year..... | | | | | | 1,540,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING - 2002A..... | | | | | | 86,000,000 |
| Series 2002-B Bonds (Qualified Airport Bonds) | | | | | | |
| Serial Bonds | | | | 4.00% | 2005 | 3,355,000 |
| | | | | 4.00% | 2006 | 4,345,000 |
| | | | | 4.00% | 2007 | 5,380,000 |
| | | | | 5.00% | 2008 | 5,735,000 |
| | | | | 5.25% | 2009 | 6,020,000 |
| | | | | 5.25% | 2010 | 6,310,000 |
| | | | | 5.25% | 2011 | 6,630,000 |
| | | | | 5.25% | 2012 | 6,955,000 |
| | | | | 5.25% | 2013 | 7,295,000 |
| | | | | 5.25% | 2014 | 7,690,000 |
| | | | | 5.38% | 2015 | 8,105,000 |
| | | | | 5.50% | 2016 | 8,540,000 |
| | | | | 5.50% | 2017 | 7,740,000 |
| | | | | 5.50% | 2018 | 7,535,000 |
| | | | | 5.50% | 2019 | 8,170,000 |
| | | | | 5.13% | 2020 | 8,595,000 |
| | | | | 5.13% | 2021 | 9,045,000 |
| | | | | | | 117,445,000 |
| Term Bonds | | | | 5.13% | 2024 | 30,025,000 |
| | | | | 5.25% | 2027 | 28,105,000 |
| Total Series 2002-B Bonds | | | | | | 175,575,000 |
| BONDS PAID OR PURCHASED- | | | | | | |
| Serial Bonds Paid: | | | | | | |
| In Prior Fiscal Year..... | | | | | | 3,355,000 |
| In Current Fiscal Year..... | | | | | | 4,345,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING - SERIES 2002 B..... | | | | | | 167,875,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING - SERIES 2002 | | | | | | \$ 253,875,000 |

| | | | | | | | |
|---|--|--|--|----------|----------|--|----------------|
| | | | | | | | Schedule XIV b |
| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | |
| BANK OF NEW YORK, TRUSTEE | | | | | | | |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT | | | | | | | |
| CONSOLIDATED CAR RENTAL FACILITY | | | | | | | |
| BONDS ISSUED AND OUTSTANDING AT JUNE 30, 2006 | | | | | | | |
| | | | | | | | |
| | | | | RATE OF | MATURITY | | PRINCIPAL |
| | | | | INTEREST | JULY 1 | | AMOUNT |
| BONDS ISSUED: | | | | | | | |
| Series 2002- (Taxable Limited Obligation Bonds) | | | | 2.74% | 2003 | | \$ 600,000 |
| Serial Bonds | | | | 3.63% | 2004 | | 1,630,000 |
| | | | | 4.16% | 2005 | | 1,690,000 |
| | | | | 4.70% | 2006 | | 1,760,000 |
| | | | | 5.01% | 2007 | | 1,840,000 |
| | | | | 5.26% | 2008 | | 1,935,000 |
| | | | | 5.49% | 2009 | | 2,035,000 |
| | | | | 5.68% | 2010 | | 2,145,000 |
| | | | | 5.84% | 2011 | | 2,270,000 |
| | | | | 5.89% | 2012 | | 2,400,000 |
| | | | | | | | 18,305,000 |
| Term Bonds | | | | 6.48% | 2022 | | 34,285,000 |
| | | | | 6.65% | 2032 | | 64,755,000 |
| Total Series 2002- Bonds | | | | | | | 117,345,000 |
| BONDS PAID OR PURCHASED- | | | | | | | |
| Serial Bonds Paid: | | | | | | | |
| In Prior Fiscal Year..... | | | | | | | 2,230,000 |
| In Current Fiscal Year..... | | | | | | | 1,690,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING - SERIES 2002..... | | | | | | | \$ 113,425,000 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

| | | | | | | | | |
|---|--|--|--|-----------------------------|----------------------------|----|------------|----------------|
| | | | | | | | | Schedule XIV c |
| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | | |
| M & T BANK, TRUSTEE | | | | | | | | |
| BALTIMORE/WASHINGTON INTERNATIONAL AIRPORT | | | | | | | | |
| VARIABLE RATE PASSENGER FACILITY CHARGE | | | | | | | | |
| | | | | | | | | |
| BONDS ISSUED AND OUTSTANDING AT JUNE 30, 2006 | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | PRINCIPAL |
| | | | | | | | | AMOUNT |
| BONDS ISSUED: | | | | RATE OF INTEREST | MATURITY JULY 1 | | | |
| Series 2003-A- (Governmental Purpose Bonds) | | | | | | | | |
| Serial Bonds | | | | | | | | |
| | | | | Variable | 2007 | \$ | 3,200,000 | |
| | | | | " | 2008 | | 9,100,000 | |
| | | | | " | 2009 | | 9,500,000 | |
| | | | | " | 2010 | | 9,900,000 | |
| | | | | " | 2011 | | 10,400,000 | |
| | | | | " | 2012 | | 10,800,000 | |
| | | | | " | 2013 | | 11,200,000 | |
| Total Series 2003-A Bonds | | | | | | | 64,100,000 | |
| | | | | | | | | |
| Series 2003-B Bonds (Qualified Airport Bonds) | | | | | | | | |
| Serial Bonds | | | | Variable | 2007 | | 5,600,000 | |
| Total Series 2003-B Bonds | | | | | | | 5,600,000 | |
| | | | | | | | | |
| TOTAL BONDS ISSUED AND OUTSTANDING - SERIES 2003..... | | | | | | | | \$ 69,700,000 |

| | | | | | | | |
|---|--|--|--|-----------------|---------------|----------------------|--|
| | | | | | | Schedule XIV d | |
| MARYLAND TRANSPORTATION AUTHORITY BANK OF NEW YORK, TRUSTEE LEASE REVENUE BONDS METRORAIL PARKING PROJECTS | | | | | | | |
| SERIES 2004 BONDS ISSUED AND OUTSTANDING AT JUNE 30, 2006 | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | RATE OF | MATURITY | PRINCIPAL | |
| BONDS ISSUED: | | | | INTEREST | JULY 1 | AMOUNT | |
| Series 2004 | | | | 3.000% | 2006 | \$ 1,040,000 | |
| Serial Bonds | | | | 3.000% | 2007 | 1,070,000 | |
| | | | | 4.000% | 2008 | 1,105,000 | |
| | | | | 5.000% | 2009 | 1,150,000 | |
| | | | | 4.000% | 2010 | 1,205,000 | |
| | | | | 5.000% | 2011 | 1,255,000 | |
| | | | | 5.000% | 2012 | 1,315,000 | |
| | | | | 4.000% | 2013 | 1,380,000 | |
| | | | | 4.150% | 2014 | 1,440,000 | |
| | | | | 5.000% | 2015 | 1,495,000 | |
| | | | | 5.000% | 2016 | 1,570,000 | |
| | | | | 5.000% | 2017 | 1,650,000 | |
| | | | | 4.500% | 2018 | 1,735,000 | |
| | | | | 4.600% | 2019 | 1,810,000 | |
| | | | | 4.625% | 2020 | 1,895,000 | |
| | | | | 4.750% | 2021 | 1,980,000 | |
| | | | | 5.000% | 2022 | 2,075,000 | |
| | | | | | | 25,170,000 | |
| Term Bonds | | | | 5.00% | 2024 | 4,470,000 | |
| | | | | 5.00% | 2025 | 2,405,000 | |
| | | | | 5.00% | 2028 | 7,955,000 | |
| TOTAL BONDS ISSUED AND OUTSTANDING - SERIES 2004..... | | | | | | \$ 40,000,000 | |
| | | | | | | | |

| | | | | | | | |
|---|--|--|----------|--|----------|----------------|---------------|
| | | | | | | Schedule XIV e | |
| MARYLAND TRANSPORTATION AUTHORITY | | | | | | | |
| BANK OF NEW YORK, TRUSTEE | | | | | | | |
| LEASE REVENUE BONDS | | | | | | | |
| CALVERT STREET PARKING GARAGE | | | | | | | |
| BONDS ISSUED AND OUTSTANDING AT JUNE 30, 2006 | | | | | | | |
| | | | | | | | |
| | | | RATE OF | | MATURITY | | PRINCIPAL |
| BONDS ISSUED: | | | INTEREST | | JULY 1 | | AMOUNT |
| Series 2005 | | | 3.250% | | 2007 | | \$ 585,000 |
| Serial Bonds | | | 3.250% | | 2008 | | 600,000 |
| | | | 3.375% | | 2009 | | 615,000 |
| | | | 3.375% | | 2010 | | 635,000 |
| | | | 3.500% | | 2011 | | 655,000 |
| | | | 4.000% | | 2012 | | 675,000 |
| | | | 5.000% | | 2013 | | 695,000 |
| | | | 5.000% | | 2014 | | 715,000 |
| | | | 5.000% | | 2015 | | 740,000 |
| | | | 4.000% | | 2016 | | 765,000 |
| | | | 4.000% | | 2017 | | 795,000 |
| | | | 4.000% | | 2018 | | 820,000 |
| | | | 4.000% | | 2019 | | 850,000 |
| | | | 4.000% | | 2020 | | 880,000 |
| | | | 4.100% | | 2021 | | 915,000 |
| | | | 4.100% | | 2022 | | 950,000 |
| | | | 4.125% | | 2023 | | 985,000 |
| | | | 4.200% | | 2024 | | 1,025,000 |
| | | | 4.200% | | 2025 | | 1,065,000 |
| | | | 4.200% | | 2026 | | 1,110,000 |
| | | | | | | | 16,075,000 |
| Term Bonds | | | 4.250% | | 2028 | | 2,355,000 |
| | | | 4.300% | | 2030 | | 2,555,000 |
| | | | 4.375% | | 2032 | | 2,775,000 |
| TOTAL BONDS ISSUED AND OUTSTANDING - SERIES 2005..... | | | | | | | \$ 23,760,000 |