

**MARYLAND TRANSPORTATION
AUTHORITY**

An Enterprise Fund of the State of Maryland

**FINANCIAL STATEMENTS
For the Fiscal Year Ending June 30, 2014**

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INDEPENDENT AUDITORS' REPORT



INDEPENDENT AUDITORS' REPORT

Board of Trustees
Maryland Transportation Authority
Baltimore, Maryland

Report on the Financial Statements

We have audited the accompanying financial statements of business-type activities of the Maryland Transportation Authority (the Authority), an enterprise fund of the State of Maryland, as of and for the year ended June 30, 2014, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditors' Responsibility

Our responsibility is to express opinions 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 and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Maryland Transportation Authority as of June 30, 2014, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note 1, the Governmental Accounting Standards Board recently issued Statement No. 65, which revised accounting standards related to accounting for items previously reported as assets and liabilities. The new standard clarifies the appropriate reporting of deferred outflows of resources and deferred inflows of resources, and eliminates the provision for amortizing debt issuance costs. Debt issuance costs are considered an expense at the time the debt is issued. As a result of this standard, the beginning of the year's net position has been restated to retroactively expense debt issuance costs that were previously amortized by the Authority. Our opinion is not modified with respect to that matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Maryland Transportation Authority's basic financial statements. The accompanying Combined Statement of Revenue and Expense for All Toll Facilities, the Statements of Traffic Volume and Toll Income, and the Investments of Funds as outlined in the accompanying table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Combined Statement of Revenue and Expense for All Toll Facilities, the Statements of Traffic Volume and Toll Income, and the Investments of Funds is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Combined Statement of Revenue and Expense for All Toll Facilities, the Statements of Traffic Volume and Toll Income, and the Investments of Funds is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated October 1, 2014, on our consideration of the Maryland Transportation Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the result of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Authority's internal control over financial reporting and compliance.



CliftonLarsonAllen LLP

Baltimore, Maryland
October 1, 2014

MANAGEMENT'S DISCUSSION AND ANALYSIS

**Maryland Transportation Authority
Management's Discussion and Analysis
June 30, 2014**

The following Management's Discussion and Analysis (MD&A) provides an overview of the Maryland Transportation Authority's (MDTA) financial performance for the fiscal year ending June 30, 2014. As you read the MD&A, 2014 refers to the fiscal year ending June 30, 2014, and 2013 refers to the fiscal year ending June 30, 2013. This narrative intends to supplement the MDTA's audited financial statements, which are comprised of the basic financial statements and the notes to the financial statements.

FINANCIAL HIGHLIGHTS

- MDTA's net position totals \$3.4 billion, an increase of \$339.8 million, or 11.1%, in 2014 as compared to 2013. As of June 30, 2014, assets exceeded liabilities by \$3.4 billion.
- As a result of significant infrastructure investment, capital assets, net of accumulated depreciation, increased by \$301.2 million, or 5.8%, from 2013.

Expansion project growth related to the Intercounty Connector (ICC) and Express Toll Lanes (ETL) on the John F. Kennedy (JFK) Memorial Highway (I-95) totaled \$174.5 million in 2014.

System preservation and restoration of existing facilities totaled \$184.8 million in 2014.

- For the year ending June 30, 2014, the MDTA had total bonded debt outstanding of \$3.2 billion, which includes \$2.3 billion in revenue bonds backed by the MDTA's toll revenues, and \$910.5 million in debt backed by sources external to the MDTA. The MDTA's revenue bonds remain below the statutory cap of \$3.0 billion and have strong rate covenant coverage of 2.85 versus a 1.0 requirement.
- Operating revenues increased in 2014 by \$187.3 million, or 30.3%, from 2013 due to the phased implementation of the new toll rate structure for cars and commercial vehicles.
- Legislation enacted and fully implemented now provides the MDTA enhanced enforcement tools for toll violators. The law allows for the non-renewal or suspension of a vehicle's registration or referral to Maryland's Central Collection Unit for failure to pay a toll.
- Subsequent to signing an innovative Service Concession Arrangement (SCA) in 2012, the Maryland Transportation Authority and Areas USA announced the opening of the \$30 million Maryland House travel plaza in January 2014. The new 42,000 square-foot Maryland House travel plaza offers classic brands, convenient access and essential services, all within an environmentally sensitive design.

OVERVIEW OF THE FINANCIAL STATEMENTS

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

Financial Statements

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

Statement of Net Position

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

Statement of Revenues, Expenses, and Changes in Net Position

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

Statement of Cash Flows

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

Notes to the Financial Statements

The Notes to the Financial Statements provide additional information that is essential to the full understanding of the data provided in the financial statements. The Notes to the Financial Statements can be found on pages 24 to 67 of this report.

**Maryland Transportation Authority
Management's Discussion and Analysis
June 30, 2014**

FINANCIAL ANALYSIS

Financial Position

Table 1 is a summarized version of the Statement of Net Position for the years ending June 30, 2014 and 2013. The table reflects the MDTA's overall change in financial resources and claims on those resources. The majority of the MDTA's assets consist of cash, investments, direct financing lease receivable and capital assets. Liabilities primarily represent accounts payable, accrued liabilities and bonds payable.

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

	For the Fiscal Years Ending June 30			
	2014	2013*	Variance	% Change
Current Assets	\$ 794,315	\$ 886,270	\$ (91,955)	-10.4%
Noncurrent Assets	670,399	622,600	47,799	7.7%
Capital Assets, net	5,528,413	5,227,262	301,151	5.8%
Total Assets	\$ 6,993,127	\$ 6,736,132	\$ 256,995	3.8%
Deferred Outflow of Resources	\$ 10,089	\$ 11,421	\$ (1,332)	-11.7%
Current Liabilities	\$ 414,913	\$ 396,467	\$ 18,446	4.7%
Long-Term Bonds Payable	3,124,356	3,252,706	(128,350)	-3.9%
Other Long-Term Liabilities	22,893	26,773	(3,880)	-14.5%
Total Liabilities	\$ 3,562,162	\$ 3,675,946	\$ (113,784)	-3.1%
Deferred Inflow of Resources	\$ 32,635	\$ 3,000	\$ 29,635	987.8%
Net Position				
Net Investment in Capital Assets	\$ 2,780,650	\$ 2,396,410	\$ 384,240	16.0%
Restricted	176,533	118,036	58,497	49.6%
Unrestricted	451,236	554,161	(102,925)	-18.6%
Total Net Position	\$ 3,408,419	\$ 3,068,607	\$ 339,812	11.1%

* FY 2013 has been restated to conform to GASB No. 65
See Note 1, New Accounting Pronouncements

Current Assets

Current assets decreased by \$91.9 million, or 10.4%, in 2014 as compared to 2013. The decrease in 2014 occurred primarily due to the MDTA's investments decreasing by \$145.7 million, or 23.0%. This decrease was offset by an increase in current cash and cash equivalents of \$61.1 million, or 32.5%. The decrease in investments was primarily driven by increased capital spending on the infrastructure of the MDTA and the current portion of direct financing lease receivable decreasing \$10.3 million, or 30.4%, from 2013. Increases in cash and cash equivalents were primarily due to the new toll structure on MDTA facilities which increased E-ZPass reciprocity.

Noncurrent Assets

Noncurrent assets increased by \$47.8 million, or 7.7%, in 2014 as compared to 2013. The increase is primarily the result of an increase in noncurrent direct financing lease receivables in the amount of \$25.5 million, or 7.6%, which is largely due to an increase of debt service payments for the issuance of debt for the Maryland Aviation Administration (MAA).

Capital Assets, net

Table 2 is a summarized version of the MDTA's ending capital assets, net of depreciation, for the years ending June 30, 2014 and 2013. Investment in capital assets include land and improvements, construction in progress, buildings, machinery and equipment, highways, bridges, and tunnels. Details of capital assets, additions, and depreciation are included in Note 4 to the financial statements.

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

	<u>2014</u>	<u>2013</u>
Non-depreciated:		
Land	\$ 391,734	\$ 387,239
Construction in progress	1,441,483	1,217,254
	<u>1,833,217</u>	<u>1,604,493</u>
Depreciated:		
Infrastructure	3,585,690	3,558,225
Buildings	86,684	38,413
Machinery and Equipment and Vehicles	22,822	26,131
	<u>3,695,196</u>	<u>3,622,769</u>
Total Capital Assets, Net	<u>\$ 5,528,413</u>	<u>\$ 5,227,262</u>

**Maryland Transportation Authority
Management's Discussion and Analysis
June 30, 2014**

Capital Assets, net of depreciation, increased by \$301.2 million, or 5.8%, in 2014 as compared to 2013. The MDTA's capital assets were principally funded by revenue bond proceeds, MDTA revenues, and contributions from the State of Maryland. The increase in 2014 is primarily attributable to the ICC and ETL projects. The ICC is an 18 mile, 6-lane congestion-managed toll highway located in the Maryland suburbs of Washington DC. It is the eighth toll facility owned and operated by the MDTA. The ETL is an expansion project designed to relieve congestion and improve interchanges on the JFK Memorial Highway (I-95) north of Baltimore. During 2014, ICC and ETL expenses totaled \$77.8 and \$96.7 million, respectively. Total depreciation expense in 2014 increased by 6.1% when compared to the prior fiscal year. Additionally, the MDTA invested \$184.8 million in preservation and restoration projects throughout its other facilities.

Deferred Outflow of Resources

The MDTA reported \$10.1 million as a deferred outflow of resources in 2014 on the Statement of Net Position as compared to the restated \$11.4 million (to comply with GASB No. 65) in 2013. This amount represents the deferred amount on refunding debt due to the difference between the reacquisition price and the net carrying amount of the refunded debt.

Current Liabilities

Current liabilities increased by \$18.4 million, or 4.7%, in 2014 as compared to 2013. The increase is primarily due to increases in accounts payable and accrued liabilities and contractor deposits and retainage, which totaled \$15.8 million and \$8.0 million, respectively. This was offset by the current portion of bonds payable, which decreased by \$6.1 million. The increase in accounts payable and accrued liabilities is the result of increased construction spending. The current portion of bonds payable primarily decreased due to the MDTA not issuing bonds in 2014 and paying down the principal on existing issuances.

Noncurrent Liabilities

Noncurrent liabilities decreased by \$132.2 million, or 4.0%, in 2014 as compared to 2013. The primary change is attributed to a decrease in the noncurrent portion of bonds payable and contractor deposits and retainage of \$128.4 and \$5.7 million, respectively. This was offset by an increase of \$1.2 million in accrued annual leave. During 2014, the decrease in noncurrent bonds payable was the result of the MDTA not issuing bonds during 2014, payments of principal on the debt and amortization of the bond premiums. Details of bonds payable can be found in Note 5 to the financial statements. Contractor deposits and retainage fluctuate based on the number of active construction contracts and the percentage of completion for these contracts. For the year ending June 30, 2014, the MDTA had total bonded debt outstanding of \$3.2 billion. The debt is comprised of revenue bonds, Grant and Revenue Anticipation (GARVEE) bonds, and conduit debt. The revenue bonds are backed by the MDTA's toll revenue. The GARVEE and conduit bonds are backed by sources external to the MDTA.

**Maryland Transportation Authority
Management's Discussion and Analysis
June 30, 2014**

Table 3 is a summary of outstanding bond debt.

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

	<u>2014</u>	<u>2013</u>
Transportation Facility Revenue	\$ 2,268,795	\$ 2,295,512
GARVEE	415,775	479,035
Conduit Debt:		
BWI Airport PFC Revenue	177,285	195,780
BWI Airport Rental Car Facility	96,495	99,040
BWI Airport Parking Garage Revenue	171,180	182,025
WMATA Metrorail Parking Revenue	30,480	31,860
Calvert Street Parking Revenue	<u>19,300</u>	<u>19,995</u>
Total Conduit Debt	<u>494,740</u>	<u>528,700</u>
Unamortized Premium	<u>63,221</u>	<u>73,751</u>
Total Bond Debt, Net	<u>\$ 3,242,531</u>	<u>\$ 3,376,998 *</u>

* FY 2013 has been restated (per GASB No.65) to reflect the reclass of deferred amount on refunding from Total Bond Debt, Net to Deferred Outflow of Resources on the Statement of Net Position.

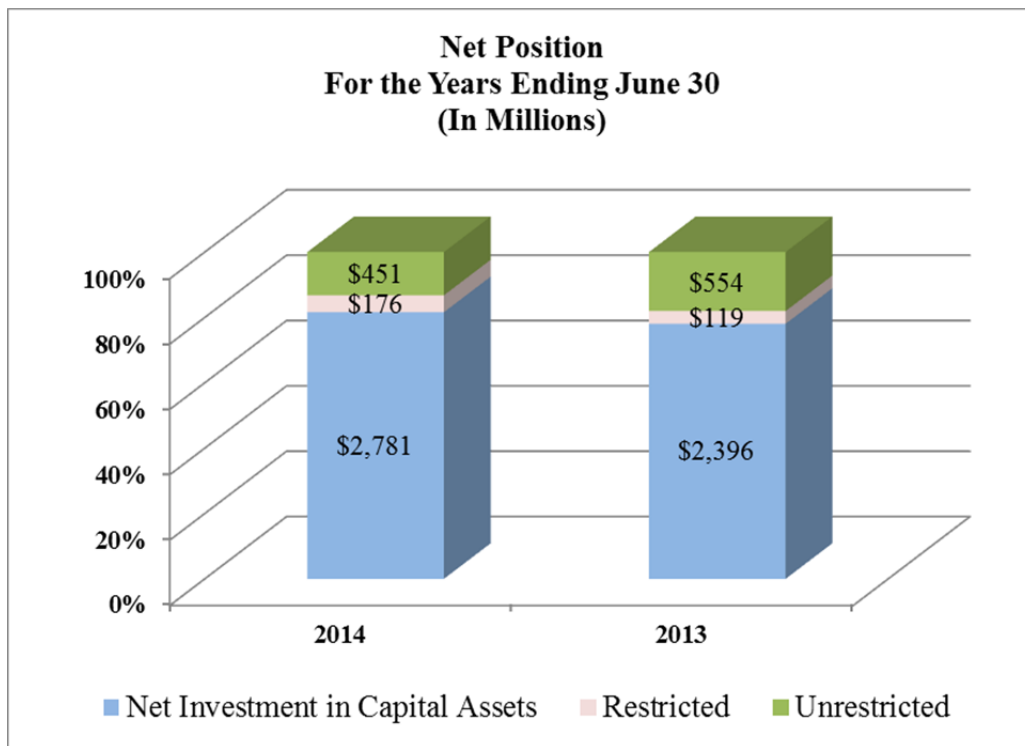
The MDTA's revenue bonds have underlying ratings of AA- by Standard & Poor's Ratings Services and Fitch Ratings and Aa3 rating by Moody's Investors Service. Pursuant to statute, the MDTA may issue revenue bonds secured by toll revenues in any amount provided the aggregate outstanding balance does not exceed \$3.0 billion as of fiscal year end. The MDTA is subject to the provisions and restrictions of the Trust Agreement with the Trustee, The Bank of New York Mellon, dated as of September 1, 2007, as amended and supplemented. The MDTA's rate covenant coverage for 2014 as defined by the Trust Agreement was 2.85 versus a 1.00 requirement.

Deferred Inflow of Resources

The MDTA reported \$32.6 million as a deferred inflow of resources in 2014 on the Statement of Net Position; this amount represents the amortized amount of a one-time payment of \$3.0 million from Areas USA (amortized over the life of the contract) and \$29.7 million for the acquisition of the Maryland House travel plaza, that is applicable to a future reporting period. See Note 4 for additional information concerning SCAs.

Total Net Position

Net position increased by \$339.8 million, or 11.1%, in 2014 as compared to 2013. In 2014, increases in net investment in capital assets and restricted assets of \$384.2 and \$58.5 million, respectively were offset by a decrease in unrestricted assets of \$102.9 million. The increase in net investments in capital assets resulted from the MDTA's use of cash reserves in the restoration of existing facilities in excess of capital assets acquired through the use of bond proceeds and the change in depreciation between 2014 and 2013. As the remaining bond proceeds decreased in 2014, MDTA's unrestricted assets decreased as new projects were funded.



Note: FY 2013 has been restated to conform to GASB No. 65.
See Note 1, New Accounting Pronouncements

Results of Operations

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

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

For the Fiscal Years Ending June 30

	2014	2013	% Change
Operating revenues:			
Toll revenue	\$ 615,579	\$ 454,849	35.3%
Concession revenue	3,314	4,088	-18.9%
Intergovernmental revenue	148,603	127,660	16.4%
Toll administrative revenue	34,534	26,333	31.1%
Other revenue	2,612	4,404	-40.7%
Total Operating revenues	<u>804,642</u>	<u>617,334</u>	<u>30.3%</u>
Operating expenses	<u>369,280</u>	<u>346,485</u>	<u>6.6%</u>
Income from operations	435,362	270,849	60.7%
Non-operating revenues (expenses)	<u>(95,550)</u>	<u>(118,494)</u>	<u>19.4%</u>
Increase in net position	<u>\$ 339,812</u>	<u>\$ 152,355 *</u>	<u>123.0%</u>

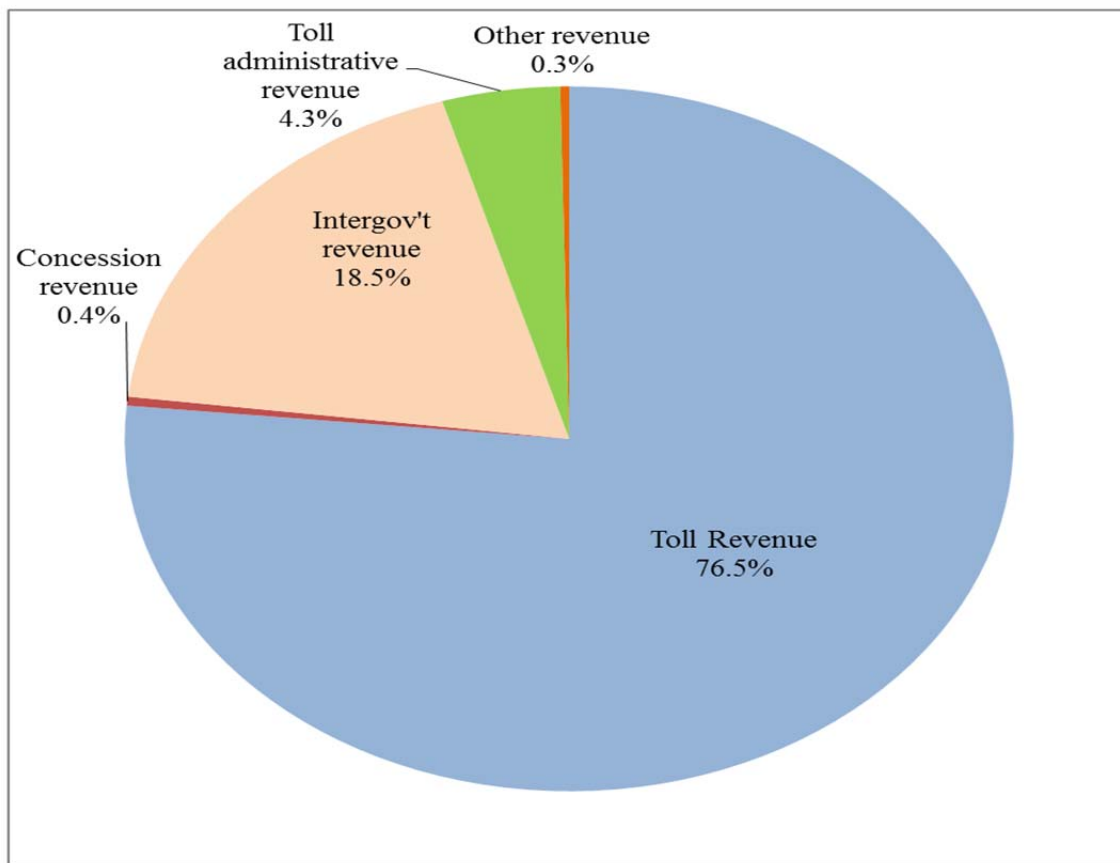
*FY 2013 has been restated to conform to GASB No. 65.

See Note 1, New Accounting Pronouncements

Operating Revenues

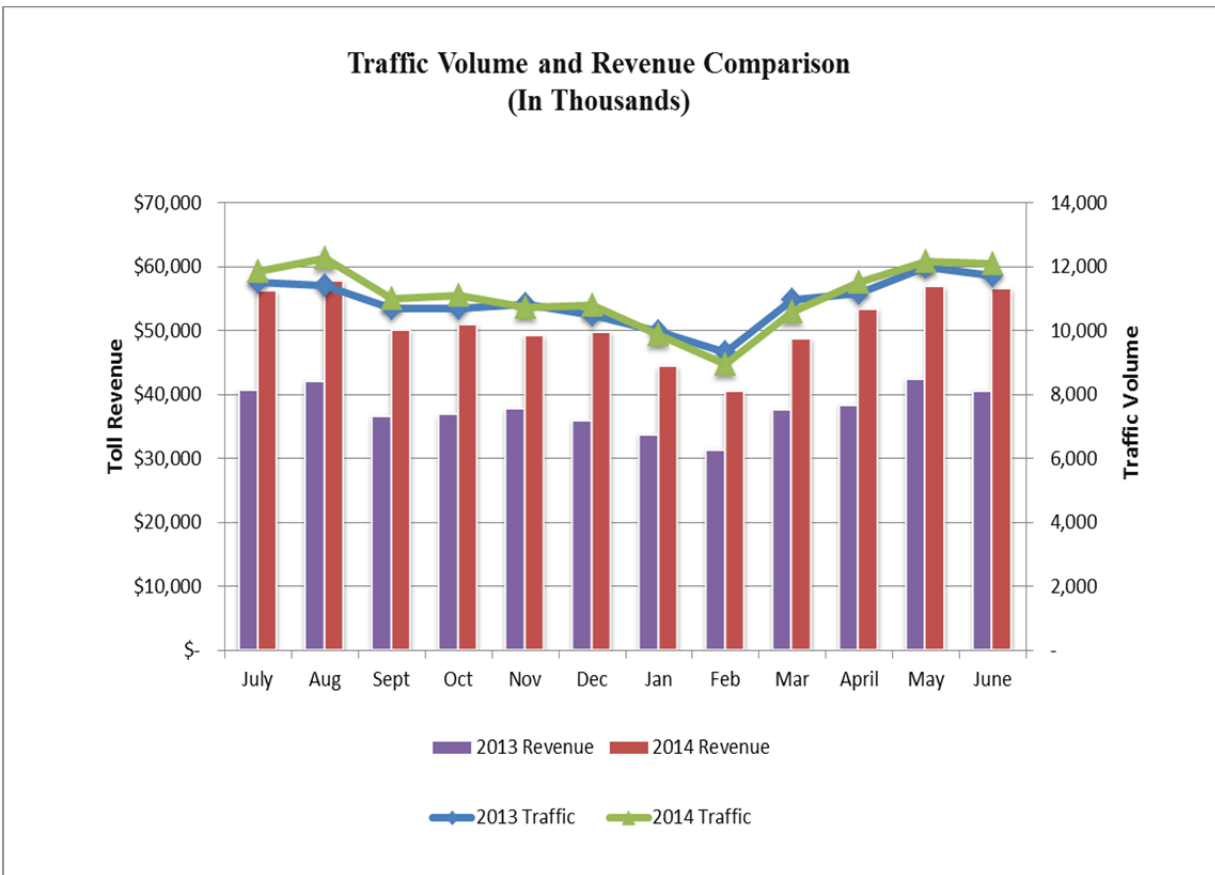
Operating revenues increased by \$187.3 million, or 30.3%, in 2014 as compared to 2013. The increase from 2013 is attributed to toll revenue, toll administrative revenue, and intergovernmental revenue increases of \$160.7 million, \$8.2 million and \$20.9 million, respectively. This is offset by a decrease in concession revenue and other revenue of \$0.8 million and \$1.8 million, respectively. Toll revenue increased due to a toll increase on July 1, 2013 and the increase in traffic on the ICC throughout the year. Intergovernmental revenue increased primarily as a result of \$21.5 million General Obligation bonds issued by the State of Maryland for the ICC. Concession revenue decreased primarily due to the temporary closure of the Maryland House and Chesapeake House travel plazas during reconstruction. Other revenue decreased primarily as a result of reduced land sales.

**Sources of Operating Revenue
For the Year Ending June 30, 2014**



Traffic Volume and Revenue Comparison

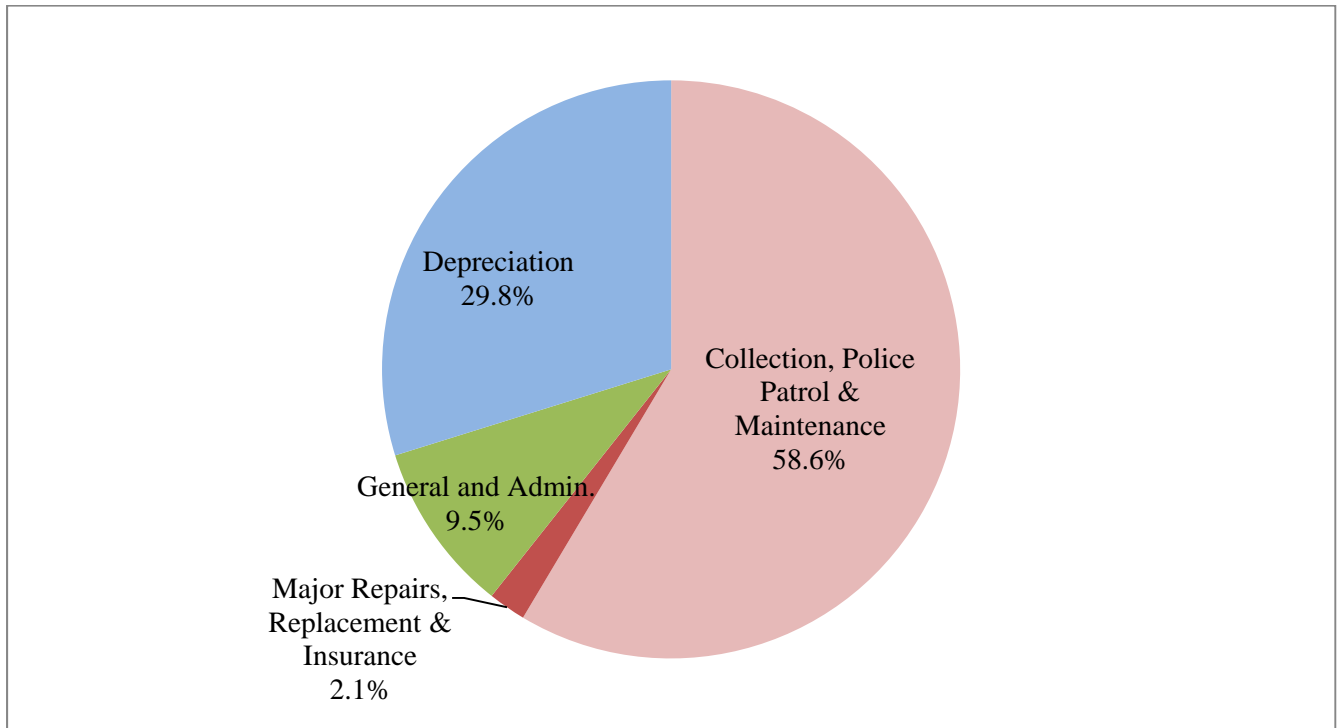
A direct correlation exists between traffic volume and toll revenue as shown in the following graph. Despite a modest increase of 1.7% in traffic volume in 2014 as compared to 2013, toll revenue increased by 35.3%. Toll revenue increased due to a toll rate increase on July 1, 2013, and the ramp-up of traffic on the ICC. In 2014, traffic volume on the ICC increased 19% as compared to 2013, while traffic volume at existing facilities decreased by 1% due to the new toll structure.



Operating Expenses

Operating expenses increased by \$22.8 million, or 6.6%, which is the net result of an increase of \$15.3 million in collection, patrol and maintenance expenses, an increase of \$6.3 million in depreciation, an increase of \$5.1 million in general and administrative expenses, and a decrease of \$3.9 million in major repairs and replacements. The \$15.3 million increase in collection, patrol and maintenance is the result of increases of \$5.5 million for toll administrative costs, \$3.9 million in snow removal costs, \$2.6 million in equipment purchases, \$1.0 million in gas and electric costs, \$0.9 million in maintenance services costs and \$0.6 million in environmental mitigation costs. General and administrative expenses increased primarily due to a \$2.1 million increase in salaries and benefits, increase of \$1.9 million for information technology purchases and an increase of \$1.0 million for accrued annual leave. The increase in depreciation is largely associated with new infrastructure assets entering the depreciation cycle.

**Operating Expenses
For the Year Ending June 30, 2014**



Non-Operating Revenues and Expenses

Non-operating revenues and expenses decreased by \$22.9 million, or 19.4%, in 2014 as compared to 2013. During 2014, interest expense decreased by \$18.2 million and the loss on disposals of capital assets decreased by \$1.6 million. Investment revenue and restricted interest income on investments increased by \$3.1 million. Interest expense decreased primarily due to the \$14.7 million restatement of 2013 debt issuance costs in accordance with GASB No. 65. Loss on disposals decreased due to the replacement of infrastructure that was more fully depreciated. Investment revenue and restricted interest income on investments increased as a result of higher average investment balances and more favorable interest rates during 2014.

Economic Outlook

The MDTA's traffic through its toll facilities has historically demonstrated less elasticity to economic conditions relative to other tolling systems nationally. The MDTA benefits from its essential highway, bridge, and tunnel system serving the northeast corridor, as well as favorable proximity to government employment and a strong regional economy. As expected, traffic declined in fiscal 2014, partly as a function of the most recent toll increase implemented on July 1, 2013. Rate increases may influence traffic levels in the short-term, but historical data suggests that any diversions will be temporary and traffic growth may resume as a function of external economic factors such as population, employment, fuel prices, and GDP growth. The Federal Open Market Committee is forecasting continued GDP growth and declines in national unemployment for calendar 2014 and 2015. Maryland employment that increased 1.1% over the twelve-month period ended June 2014 may help support traffic levels. Traffic is projected to rebound in fiscal 2015 and resume a long-term growth trend of approximately 1% annually.

REQUESTS FOR INFORMATION

For additional information concerning the MDTA, please see the MDTA's website, www.mdt.state.md.us. Financial information can be found in the About the MDTA section of the website. The MDTA's executive offices are located at 2310 Broening Highway, Baltimore, Maryland, 21224, and the main telephone number is 410-537-1000.

FINANCIAL STATEMENTS

Maryland Transportation Authority
Statement of Net Position
June 30, 2014
(In Thousands)

Assets

Current Assets

Cash and cash equivalents	\$ 90,426
Restricted cash and cash equivalents	158,510
Investments	486,630
Intergovernmental receivable	3,684
Inventory	5,206
Accounts receivable	21,936
Accrued interest	1,514
Notes receivable	1,674
Contractor deposits	1,110
Direct financing lease receivable	23,625

Total Current Assets	<u>794,315</u>
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Noncurrent Assets

Restricted cash and cash equivalents	89,072
Restricted investments	202,979

Total Restricted Assets	<u>292,051</u>
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Capital assets, not being depreciated	1,833,217
Capital assets being depreciated, net of accumulated depreciation	3,695,196

Total Capital Assets	<u>5,528,413</u>
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Notes receivable, net of current portion	6,686
Direct financing lease receivable, net of current portion	362,272
Other assets	9,390

Total Noncurrent Assets	<u>6,198,812</u>
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Total Assets	<u>6,993,127</u>
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Deferred Outflow of Resources

Deferred amount on refunding	\$ 10,089
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The accompanying notes are an integral part of the financial statements.

Maryland Transportation Authority
Statement of Net Position
June 30, 2014
(In Thousands)

Liabilities and Net Position

Current Liabilities

Accounts payable & accrued liabilities	\$ 119,903
Intergovernmental payable	71,339
Unearned revenue	23,488
Accrued interest	68,013
Contractor deposits and retainage	11,619
Accrued annual leave	432
Accrued workers' compensation costs	1,944
Bonds payable	<u>118,175</u>
Total Current Liabilities	<u>414,913</u>

Noncurrent Liabilities

Contractor retainage, net of current portion	2,419
Accrued annual leave, net of current portion	9,878
Accrued workers' compensation costs, net of current portion	10,596
Bonds payable, net of current portion	<u>3,124,356</u>
Total Noncurrent Liabilities	<u>3,147,249</u>
Total Liabilities	<u>3,562,162</u>

Deferred Inflow of Resources

Deferred Service Concession Arrangement Receipts	<u>32,635</u>
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Net Position

Net Investment in capital assets	2,780,650
Restricted for:	
Debt service	168,611
Capital expenses	<u>7,922</u>
Total Restricted	<u>176,533</u>
Unrestricted	<u>451,236</u>
Total Net Position	<u><u>\$ 3,408,419</u></u>

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

Maryland Transportation Authority
Statement of Revenues, Expenses, and Changes in Net Position
June 30, 2014
(In Thousands)

Operating Revenues

Toll	\$ 615,579
Intergovernmental	148,603
Toll administrative revenue	34,534
Concession	3,314
Other	<u>2,612</u>
 Total operating revenue	 <u>804,642</u>

Operating Expenses

Collection, police patrol, and maintenance	216,244
Major repairs, replacements, and insurance	7,760
General and administrative	35,191
Depreciation	<u>110,085</u>
 Total operating expenses	 <u>369,280</u>
 Income from operations	 <u>435,362</u>

Non-operating Revenues (Expenses)

Investment revenue	3,340
Restricted interest income on investments	1,436
Loss on disposal of infrastructure	(8,658)
Interest expense	<u>(91,668)</u>
 Total non-operating expenses	 <u>(95,550)</u>
 Change in net position	 339,812

Net Position - Beginning of Year, restated 3,068,607

Net Position - End of Year \$ 3,408,419

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

Maryland Transportation Authority
Statement of Cash Flows
June 30, 2014
(In Thousands)

Cash Flows from Operating Activities

Receipts from toll collections and E-ZPass	\$ 646,347
Receipts from concessions and other revenue	35,592
Receipts from other governmental agencies for services	152,227
Payments to employees	(132,802)
Payments to suppliers	(106,192)
Net cash provided by operating activities	<u>595,172</u>

Cash Flows from Noncapital Financing Activities

Noncapital debt principal payments	(33,960)
Noncapital debt interest payments	(21,901)
Payments for direct financing leases	(48,177)
Payments received on direct financing leases	51,813
Net cash used by non capital financing activities	<u>(52,225)</u>

Cash Flows from Capital Financing Activities

Capital debt principal payments	(90,330)
Capital debt interest payments	(99,316)
Acquisition and construction of capital assets	(421,812)
Insurance proceeds	896
Proceeds from sales of fixed assets	445
Net cash used in capital financing activities	<u>(610,117)</u>

Cash Flows from Investing Activities

Proceeds from sales of investments	721,362
Proceeds from interest income on investments	5,402
Purchase of investments	(610,166)
Net cash provided by investing activities	<u>116,598</u>

Net Increase in Cash and Cash Equivalents 49,428

Cash and Cash Equivalents - Beginning of Year 288,580

Cash and Cash Equivalents - End of Year \$ 338,008

Supplemental disclosure of significant noncash capital financing activities-
acquisition of the Maryland House through service concession arrangement \$ 29,721

Supplemental disclosure of significant noncash capital financing activities-
accreted interest on Series 92 capital appreciation bonds \$ 353

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

Maryland Transportation Authority
Statement of Cash Flows
June 30, 2014
(In Thousands)

Reconciliation of Operating Income to Net Cash

Provided by Operating Activities

Income from operations	\$	435,362
Depreciation		110,085

Effect of changes in operating assets and liabilities:

Accounts receivable and intergovernmental receivables	(3,855)
Inventory	(18)
Notes receivable	1,151
Contractor Deposits	203
Accounts payable and accrued liabilities	15,773
Intergovernmental payables	1,062
Unearned revenue	1,531
Accrued annual leave	1,204
Accrued workers' compensation costs	746
Contractor deposits payable	2,293
Deferred service concession receipts	29,635

<i>Net Cash Provided by Operating Activities</i>	\$	595,172
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The accompanying notes are an integral part of the financial statements.

NOTES TO THE FINANCIAL STATEMENTS

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Legislative Enactment

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

The legal mandate of the law establishes the MDTA was created to manage the State's toll facilities, as well as to finance certain new revenue-producing transportation projects. The MDTA is responsible for supervising, financing, constructing, operating, maintaining and repairing the State's toll facilities in accordance with an Amending and Restated Trust Agreement dated as of September 1, 2007 (the Trust Agreement) and the Supplemental Trust Agreements dated as of March 1, 2008; April 29, 2008; December 1, 2008; December 1, 2009; July 1, 2010; and February 1, 2012, relating to the Maryland Transportation Authority Transportation Facilities Projects Revenue Bonds, Series 1992, 2004, 2007, 2008, 2008A, 2009A, 2009B, 2010A, 2010B and the Transportation Facilities Projects Revenue Refunding Bonds Series 2012, respectively.

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

- Potomac River Bridge - Harry W. Nice Memorial Bridge
- Chesapeake Bay Bridge - William Preston Lane, Jr. Memorial Bridge
- Patapsco Tunnel - Baltimore Harbor Tunnel
- Baltimore Outer Harbor Crossing - Francis Scott Key Bridge
- Northeastern Expressway - John F. Kennedy Memorial Highway
- Fort McHenry Tunnel
- Intercounty Connector (ICC)

In addition to the above facilities, the MDTA 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 MDTA'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
- Masonville Phase I Auto Terminal
- Intermodal Container Transfer Facility

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

By Maryland statute, the MDTA 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 MDTA, and are subject to separate trust agreements for each particular project. To date, the MDTA has also issued revenue bonds for various transportation facilities projects at the Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) in Anne Arundel County, MD; for vehicle-parking facilities projects at certain Metrorail stations operated by the Washington Metropolitan Area Transit Authority (WMATA) in Prince George's County, MD; for a State parking facility in Annapolis, MD; and for the Intercounty Connector between I-270/I-370 and I-95/US 1 in Montgomery and Prince George's Counties. Therefore, under separate trust agreements, the MDTA has issued Airport Parking Revenue Bonds, Series 2012A and 2012B to refund the previously outstanding Series 2002A and Series 2002B Airport Parking Revenue Bonds; BWI Consolidated Rental Car Facility Revenue Bonds, Series 2002; BWI Variable Rate Passenger Facility Charge Revenue Bonds, Series 2003A, 2003B and 2012C; BWI Passenger Facility Charge Revenue Bonds, Series 2012A and 2012B; Lease Revenue Bonds, Metrorail Parking Projects, Series 2004; Lease Revenue Bonds, Calvert Street Parking Garage Project, Series 2005; and Grant and Revenue Anticipation Bonds (GARVEE) Series 2007 and Series 2008.

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

Basis of Accounting Presentation

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

Use of Estimates in Preparing Financial Statements

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

Operating and Non-Operating Revenues and Expenses

Operating revenues for the MDTA are derived from toll revenues and related toll administrative fees, travel plaza concessions, and intergovernmental revenues. Revenue is recognized on an accrual basis as earned. Operating revenues consist of tolls collected, concessions from

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

facilities along the highways, and all other services rendered. Prepaid electronic tolls are recorded as unearned revenue until utilized or expired. Operating expenses include collection fees, maintenance and repairs of facilities, administrative, and depreciation expenses. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Cash and Cash Equivalents

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

Receivables

Receivables include intergovernmental, direct financing lease, and accounts receivable. Intergovernmental receivables represent amounts due for police services and rental income. Direct financing lease receivable represents amounts due from obligors on conduit debt issued by the MDTA. Accounts receivable represents the amounts due primarily from E-ZPass Interagency and concessionaires. The MDTA uses the allowance method to provide for doubtful accounts based on management's evaluation of the collectability of receivables and past collection history. The MDTA determines receivables to be delinquent when they become greater than 90 days past due. Receivables are written off when it is determined that amounts are uncollectible. As of June 30, 2014, management believes all receivables are collectible, and, as such, no allowance for doubtful accounts has been recorded.

Investments

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

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

Inventory

Inventory consists primarily of spare parts, salt and supplies carried at cost using a weighted average cost method. The cost of inventory is expensed upon use (consumption method). The MDTA analyzes inventory for impairment on a periodic basis. For the year ending June 30, 2014, the MDTA determined no inventory was impaired, and, as such, no allowance was recorded.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Capital Assets

Capital assets, not being depreciated, consist of land and construction in progress, which are recorded at historical cost. Land is determined to have an inexhaustible life. Construction in progress is transferred to a depreciating asset category upon completion of the project at which time depreciation will commence. Capital assets, net of depreciation, consist of buildings, building improvements, infrastructure, and machinery, equipment and vehicles, which are recorded at historical cost less accumulated depreciation. The MDTA defines capital assets as assets with an initial individual cost of \$100 or more, and an estimated useful life in excess of 7 years.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets of business-type activities is included as part of the capitalized value of the assets constructed. The total interest expense incurred by the MDTA during the current fiscal year was \$123,847, of which \$32,179 was included as part of the cost of capitalized assets under construction and \$91,668 was expensed.

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

Capital Asset Type	Useful Life
Land Improvements	20 Years
Buildings & Building Improvements	25-75 Years
Infrastructure	40-75 Years
Machinery, Equipment & Vehicles	10-20 Years

Restricted Assets

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

Compensated Absences

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

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Arbitrage Payable

Arbitrage rebate requirements under Internal Revenue Code Section 148 apply to tax-exempt bond issuances issued after August 31, 1986. The law requires the computation and payment of arbitrage profits on unspent proceeds of a bond issue if the current investment of these funds yields a higher rate of return than the original bond issue. For the year ending June 30, 2014, there is no arbitrage liability due to the Internal Revenue Service.

Deferred Outflows/Inflows of Resources

In addition to assets, the Statement of Net Position reports a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expenses) until then. The MDTA has one item that qualifies for reporting in this category, the deferred amount on refunding debt, which is reported in the Statement of Net Position.

In addition to liabilities, the Statement of Net Position reports a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time. The MDTA has one item that qualifies for reporting in this category, the deferred service concession arrangement receipts, which is reported in the Statement of Net Position.

Debt Issuance Costs, Bond Discounts/Premiums

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

Net Position

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

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

New Accounting Pronouncements

The MDTA has implemented the following GASB issued statements:

GASB issued Statement No. 65, *“Items Previously Reported as Assets and Liabilities”*. GASB No. 65 clarifies the appropriate reporting of deferred outflows of resources and deferred inflows of resources to ensure consistency in financial reporting. GASB Concepts Statement (CON) No. 4, *“Elements of Financial Statements”*, specifies that recognition of deferred outflows and deferred inflows should be limited to those instances specifically identified in GASB pronouncements. Consequently, guidance was needed to determine which balances being reported as assets and liabilities should actually be reported as deferred outflows of resources or deferred inflows of resources, according to the definition of CON 4. Based on those definitions, GASB Statement No. 65 reclassifies certain items currently being reported as assets and liabilities as outflows of resources and inflows of resources. The implementation of GASB Statement No. 65 eliminates the provision for amortizing debt issuance costs. Debt issuance costs are considered an expense at the time the debt is issued. As a result of GASB Statement No. 65, the beginning of the year’s net position has been restated as follows:

RESTATEMENT OF NET POSITION	
Published Balance 6/30/2013	\$ 3,083,318
Less Bond Issuance Cost (6/30/13)	<u>(14,711)</u>
Restated Balance 6/30/13	<u>\$ 3,068,607</u>

GASB issued Statement No. 66, *“Technical Corrections, 2012, an amendment of GASB Statements No. 10 and No. 62”*, The objective of this Statement is to improve accounting and financial reporting for a governmental financial reporting entity by resolving conflicting guidance that resulted from the issuance of two pronouncements, GASB Statement No. 54, *“Fund Balance Reporting and Fund Type Definitions”* and Statement No. 62, *“Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA pronouncements”*. The requirements of this Statement resolve conflicting accounting reporting guidance that could diminish the consistency of financial reporting and thereby enhance the usefulness of the financial report.

GASB issued Statement No. 67, *“Financial Reporting for Pension Plans—an amendment of GASB Statement No. 25”*. The objective of this Statement is to improve financial reporting by state and local governmental pension plans. This Statement replaces the requirements of GASB Statement No. 25, *“Financial Reporting for Defined Benefit Pension Plans and Note Disclosure for Defined Contribution Plans”* and Statement No. 50, *“Pension Disclosures”*, as they relate to pension plans that are administered through trusts or equivalent arrangements that meet certain criteria. Implementation of GASB No. 67 will result in required enhancements to financial statement disclosure, for single-employer and cost sharing multiple employer plans.

Maryland Transportation Authority
Notes to the Financial Statements
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(In Thousands)

GASB issued Statement No. 70, “Accounting and Financial Reporting For Nonexchange Financial Guarantees”. This Statement provides accounting and financial reporting guidance to state and local governments that either offer or receive non exchange financial guarantees.

This Statement requires a government that extends a financial guarantee to recognize a liability when qualitative factors and historical data, if any, indicate that it is more likely than not that the government will be required to make payment on the guarantee.

Upcoming Accounting Pronouncements

In June 2012, GASB issued Statement No. 68, “*Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27*”, this Statement will be effective for the MDTA for the fiscal year ending June 30, 2015. This Statement replaces the requirement of GASB Statement No. 27, “*Accounting for Pensions by State and Local Governments Employers*”, and GASB Statement No. 50, “*Pension Disclosure*”. GASB Statement No. 68 requires governments providing defined benefit pensions to recognize their long term obligations for pension benefits as a liability for the first time, and to more comprehensively and comparably measure the annual costs of pension benefits. The Statement also enhances accountability and transparency through revised and new note disclosure and required supplementary information. This Statement will become effective for the MDTA for the fiscal year ending June 30, 2015.

In January 2013, GASB issued Statement No. 69, “*Government Combinations and Disposals of Government Operations*”. This Statement establishes accounting and financial reporting standards related to government combinations and disposals of government operations. This Statement will become effective for the MDTA for the fiscal year ending June 30, 2015.

In November 2013, GASB issued Statement No. 71, “*Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment to GASB No. 68*”. The objective of this statement is to address an issue regarding application of the transition provisions of GASB Statement No. 68, “*Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27*”. The issue relates to amounts associated with contributions, if any made by a state or local government employer or nonemployer contributing entity to a defined benefit pension plan after the measurement date of the government’s beginning net pension liability. This Statement will become effective for the MDTA for the fiscal year ending June 30, 2015.

The MDTA has not completed the process of evaluating the impact that will result from adopting GASB Statements No. 68, No. 69 and No. 71 and, therefore is unable to disclose the impact that adopting these statements will have on the MDTA’s financial position.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Subsequent Events

Management evaluated subsequent events through October 1, 2014, the date the accompanying financial statements were available to be issued. Events or transactions occurring after June 30, 2014, but prior to October 1, 2014, that provide additional evidence about conditions that existed, have been recognized in the accompanying financial statements for the year ending June 30, 2014. Events or transactions that provided evidence or conditions that did not exist at June 30, 2014, but arose before the accompanying financial statements were available to be issued have not been recognized in the accompanying financial statements for the year ending June 30, 2014.

Optional Redemption

On July 1, 2014, the MDTA elected to optionally redeem with cash \$54,495 of the remaining outstanding Transportation Facilities Projects Revenue Bonds, Series 2004.

Chesapeake House Travel Plaza

On August 5, 2014, the Chesapeake House travel plaza, a new \$26,169 facility opened for business. The new 30,000 square-foot Chesapeake House travel plaza offers classic brands, convenient access and essential services, all within an environmentally sensitive design.

Optional Redemption of Lease Revenue Bonds, Series 2004

On September 24, 2014, the MDTA sold Lease Revenue Refunding Bonds (Metrorail Parking Projects), Series 2014 Bonds to fully redeem \$29,040 of the outstanding Lease Revenue Bonds (Metrorail Parking Projects), Series 2004 (the Series 2004 Bonds) in order to achieve debt service savings. A closing is scheduled for October 8, 2014, at which time the Series 2004 Bonds will be currently refunded and fully redeemed.

NOTE 2 – DEPOSITS AND INVESTMENTS

Cash and Cash Equivalents

For the year ending June 30, 2014, carrying amounts and bank balances of cash on deposit with financial institutions were \$49,687 and \$54,631, respectively. Cash on hand totaled \$494.

Custodial credit risk – deposits. Custodial credit risk is the risk that, in the event of a bank failure, the MDTA's deposits may not be returned. Deposits are exposed to custodial credit risk if they are not covered by depository insurance and the deposits are 1) uncollateralized, 2) collateralized with securities held by the pledging financial institution, or 3) collateralized with securities held by the pledging financial institution's trust department or agent but not in the government's name. The MDTA's Trust Agreement requires the financial institutions to provide collateral that has a market value that exceeds the amount by which a deposit exceeds the deposit insurance.

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

For the year ending June 30, 2014, the carrying amount of cash invested in money market mutual funds was \$287,827.

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

Credit risk. Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The MDTA's Trust Agreement allows the MDTA to invest in money market mutual funds rated AAAM or Aaa-mf. As of June 30, 2014, the money market mutual funds held by the MDTA were rated AAAM.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Investments

For the year ending June 30, 2014, the MDTA's investments and quality ratings consisted of the following:

Investment Type	Fair Value	Investment Maturities (in Years)				Credit Ratings	
		Less Than 1	1-5	6-10	More Than 10	Ratings	NRSRO
U.S. Treasury	\$ 4,520	-	\$ 4,520	-	-	AA+	S&P
U.S. Agencies	563,748	-	563,748	-	-	AA+	S&P
SBA Pool Securities	3,163	-	3,163	-	-	Not Rated ¹	
Commercial Paper	59,520	59,520	-	-	-	Tier-1	Multiple ²
Municipal Bonds	58,659	-	40,201	18,458	-	AAA	Multiple ³
	<u>\$ 689,609</u>	<u>\$ 59,520</u>	<u>\$ 611,631</u>	<u>\$ 18,458</u>	<u>-</u>		

(1) Small Business Administration Pool Securities are not rated, but are federally guaranteed.
(2) All commercial paper holdings have Tier-1 credit ratings from at least two NRSROs.
(3) All municipal bond holdings have triple-A credit ratings from at least two NRSROs.

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

Credit risk. Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The MDTA's policy allows for investment in obligations of the U.S. Treasury 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 no lower than P-1 by Moody's Investor Services and A-1 by Standard & Poor's; and municipal securities in the highest rating category by at least two Nationally Recognized Statistical Rating Organizations (NRSRO).

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Concentration of Credit Risk. Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The MDTA does not place a limit on the amount by issuer of U.S. Government Agency investments. The MDTA's Investment Policy limits both commercial paper and municipal bond credit exposure to 20.0% of investments per sector, with single issuer exposures limited to 5%. Small Business Administration (SBA) Pool securities are limited to 5.0% of investments and 0.5% per issue. The issuing commercial paper corporation must have short- and long-term credit ratings from any two NRSROs of not less than first-tier and single-A, respectively, while municipal issuers must have triple-A ratings.

More than 5.0% of the MDTA's investments are in securities issued by the Federal National Mortgage Association, Federal Farm Credit Bank, Federal Home Loan Mortgage Corporation, and the Federal Home Loan Bank representing 15.5%, 14.9%, 13.7%, and 10.3% of total investments, respectively.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

NOTE 3 – RESTRICTED CASH AND CASH EQUIVALENTS AND RESTRICTED INVESTMENTS

Restricted assets are used to construct projects or to retire debt incurred to finance the assets. Restricted assets are based upon the permitted uses dictated by various bond indentures. For example, funds in debt service and debt service reserve accounts may only be used to pay debt service. Similarly, funds in conduit related accounts may not be used to pay MDTA related operating or capital expenses.

The MDTA's restricted cash and cash equivalents and restricted investments for the year ending June 30, 2014, are as follows:

Restricted Cash and Cash Equivalents and Restricted Investments

	Current	Non-Current	Total
Capital projects	\$ -	\$ 7,922	\$ 7,922
Debt service and debt service reserves	143,720	1,334	145,054
Conduit projects:			
BWI projects	13,655	77,617	91,272
WMATA Metrorail projects	10	2,196	2,206
Calvert Street parking garage project	1,125	3	1,128
Total Restricted Cash and Cash Equivalents	<u>158,510</u>	<u>89,072</u>	<u>247,582</u>
Restricted Investments			
Debt service and bond reserves	<u>-</u>	<u>82,636</u>	<u>82,636</u>
Conduit projects:			
BWI projects	-	117,436	117,436
WMATA Metrorail projects	-	2,907	2,907
Total Restricted Investments	<u>-</u>	<u>202,979</u>	<u>202,979</u>
Total Restricted Cash and Cash Equivalents and Investments	<u>\$ 158,510</u>	<u>\$ 292,051</u>	<u>\$ 450,561</u>

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

NOTE 4 – CAPITAL ASSETS

A summary of the changes in the MDTA's capital assets for the year ending June 30, 2014, is as follows:

	Balance June 30, 2013	Additions and Transfers	Deductions and Transfers	Balance June 30, 2014
<i>Capital assets not being depreciated:</i>				
Land	\$ 387,239	\$ 4,495	\$ -	\$ 391,734
Construction in progress	1,217,254	386,281	(162,052)	1,441,483
Total non-depreciated	<u>1,604,493</u>	<u>390,776</u>	<u>(162,052)</u>	<u>1,833,217</u>
<i>Capital assets being depreciated:</i>				
Infrastructure	4,842,850	141,543	(22,906)	4,961,487
Buildings	62,214	50,230	(3,285)	109,159
Equipment	46,702	739	(1,206)	46,235
	<u>4,951,766</u>	<u>192,512</u>	<u>(27,397)</u>	<u>5,116,881</u>
<i>Less accumulated depreciation for:</i>				
Infrastructure	1,284,625	104,730	(13,558)	1,375,797
Buildings	23,801	1,307	(2,633)	22,475
Equipment	20,571	4,048	(1,206)	23,413
	<u>1,328,997</u>	<u>110,085</u>	<u>(17,397)</u>	<u>1,421,685</u>
Total depreciated	<u>3,622,769</u>	<u>82,427</u>	<u>(10,000)</u>	<u>3,695,196</u>
Capital Assets, Net	<u><u>\$ 5,227,262</u></u>	<u><u>\$ 473,203</u></u>	<u><u>\$ (172,052)</u></u>	<u><u>\$ 5,528,413</u></u>

Pollution Remediation Obligations

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

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

The pollution remediation obligation is an estimate and subject to change resulting from price increases or reductions, technology advances or from changes in applicable laws or regulations. The liability is recognized as it becomes estimable. In some cases, this may be at inception. In other cases, components of a liability are recognized as they become reasonably estimable.

The measurement of the liability is based on the current value of outlays to be incurred using the expected cash flow technique. This technique measures the sum of probability-weighted amounts in a range of possible potential outcomes.

The MDTA’s pollution remediation liability for the year ending June 30, 2014, is estimated to be \$590 and is located in accounts payable & accrued liabilities on the Statement of Net Position.

Service Concession Arrangements

The MDTA and Areas USA entered into a Service Concession Arrangement (SCA) in 2012 to redevelop and operate the two travel plazas along the John F. Kennedy Memorial Highway (I-95). The structure of the agreement between the MDTA and Areas USA is a long term lease and concession. The MDTA retains ownership of the property and assets. All property and improvements, with the exception of the fueling systems, are returned to the MDTA at the end of the 35-year capital lease. The MDTA will derive several financial benefits from this agreement including: reduced future operating and capital expenses; debt capacity will be reserved for core business activities; and revenue is guaranteed over the life of the agreement. Areas USA invested \$55,890 which required no public subsidy or debt, to redesign and rebuild both the 48-year old Maryland House and the 36-year old Chesapeake House travel plazas. Areas USA will operate and maintain the travel plazas through the year 2047. The Maryland House travel plaza opened January 16, 2014.

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NOTE 5 – LONG-TERM LIABILITIES

Changes in long-term liabilities for the year ending June 30, 2014, are summarized as follows:

	<u>Balance</u> <u>June 30, 2013</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance</u> <u>June 30, 2014</u>	<u>Amount Due</u> <u>Within One</u> <u>Year</u>
Revenue Bonds	\$ 2,295,512	\$ 353	\$ (27,070)	\$ 2,268,795	\$ 28,215
GARVEE Bonds	479,035	-	(63,260)	415,775	66,335
BWI PFC Bonds	195,780	-	(18,495)	177,285	7,440
BWI Rental Car Facility Bonds	99,040	-	(2,545)	96,495	2,710
BWI Parking Garage Bonds	182,025	-	(10,845)	171,180	11,320
WMATA Metro- Rail Parking Bonds	31,860	-	(1,380)	30,480	1,440
Calvert Street Parking Garage Bonds	19,995	-	(695)	19,300	715
Total bonds payable	<u>3,303,247</u>	<u>353</u>	<u>(124,290)</u>	<u>3,179,310</u>	<u>118,175</u>
Unamortized premium	<u>73,751</u>	<u>-</u>	<u>(10,530)</u>	<u>63,221</u>	<u>-</u>
Total bonds payable, net	3,376,998 *	353	(134,820)	3,242,531	118,175
Contractors deposits	11,745	17,430	(15,137)	14,038	11,619
Accrued annual leave	9,106	5,529	(4,325)	10,310	432
Accrued workers' compensation	<u>11,793</u>	<u>3,324</u>	<u>(2,577)</u>	<u>12,540</u>	<u>1,944</u>
Total	<u>\$ 3,409,642</u>	<u>\$ 26,636</u>	<u>\$ (156,859)</u>	<u>\$ 3,279,419</u>	<u>\$ 132,170</u>

* FY 2013 has been restated (per GASB No.65) to reflect the reclass of deferred amount on refunding from Total Bond Debt, Net to Deferred Outflow of Resources on the Statement of Net Position.

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Revenue Bonds

The Series 1992, 2004, 2007, 2008, 2008A, 2009A, 2009B, 2010A, 2010B and the Series 2012 Revenue Refunding bonds issued in accordance with the provisions of the Trust Agreement, and the interest thereon, do not constitute a debt or a pledge of the faith and credit of the State of Maryland or the Maryland Department of Transportation (MDOT), but are payable solely from the revenue of the Transportation Facilities Projects of the MDTA. These bonds carry certain financial covenants with which the MDTA must comply.

Revenue Bonds outstanding for the year ending June 30, 2014, consisted of the following:

Series 1992 Revenue Bonds

Capital appreciation bonds maturing in annual installments of original principal \$767 to \$721 from July 1, 2014 to July 1, 2015, with approximate yields to maturity ranging at 6.35%	\$ 1,488
Accumulated accreted interest	4,330
<i>Total</i>	<u>5,818</u>

Series 2004 Revenue Bonds

Principal payments ranging from \$14,475 to \$15,235 from July 1, 2014 to July 1, 2015, and from \$7,105 to \$7,835 from July 1, 2030 to July 1, 2032 with coupons ranging from 5.00% to 5.25%, payable semiannually	52,110
Term bond maturing July 1, 2034 with a coupon of 5.00%	16,860
<i>Total</i>	<u>68,970</u>

Series 2007 Revenue Bonds

Principal payments ranging from \$1,125 to \$12,685 from July 1, 2014 to July 1, 2031, with coupons ranging from 4.00% to 5.00%, payable semiannually	148,960
Term bonds maturing July 1, 2037 and July 1, 2041 with coupons of 4.50%	148,945
<i>Total</i>	<u>297,905</u>

Series 2008 Revenue Bonds

Principal payments ranging from \$9,615 to \$31,070 from July 1, 2014 to July 1, 2038, with coupons ranging from 4.75% to 5.125%, payable semiannually	451,835
Term bond maturing July 1, 2041 with a coupon of 5.00%	103,340
<i>Total</i>	<u>555,175</u>

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Series 2008A TIFIA

The MDTA secured a \$516,000 revolving loan under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program for the Intercounty Connector Project. As of June 30, 2014, \$383,978 has been drawn. The loan has a fixed interest rate of 2.56%, with a final maturity set for July 1, 2047. \$ 383,978

Accreted interest is compounded semiannually 13,519

Total 397,497

Series 2009A Revenue Bonds

Principal payments ranging from \$10,355 to \$14,570 from July 1, 2016 to July 1, 2023, with coupons ranging from 3.00% to 5.00%, payable semiannually 98,870

Series 2009B Revenue Bonds

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

Series 2010A Revenue Bonds

Principal payments ranging from \$4,535 to \$5,520 from July 1, 2015 to July 1, 2020, with coupons ranging from 3.00% to 5.00%, payable semiannually 29,795

Series 2010B Revenue Bonds

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

Series 2012 Revenue Refunding Bonds

Principal payments ranging from \$3,615 to \$6,225 from July 1, 2016 to July 1, 2029, with coupons ranging from 3.00% to 5.00%, payable semiannually 67,610

Total outstanding \$ 2,268,795

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The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the series 1992, 2004, 2007, 2008, 2008A, 2009A, 2009B, 2010A, 2010B and 2012 revenue bonds for the year ending June 30, 2014:

Series 1992

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 3,000	\$ -	\$ 3,000
2016	2,818	182	3,000
Total	<u>\$ 5,818</u>	<u>\$ 182</u>	<u>\$ 6,000</u>

Series 2004

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 14,475	\$ 3,105	\$ 17,580
2016	15,235	2,344	17,579
2017	-	1,963	1,963
2018	-	1,963	1,963
2019	-	1,963	1,963
2020-2024	-	9,815	9,815
2025-2029	-	9,815	9,815
2030-2034	30,625	6,846	37,471
2035	8,635	216	8,851
Total	<u>\$ 68,970</u>	<u>\$ 38,030</u>	<u>\$ 107,000</u>

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Series 2007

Year Ending June 30,	Principal	Interest	Total
2015	\$ 1,125	\$ 13,704	\$ 14,829
2016	1,175	13,658	14,833
2017	6,325	13,508	19,833
2018	6,630	13,249	19,879
2019	6,940	12,943	19,883
2020-2024	39,990	59,059	99,049
2025-2029	50,420	48,531	98,951
2030-2034	63,565	35,064	98,629
2035-2039	80,165	18,707	98,872
2040-2042	41,570	2,155	43,725
Total	\$ 297,905	\$ 230,578	\$ 528,483

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Series 2008

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 9,615	\$ 27,442	\$ 37,057
2016	9,995	26,952	36,947
2017	10,395	26,442	36,837
2018	10,815	25,912	36,727
2019	11,355	25,358	36,713
2020-2024	65,870	117,457	183,327
2025-2029	84,325	98,788	183,113
2030-2034	108,860	75,061	183,921
2035-2039	140,605	44,129	184,734
2040-2042	103,340	7,927	111,267
Total	\$ 555,175	\$ 475,468	\$ 1,030,643

Series 2008 A

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ -	\$ 10,176	\$ 10,176
2016	-	10,162	10,162
2017	-	10,190	10,190
2018	8,556	10,066	18,622
2019	8,775	9,844	18,619
2020-2024	47,361	45,675	93,036
2025-2029	53,741	39,235	92,976
2030-2034	60,981	31,890	92,871
2035-2039	69,197	23,568	92,765
2040-2044	78,520	14,123	92,643
2045-2048	70,366	3,655	74,021
Total	\$ 397,497	\$ 208,584	\$ 606,081

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Series 2009 A

Year Ending June 30,	Principal	Interest	Total
2015	\$ -	\$ 4,684	\$ 4,684
2016	-	4,684	4,684
2017	10,355	4,486	14,841
2018	10,870	4,029	14,899
2019	11,415	3,509	14,924
2020-2024	66,230	8,570	74,800
Total	\$ 98,870	\$ 29,962	\$ 128,832

Series 2009 B

Year Ending June 30,	Principal	Interest	Total
2015	\$ -	\$ 26,425	\$ 26,425
2016	-	26,425	26,425
2017	-	26,425	26,425
2018	-	26,425	26,425
2019	-	26,425	26,425
2020-2024	-	132,126	132,126
2025-2029	82,645	120,531	203,176
2030-2034	99,960	94,026	193,986
2035-2039	121,100	61,596	182,696
2040-2044	146,810	22,276	169,086
Total	\$ 450,515	\$ 562,680	\$ 1,013,195

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Series 2010 A

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ -	\$ 1,258	\$ 1,258
2016	4,535	1,190	5,725
2017	4,670	1,051	5,721
2018	4,810	885	5,695
2019	5,005	664	5,669
2020-2021	10,775	545	11,320
Total	\$ 29,795	\$ 5,593	\$ 35,388

Series 2010 B

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ -	\$ 16,727	\$ 16,727
2016	-	16,727	16,727
2017	-	16,727	16,727
2018	-	16,727	16,727
2019	-	16,727	16,727
2020-2024	26,020	81,650	107,670
2025-2029	48,960	70,542	119,502
2030-2034	56,545	55,797	112,342
2035-2039	103,405	34,034	137,439
2040-2042	61,710	4,589	66,299
Total	\$ 296,640	\$ 330,247	\$ 626,887

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Series 2012

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ -	\$ 2,795	\$ 2,795
2016	-	2,795	2,795
2017	3,615	2,741	6,356
2018	3,725	2,612	6,337
2019	3,870	2,441	6,311
2020-2024	22,295	9,235	31,530
2025-2029	27,880	3,623	31,503
2030	6,225	93	6,318
Total	<u>\$ 67,610</u>	<u>\$ 26,335</u>	<u>\$ 93,945</u>

Grant and Revenue Anticipation Bonds, Series 2007 and Series 2008

During the year ending June 30, 2007, the MDTA issued \$325,000 of Grant and Revenue Anticipation (GARVEE) Bonds Series 2007 and during the year ending June 30, 2009, the MDTA issued \$425,000 of GARVEE Bonds Series 2008 to finance the Intercounty Connector Project (ICC). The ICC is an 18-mile toll highway located in Montgomery and Prince George's Counties. The true interest cost for each series was 4.00% and 4.31%, respectively. The Series 2007 bonds mature in annual installments of original principal ranging from \$24,345 to \$34,390 from March 1, 2008 to March 1, 2019, with yields ranging from 3.63% to 5.00%. The Series 2008 bonds mature in annual installments of original principal ranging from \$30,295 to \$48,865 from March 1, 2010 to March 1, 2020, with yields ranging from 3.00% to 5.25%.

The GARVEE Bonds are limited obligations of the MDTA, payable solely from certain federal transportation aid available to the State of Maryland and other monies included in the trust estate created by the 2007 Trust Agreement, as amended and supplemented by a First Supplemental Trust Agreement in 2008, including certain state tax revenues that are pledged. The GARVEE Bonds are not general obligations of the MDTA or legal obligations of the Maryland State Highway Administration, MDOT, or the State of Maryland.

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The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the Series 2007 GARVEE bonds for the year ending June 30, 2014:

Grant and Revenue Anticipation Bonds, Series 2007

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 28,335	\$ 7,757	\$ 36,092
2016	29,730	6,357	36,087
2017	31,215	4,875	36,090
2018	32,760	3,331	36,091
2019	34,390	1,699	36,089
Total	<u>\$ 156,430</u>	<u>\$ 24,019</u>	<u>\$ 180,449</u>

The following summarizes the bonds payable maturities and sinking fund requirements excluding unamortized premium on the Series 2008 GARVEE bonds for the year ending June 30, 2014:

Grant and Revenue Anticipation Bonds, Series 2008

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 38,000	\$ 13,362	\$ 51,362
2016	39,930	11,433	51,363
2017	41,975	9,387	51,362
2018	44,150	7,215	51,365
2019	46,425	4,937	51,362
2020	48,865	2,500	51,365
Total	<u>\$ 259,345</u>	<u>\$ 48,834</u>	<u>\$ 308,179</u>
Total Outstanding	<u>\$ 415,775</u>	<u>\$ 72,853</u>	<u>\$ 488,628</u>

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Variable Rate Passenger Facility Charge Revenue Bonds (BWI Airport Facilities Projects), Series 2003A

During the year ending June 30, 2004, the MDTA issued \$69,700 of BWI Airport Facilities Projects, Series 2003A and 2003B Bonds to finance a portion of the costs of certain projects (the Airport Facility Projects) located at BWI Marshall Airport. On September 11, 2006, the Maryland Aviation Administration (MAA) elected to redeem the Series 2003B Bonds in the amount of \$5,600. The interest rates on the Series 2003A Bonds were variable and the final weekly reset rate was 0.06% as of June 30, 2013. These bonds matured in annual installments of original principal ranging from \$3,200 to \$11,200 from July 1, 2007, to July 1, 2013. As of July 1, 2013, the Series 2003A Bonds fully matured and were no longer outstanding; however, the MDTA issued 3 new series of Qualified Airport Bonds – AMT secured by Passenger Facility Charges (PFC) in 2012 as hereinafter described.

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

The BWI facilities are leased to the MAA through a direct financing lease (see Note 10). The BWI Qualified Airport Bonds – AMT are payable solely from PFCs received by the MAA and deposited with the Trustee (M&T Bank). The PFC rate for 2014 was \$4.50 (not in thousands) and PFC collections for the year ending June 30, 2014, amounted to \$43,919. The Series 2012 PFC Bonds issued in accordance with the provisions of the Master 2003 Trust Agreement, as supplemented, and the interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, MDOT or the MAA, but are payable solely from the PFCs, which the MDTA receives from MAA in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

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

The debt service reserve fund for the year ending June 30, 2014 amounted to \$14,251, which amount secures the Series 2012A, 2012B and 2012C PFC Bonds hereafter described. The Series 2012A PFC Bonds issued in accordance with the provisions of the Master 2003 Trust Agreement, as supplemented, and the interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, MDOT or the MAA, but are payable solely from the PFCs, which the MDTA receives from MAA in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

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The total amount of these bonds outstanding at June 30, 2014 was as follows:

Series 2012A	\$	47,275
Series 2012B		86,610
Series 2012C		43,400
Total	\$	<u>177,285</u>

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the PFC Revenue Bonds Series 2012A for the year ending June 30, 2014:

Passenger Facility Charge Revenue Bonds, Series 2012A

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 1,870	\$ 2,214	\$ 4,084
2016	1,905	2,139	4,044
2017	1,965	2,043	4,008
2018	2,025	1,945	3,970
2019	2,085	1,844	3,929
2020-2024	11,765	7,571	19,336
2025-2029	14,850	4,344	19,194
2030-2032	10,810	902	11,712
Total	<u>\$ 47,275</u>	<u>\$ 23,002</u>	<u>\$ 70,277</u>

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

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

The debt service reserve fund for the year ending June 30, 2014 amounted to \$14,251, which amount secures the Series 2012A, 2012B and 2012C PFC Bonds described herein. The Series 2012B PFC Bonds issued in accordance with the provisions of the Master 2003 Trust Agreement, as supplemented, and the interest thereon, do not constitute a debt or pledge of the

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faith and credit of the State of Maryland, MDOT or the MAA, but are payable solely from the PFCs, which the MDTA receives from MAA in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the PFC Revenue Bonds Series 2012B for the year ending June 30, 2014:

Passenger Facility Charge Revenue Bonds, Series 2012B

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 5,570	\$ 2,400	\$ 7,970
2016	5,680	2,289	7,969
2017	5,850	2,119	7,969
2018	6,025	1,943	7,968
2019	6,265	1,702	7,967
2020-2024	34,490	5,355	39,845
2025-2027	22,730	1,175	23,905
Total	<u>\$ 86,610</u>	<u>\$ 16,983</u>	<u>\$ 103,593</u>

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

During the year ending June 30, 2013, the MDTA issued \$43,400 of BWI Thurgood Marshall Airport (Qualified Airport Bonds – AMT) 2012C Bonds to finance a portion of the costs of certain projects (Airport Facilities Projects) located at BWI Marshall Airport. These bonds are secured equally and ratably by PFC collections on a parity basis with all other outstanding PFC Bonds. The Bonds fully mature on June 1, 2032 via sinking fund payments due on a term bond in the amount of \$43,400. The facilities are leased to the MAA through a direct financing lease (see Note 10). The interest rates on the bonds are variable and the weekly reset rate was 0.09% as of June 30, 2014.

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The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the PFC Revenue Bonds Series 2012C for the year ending June 30, 2014:

Passenger Facility Charge Revenue Bonds, Series 2012C

Year Ending June 30,	Principal	Interest*	Total
2015	\$ -	\$ 39	\$ 39
2016	-	39	39
2017	-	39	39
2018	-	39	39
2019	-	39	39
2020-2024	-	195	195
2025-2029	16,100	174	16,274
2030-2032	27,300	26	27,326
Total	\$ 43,400	\$ 590	\$ 43,990

*Based on the interest rate of .09% in effect on June 30, 2014.

BWI Airport Consolidated Rental Car Facility Bonds, Series 2002

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

The Series 2002 Rental Car Facility Bonds are payable as to principal and interest solely from Customer Facility Charges (CFC) and contingent rent, if applicable, from the MAA. The CFC rate in 2014 was \$3.75 (not in thousands). CFC collections were \$12,701 for the fiscal year ending June 30, 2014. The Series 2002 Bonds, issued in accordance with the provisions of the 2002 Trust Agreement, and the interest thereon, do not constitute a debt or pledge of the faith and credit of the State of Maryland, MDOT or the MAA, but are payable solely from the CFCs and contingent rent, if applicable, which the MDTA will receive in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

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The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the Series 2002 Rental Car Facility Bonds for the year ending June 30, 2014:

BWI Consolidated Rental Car Facility Bonds, Series 2002

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 2,710	\$ 6,275	\$ 8,985
2016	2,885	6,094	8,979
2017	3,070	5,901	8,971
2018	3,270	5,696	8,966
2019	3,480	5,477	8,957
2020-2024	21,090	23,571	44,661
2025-2029	29,020	15,370	44,390
2030-2033	30,970	4,285	35,255
Total	<u>\$ 96,495</u>	<u>\$ 72,669</u>	<u>\$ 169,164</u>

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

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

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

Maryland Transportation Authority
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The following summarizes the bonds payable maturities and sinking fund requirements excluding unamortized premium on the Series 2012A and B Bonds for the year ending June 30, 2014:

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

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2015	\$ 11,320	\$ 8,446	\$ 19,766
2016	11,805	7,993	19,798
2017	11,155	7,403	18,558
2018	11,385	6,845	18,230
2019	11,895	6,276	18,171
2020-2024	66,570	21,940	88,510
2025-2027	47,050	4,782	51,832
Total	<u>\$ 171,180</u>	<u>\$ 63,685</u>	<u>\$ 234,865</u>

Lease Revenue Bonds Metrorail Parking Projects Series 2004

During the year ending June 30, 2004, the MDTA issued \$40,000 of Lease Revenue Bonds Metrorail Parking Projects Series 2004 (Metrorail Parking Bonds) to finance three parking garages for the Washington Metropolitan Area Transit Authority (WMATA) at Metrorail facilities in New Carrollton, Largo and College Park, Maryland. The interest rates on the bonds ranged from 3.00% to 5.00%. These bonds mature in annual installments of original principal ranging from \$1,040 to \$2,780 from July 1, 2006 to July 1, 2028. The facilities are leased to WMATA 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 MDTA by WMATA under the Facility Lease Agreement and by Prince George's County, Maryland under the Project Agreement and the Deficiency Agreement (as defined in the 2004 Trust Agreement). The parking surcharge rate for 2014 was \$0.75 per day (not in thousands), and effective on or about June 30, 2014, the surcharge rate was increased to \$1.25 (not in thousands) for all but three (3) garages in Prince George's County. Parking surcharge revenues for the year ending June 30, 2014 amounted to \$3,328. The debt service reserve fund as of June 30, 2014 was \$2,928 and the requirement is \$2,924, which is the maximum annual debt service in the bond year ending July 1, 2014. The Metrorail Parking 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 MDOT, the MDTA, WMATA or Prince George's County, but are payable solely from pledged revenue which the MDTA receives from WMATA in the form of direct financing lease payments. These bonds carry certain financial covenants with which the MDTA must comply.

Maryland Transportation Authority
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(In Thousands)

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the Metrorail Parking Bonds for the year ending June 30, 2014:

Lease Revenue Bonds Metrorail Parking Series 2004 Bonds

Year Ending June 30,	Principal	Interest	Total
2015	\$ 1,440	\$ 1,454	\$ 2,894
2016	1,495	1,387	2,882
2017	1,570	1,310	2,880
2018	1,650	1,230	2,880
2019	1,735	1,149	2,884
2020-2024	9,940	4,424	14,364
2025-2029	12,650	1,643	14,293
Total	\$ 30,480	\$ 12,597	\$ 43,077

Lease Revenue Bonds Calvert Street Parking Garage Project, Series 2005

During the year ending June 30, 2006, the MDTA issued \$23,760 of Lease Revenue Bonds Calvert Street Parking Garage Project, Series 2005 (the Calvert Street Parking Garage Bonds) to finance the cost of a parking garage for State of Maryland employees in Annapolis, Maryland. The facility is leased to the Maryland Department of General Services (DGS) through a direct financing lease (see Note 10). The interest rates on the bonds ranged from 3.25% to 4.375%. These bonds mature in annual installments of original principal ranging from \$585 to \$1,415 from July 1, 2007 to July 1, 2032. 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 MDTA.

Maryland Transportation Authority
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(In Thousands)

The following summarizes the bonds payable maturities and sinking fund requirements, excluding unamortized premium, on the Calvert Street Parking Garage Bonds for the year ending June 30, 2014:

Lease Revenue Bonds Calvert Street Parking Garage Project Series 2005

Year Ending June 30,	Principal	Interest	Total
2015	\$ 715	\$ 802	\$ 1,517
2016	740	766	1,506
2017	765	732	1,497
2018	795	701	1,496
2019	820	668	1,488
2020-2024	4,580	2,812	7,392
2025-2029	5,555	1,763	7,318
2030-2033	5,330	476	5,806
Total	\$ 19,300	\$ 8,720	\$ 28,020

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

NOTE 6 – COMMITMENTS AND CONTINGENCIES

Leases

In January 2013, the MDTA entered into a two year extension of the present lease for office space for the MDTA's Legal Department, E-ZPass Operations and the MDTA Police. Rent expense for the year ending June 30, 2014 totaled \$345.

The following is a schedule showing future minimum lease payments:

<u>Year Ending June 30,</u>	<u>Lease</u> <u>Payments</u>
2015	\$ 173

Contracts

For the year ending June 30, 2014, the MDTA was contractually liable for \$714,525 of uncompleted construction and improvement contracts relating to its various projects. Exclusive of that amount, the MDTA currently contemplates the expense, through 2020, of \$1,849,500 for capital additions, improvements and major rehabilitation.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

NOTE 7 – RETIREMENT BENEFITS

The MDTA and its employees contribute to the Maryland State Retirement and Pension System (System). The System is a cost-sharing multiple-employer public employee retirement system established by the State to provide retirement, death and disability benefits for State employees and employees of participating entities within the State. The MDTA accounts for the Plan as a cost-sharing multiple-employer public employee retirement system. A separate valuation is not performed for the MDTA. The MDTA's only obligation to the System is its required annual contribution. The System is administered by a Board of Trustees in accordance with the State Personnel and Pensions Article of the Annotated Code of Maryland, Section 35-201. The System prepares a separate Comprehensive Annual Financial Report, which can be obtained from the Maryland State Retirement Agency, 120 East Baltimore Street, Suite 1600, Baltimore, Maryland 21202.

The System includes several plans based on date of hire and job function. MDTA employees are members of the Employees' and Teachers' Retirement System, Employees' and Teachers' Pension System, or Law Enforcement Officers' Pension System.

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

Members of the Retirement Plan become vested after 5 years. Members are generally eligible for full retirement benefits upon the earlier of attaining age 60 or accumulating 30 years of eligible service regardless of age. The annual retirement allowance equals 1/55 (1.8%) of the member's highest three-year average final salary (AFS) multiplied by the number of years of accumulated creditable service. A member may retire with reduced benefits after completing 25 years of eligible service. Benefits are reduced by 0.5% per month for each month the payments begin prior to age 60 or 30 years of eligible service, whichever is less. The maximum reduction for a member is 30%.

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

The following applies to members of the Pension Plan hired before July 1, 2011. Vesting occurs once members have accrued at least 5 years of eligible service. Members of the Pension Plan are generally eligible for full retirement benefits upon attaining age 62, with specified years of eligibility service, or accumulating 30 years of eligibility service regardless of age. Generally, the annual pension allowance for a member equals 1.2% of the member's three-year AFS,

Maryland Transportation Authority
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multiplied by the number of years of creditable service accumulated prior to July 1, 1998, plus 1.8% of the members' AFS, multiplied by the number of years of creditable service accumulated subsequent to June 30, 1998. A member may retire with reduced benefits upon attaining age 55 with at least 15 years of eligible service. Benefits are reduced by 0.5% per month for each month remaining until the retiree reaches the normal retirement service age. The normal retirement service age is 62 with a maximum reduction of 42%.

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

For members of the Officers' Plan, vesting occurs once members have accrued at least 5 years of eligible service. Members are eligible for full retirement benefits upon the earlier of attaining age 50 or accumulating 25 years of eligible service regardless of age. Generally, the annual pension allowance for a member equals 2.0% of the member's AFS, multiplied by the number of years of creditable service up to 30 years plus 1.0% of the member's AFS for creditable service in excess of 30 years. The Officers' Plan does not provide for early retirement.

Funding Policy

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

The MDTA's contributions, which equal 100% of the annual required contributions, for the three years ending June 30, 2014, 2013, and 2012 are as follows:

	<u>2014</u>		<u>2013</u>		<u>2012</u>
MDTA contribution	\$ 22,619	\$	20,687	\$	18,657
Percentage of payroll	27.6%		25.7%		22.8%

NOTE 8 – OTHER POSTEMPLOYMENT BENEFITS

State Employee and Retiree Health and Welfare Benefits Program of Maryland

Plan Description

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

Effective June 1, 2004, the State established the Postretirement Health Benefits Trust Fund (OPEB Trust) to receive appropriated funds and contributions to assist the Plan in financing the State's postretirement health insurance subsidy. The OPEB Trust is established in accordance with the State Personnel and Pensions Article, Section 34-101 of the Annotated Code of Maryland and is administered by the State of Maryland. The Plan is included in the State's CAFR which can be obtained from the Comptroller of Maryland, LLG Treasury Building located in Annapolis, Maryland.

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

Funding Policy

Beginning in fiscal year 2008, State law requires the State's Department of Budget and Management to transfer any subsidy received as a result of the federal Medicare Prescription Drug Improvement and Modernization Act of 2003 or similar subsidy to the OPEB Trust to fund OPEB benefits. To further prefund benefits, during fiscal year 2008, the State transferred funds from the State Reserve Fund Dedicated Purpose Account. Additionally, the State is required by law to provide funding each year for the Plan for the State's share of the pay-as-you-go amount necessary to provide current benefits to active and retired employees and their dependents. Funds may also be separately appropriated in the State's budget for transfer to the OPEB Trust.

Based on current practice, the State subsidizes approximately 50% to 85% of covered medical, dental, prescription, and hospitalization costs, depending on the type of insurance plan. The State assesses a surcharge for postemployment health care benefits, which is based on health care

Maryland Transportation Authority
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insurance charges for current employees. Costs for postretirement benefits are for State of Maryland retirees. The State does not distinguish employees by employer/State agency. Instead, the State allocates the postemployment health care costs to all participating employers.

For the years ending June 30, 2014, 2013, and 2012, the State did not allocate postemployment health care costs to participating employers and as a result did not require a contribution to be made by the MDTA.

NOTE 9 – RISK MANAGEMENT AND LITIGATION

Accrued Workers' Compensation Costs

The MDTA 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 MDTA's employees, less the cumulative excess of premiums paid to the Injured Workers' Insurance Fund and net investment income applicable to the MDTA's coverage. Changes in the balance for the MDTA's worker compensation liability for the year ending June 30, 2014, are as follows:

<u>Worker's Compensation</u>		<u>(In Thousands)</u>	
		For The Years	
		Ending	
		June 30, 2014	June 30, 2013
Unpaid Claims	\$	11,794	\$ 11,291
Incurred Claims and changes in estimates		3,324	3,366
Claim payments		(2,578)	(2,864)
Total unpaid claims	\$	12,540	\$ 11,793

Self-Insurance and Third-Party Insurance

The MDTA is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The MDTA participates in the State of Maryland's self-insurance program (the Program), which covers general liability, property and casualty, workers' compensation, environmental liabilities and provides certain employee health benefits.

The Program allocates its cost of providing claims servicing and claims payments by charging a premium to the MDTA based on a percentage of estimated current payroll or based on average loss experience. In addition, the MDTA 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 MDTA's premium payments for the year ending June 30, 2014 were approximately \$7,713.

Litigation

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

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

NOTE 10 – RELATIONSHIPS WITH OTHER GOVERNMENTAL AGENCIES

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

The MDTA's intergovernmental revenue for the year ending June 30, 2014 is as follows:

Federal Highway Administration (FHWA)	\$ 87,457
State of Maryland	21,475
Maryland Aviation Administration (MAA)	18,184
Internal Revenue Service	14,016
Maryland Port Administration (MPA)	5,950
State Highway Administration and Other	998
Mass Transit Administration (MTA)	402
Federal Emergency Management Agency	121
Total	<u>\$ 148,603</u>

Federal Highway Administration

The Federal Highway Administration (FHWA) provided funding for the Intercounty Connector (ICC). This funding is in the form of Grant and Revenue Anticipation (GARVEE) bond proceeds. For the year ending June 30, 2014, intergovernmental funding of \$87,457 was received from the FHWA.

State of Maryland

The State of Maryland provided partial funding for the ICC in the form of General Obligation Bonds. For the year ending June 30, 2014, funding from the State of Maryland was \$21,475.

Maryland Aviation Administration

The Maryland Transportation Authority Police provide law enforcement services at the Maryland Aviation Administration's (MAA) Baltimore/Washington International Thurgood Marshall Airport. Protection is provided in the main terminal and all surrounding roadways, parking garages and lots, as well as the rental car and cargo facilities. The MDTA Police also furnish communications services and K-9 teams trained in explosives detection. For the year ending June 30, 2014, \$18,184 was received from MAA.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Internal Revenue Service

For the year ending June 30, 2014, the MDTA received a subsidy of \$14,016 from the Internal Revenue Service for interest payments due on the Series 2009B and 2010B Build America Bonds (BABs). The 35% BABs interest payment subsidy was subject to a 7.2% sequestration induced reduction that was effective during the 2014 federal fiscal year.

Maryland Port Administration

The MDTA Police provide law enforcement services at the Maryland Port Administration's (MPA) facilities at the Port of Baltimore. Among the areas protected are the Seagirt and Dundalk Marine Terminals, both landside and waterside, the Cruise Maryland Passenger Terminal and the MPA's World Trade Center headquarters building in downtown Baltimore. For the year ending June 30, 2014, intergovernmental revenue of \$5,950 was received from the MPA.

DIRECT FINANCING LEASE RECEIVABLE

The MDTA has entered into capital lease agreements with other governmental agencies whereby the MDTA loaned or issued conduit debt to finance certain other governmental agencies projects.

The MDTA's direct financing lease receivables and notes receivable outstanding as of June 30, 2014, consisted of the following:

	Direct Financing Lease Receivable	Notes Receivable
Maryland Port Administration	\$ -	\$ 8,360
Maryland Aviation Administration	341,206	-
Washington Metropolitan Area Transit Authority	26,109	-
Maryland Department of General Services	18,582	-
Total	385,897	8,360
Current portion	23,625	1,674
Noncurrent portion	362,272	6,686
Total	\$ 385,897	\$ 8,360

The MDTA holds funds to be used for future improvement projects in connection with certain financing for the Maryland Aviation Administration. The respective funds are included in intergovernmental payable in the accompanying statements.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Maryland Port Administration

The MDTA and MPA entered into a capital lease agreement, on April 21, 1998, whereby the MDTA finances an amount not to exceed \$20,000 and MPA designed, engineered, constructed and currently operates the Masonville Phase I Auto Terminal. Payments are made to the MDTA in twenty equal installments, including interest at a rate of 5.5%, which began on June 30 in the year following the completion of construction. Principal due on this lease during the year ending June 30, 2014, is approximately \$1,150. The present value of the capital lease as of June 30, 2014, is as follows:

Masonville Auto Terminal

<u>Year Ending June 30,</u>	<u>Lease Payments</u>
2015	\$ 1,674
2016	1,674
2017	1,674
2018	1,674
2019	1,674
2020	<u>1,674</u>
	10,045
Less: unearned income	<u>1,685</u>
Total	<u><u>\$ 8,360</u></u>

Maryland Aviation Administration

The MDTA has direct financing leases with MAA. The MDTA borrowed funds to finance the development and construction of certain airport facilities projects at BWI Thurgood Marshall Airport. The MDTA leases these airport facilities project assets to MAA under capital leases expiring on the date at which the MDTA has recovered all of its costs related to the airport facilities projects. Per the related facility lease and financing agreements, amounts due the MDTA under these capital leases are identical to the debt payment terms of the Variable Rate Passenger Facility Charge Revenue Bonds (BWI Airport Facilities Projects), Series 2003, Passenger Facility Charge Revenue Bonds (BWI Airport Facilities Projects), Series 2012A and 2012B and the Variable Rate Passenger Facility Charge Revenue Bonds (BWI Airport Facilities Projects) Series 2012C, BWI Airport Consolidated Rental Car Facility Bonds, Series 2002 and BWI Airport Parking Revenue Bonds, Series 2012, detailed in Note 5. MAA funds the leases through payment to the MDTA of all revenues received from the facilities financed under these lease agreements.

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

The present value of the direct financing leases for the year ending June 30, 2014, is as follows:

<u>Year Ending June 30,</u>	<u>BWI Parking Facility</u>	<u>Consolidated Rental Car Facility</u>	<u>BWI Airport PFC Project-2012A</u>	<u>BWI Airport PFC Project-2012B</u>	<u>BWI Airport Variable Rate PFC Project-2012C</u>	<u>Total</u>
2015	\$ 11,320	\$ 2,710	\$ 1,870	\$ 5,570	\$ -	\$ 21,470
2016	11,805	2,885	1,905	5,680	-	22,275
2017	11,155	3,070	1,965	5,850	-	22,040
2018	11,385	3,270	2,025	6,025	-	22,705
2019	11,895	3,480	2,085	6,265	-	23,725
2020-2024	66,570	21,090	11,765	34,490	-	133,915
2025-2029	47,050	29,020	14,850	22,730	16,100	129,750
2030-2032	-	30,970	10,810	-	27,300	69,080
Total Bonds Payable	171,180	96,495	47,275	86,610	43,400	444,960
Plus: Premium on Bonds Payable	19,311	-	3,512	2,796	-	25,619
Plus: Deferred Amount on Refunding	(4,128)	-	-	-	-	(4,128)
Plus: Interest Payable	2,815	3,181	185	200	3	6,384
Plus: Accounts Payable/Accrued Liab.	-	-	-	5,017	8	5,025
	17,998	3,181	3,697	8,013	11	32,900
Less: Cash & Investments	30,560	10,134	16,223	37,213	42,162	136,292
Less: Accounts Receivable	-	88	-	-	-	88
Less: Interest Receivable/Accrued Int.	24	-	30	150	70	274
	30,584	10,222	16,253	37,363	42,232	136,654
Net Investments in						
Direct Financing Lease Receivable	<u>\$ 158,594</u>	<u>\$ 89,454</u>	<u>\$ 34,719</u>	<u>\$ 57,260</u>	<u>\$ 1,179</u>	<u>\$ 341,206</u>

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Washington Metropolitan Area Transit Authority

The MDTA has a direct financing lease with the Washington Metropolitan Area Transit Authority (WMATA). The MDTA borrowed funds to finance the development and construction of certain parking facilities projects at Metrorail stations in the Washington DC metropolitan area. The MDTA leases these project assets to WMATA under capital leases expiring on the date at which the MDTA has recovered all of its costs related to the parking facilities projects. Per the related facility lease and financing agreements, amounts due the MDTA under these capital leases are identical to the debt payment terms of the lease revenue bonds, Metrorail Parking Projects Series 2004 Bonds. WMATA funds the lease through rental payments to the MDTA'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, 2014, is as follows:

<u>Year Ending June 30,</u>	<u>WMATA Parking Facilities</u>
2015	\$ 1,440
2016	1,495
2017	1,570
2018	1,650
2019	1,735
2020-2024	9,940
2025-2029	12,650
Total Bonds Payable	<u>30,480</u>
Plus: Interest Payable	742
Plus: Accounts Payable	-
	<u>742</u>
Less: Cash & Investments	5,113
Less: Interest Receivable	-
	<u>5,113</u>
Net Investments in	
Direct Financing Lease Receivable	<u><u>\$ 26,109</u></u>

Maryland Transportation Authority
Notes to the Financial Statements
June 30, 2014
(In Thousands)

Maryland Department of General Services

The MDTA has a direct financing lease with DGS. The MDTA borrowed funds to finance the development and construction of a parking garage for State of Maryland employees in Annapolis, Maryland. The MDTA leases the project to DGS under a capital lease expiring on the date at which the MDTA has recovered all of its costs related to the parking facilities projects. Per the related facility lease and financing agreements, amounts due the MDTA under these capital leases are identical to the debt payment terms of the lease revenue bonds, Calvert Street Parking Garage Project Series 2005 Bonds. DGS funds the lease through rental payments to the MDTA'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, 2014, is as follows:

<u>Year Ending June 30,</u>	<u>Calvert Street Parking Facilities</u>
2015	\$ 715
2016	740
2017	765
2018	795
2019	820
2020-2024	4,580
2025-2029	5,555
2030-2033	<u>5,330</u>
Total Bonds Payable	19,300
Plus: Interest Payable	<u>410</u>
	410
Less: Cash & Investments	<u>1,128</u>
	1,128
Net Investments in	
Direct Financing Lease Receivable	<u>\$ 18,582</u>

SUPPLEMENTAL INFORMATION

Maryland Transportation Authority
Supplemental Information
June 30, 2014

MARYLAND TRANSPORTATION AUTHORITY
BANK OF NEW YORK MELLON, TRUSTEE
COMBINED STATEMENT OF REVENUE AND EXPENSE
FOR THE FISCAL YEAR ENDING JUNE 30, 2014

TOTAL	SUSQUEHANNA RIVER BRIDGE	INTERCOUNTY CONNECTOR	POTOMAC RIVER BRIDGE	CHESAPEAKE BAY BRIDGE	PATAPSCO TUNNEL	FRANCIS SCOTT KEY BRIDGE	JOHN F. KENNEDY MEMORIAL HIGHWAY	FT MCHENRY TUNNEL	POLICE @MAA, MPA MVA, & MULTI-AREA	POINT BREEZE ADMINISTRATIVE & MULTI-AREA OPERATIONS
TOLL REVENUE :										
Toll Income Based on Toll Transactions:										
Cash Tolls-Barrier	\$ 178,799,265	3,106,749	0	10,101,735	31,885,382	28,122,244	10,149,402	44,247,349	51,186,403	-
E-ZPass Tolls	443,307,663	7,067,613	48,028,779	10,295,287	47,870,414	49,436,625	30,110,273	118,555,552	131,943,120	-
E-ZPass Usage Discount	(5,893,847)	(111,878)	-	(141,185)	(701,335)	(662,334)	(450,284)	(1,852,968)	(1,973,863)	-
E-ZPass Volume Discount Rebate	(634,060)	(12,036)	-	(15,196)	(75,469)	(71,266)	(48,436)	(199,324)	(212,333)	-
Total Toll Income Based on Toll Transactions	615,579,021	10,050,448	48,028,779	20,240,641	78,978,992	76,825,269	39,760,955	160,750,609	180,943,327	-
Toll Administrative Revenue	34,534,090	2,067,056	3,301,263	692,514	3,351,129	5,013,224	2,155,350	8,350,640	9,598,999	-
Intergovernmental Revenue	148,603,011	-	114,858,088	776,120	776,120	812,402	800,949	4,440,917	777,317	-
Concessions	3,314,060	-	-	-	-	-	-	3,314,060	-	-
Other Revenue	2,611,854	101,397	-	(87)	(359)	170,552	169,129	1,581,116	303,581	212,096
OPERATING REVENUE	804,642,036	12,218,901	166,188,130	21,709,188	83,105,882	82,821,447	42,886,383	178,437,342	191,623,224	212,096
EXPENSES (Excluding General and Administrative Expenses):										
Operations & Maintenance Salaries	49,143,028	1,032,796	2,769,380	2,171,377	4,807,535	6,725,603	3,968,612	9,036,034	7,867,715	-
Police Patrol Salaries	69,782,573	2,345,255	3,023,248	1,635,270	3,425,524	2,909,429	2,615,683	5,355,911	7,661,062	40,811,191
Operations & Maintenance and Expenses	70,460,748	631,155	3,303,010	1,141,934	3,984,269	4,803,471	3,260,784	9,607,017	7,201,598	-
Patrol Expenses	14,567,077	194,931	365,675	153,904	410,467	8,516	239,757	5,227,140	1,206,741	6,745,395
Total Expenses	203,953,426	4,204,137	9,461,313	5,102,485	12,627,795	14,447,019	10,084,836	29,226,102	23,937,116	47,556,586
Depreciation Expense	110,084,897									
General and Administrative Expenses										
Administrative Salaries	14,032,324									
Other Expenses	41,209,098									
Total	55,241,422									
INCOME FROM OPERATIONS	\$ 435,362,291									

**Maryland Transportation Authority
Supplemental Information
June 30, 2014**

**Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Year Ended June 30, 2014
(UNAUDITED)**

ALL FACILITIES

TRAFFIC VOLUME

Class 2 & 8 Vehicles	JFK	TJH	HWN	WPL	BHT	FSK	FMT	ICC	TOTAL
Cash in Lane	4,269,197	282,279	1,440,250	3,795,839	6,771,893	2,067,216	10,354,394	-	28,981,068
Official Duty	9,322	4,769	1,901	12,022	82,025	32,503	59,133	-	201,675
Total:	4,278,519	287,048	1,442,151	3,807,861	6,853,918	2,099,719	10,413,527	-	29,182,743
E-ZPass									
Full-Fare	5,749,878	152,780	381,992	1,475,422	3,541,658	349,014	7,920,857	17,497,871	37,069,471
MD E-ZPass	1,526,470	143,947	323,077	2,573,805	3,721,137	1,422,741	5,698,788	-	15,409,964
Commuter	980,067	87,541	845,159	3,819,328	9,631,288	5,226,665	13,560,932	-	34,150,980
Hatem Plan A	-	2,482,424	-	-	-	-	-	-	2,482,424
Hatem Plan B	-	1,569,577	-	-	-	-	-	-	1,569,577
Official Duty	85,475	41,664	30,484	112,052	346,845	240,988	385,257	381,719	1,624,484
Total:	8,341,890	4,477,933	1,580,712	7,980,606	17,240,927	7,239,408	27,565,834	17,879,590	92,306,900
Total(2 & 8 Class Vehicles):	12,620,409	4,764,981	3,022,863	11,788,467	24,094,845	9,339,127	37,979,361	17,879,590	121,489,643
Class 3 Vehicles									
Cash in Lane	33,062	6,494	16,626	43,860	32,568	31,501	86,248	-	250,359
E-ZPass	201,908	50,876	15,458	85,435	211,863	178,719	512,936	211,032	1,468,227
Total:	234,970	57,370	32,084	129,295	244,431	210,220	599,184	211,032	1,718,586
Class 4 Vehicles									
Cash in Lane	41,052	2,951	20,673	43,748	24,025	22,469	71,422	-	226,340
E-ZPass	146,441	18,403	16,084	74,257	70,510	126,084	360,331	100,351	912,461
Total:	187,493	21,354	36,757	118,005	94,535	148,553	431,753	100,351	1,138,801
Class 5 Vehicles									
Cash in Lane	175,996	13,968	23,887	214,783	19,959	55,397	339,206	-	843,196
E-ZPass	1,012,221	61,604	97,518	364,916	179,517	494,014	1,987,852	160,593	4,358,235
Total:	1,188,217	75,572	121,405	579,699	199,476	549,411	2,327,058	160,593	5,201,431
Class 6 Vehicles									
Cash in Lane	2,196	55	638	1,430	226	979	2,696	-	8,219
E-ZPass	24,177	522	5,948	11,140	2,159	17,033	40,752	4,170	105,901
Total:	26,373	577	6,586	12,570	2,384	18,012	43,448	4,170	114,120
Total (Class 3, 4, 5 & 6 Vehicles)	1,637,053	154,873	196,832	839,569	540,826	926,196	3,401,443	476,146	8,172,937
Video Transactions	119,962	28,628	23,421	130,745	257,054	154,063	494,649	2,119,850	3,328,371
Grand Total:	14,377,424	4,948,481	3,243,116	12,758,781	24,892,724	10,419,386	41,875,453	20,475,586	132,990,951
Traffic Composite:									
Total Cash in Lane	4,530,825	310,516	1,503,975	4,111,682	6,930,695	2,210,065	10,913,099	-	30,510,857
Total E-ZPass	9,726,637	4,609,338	1,715,720	8,516,354	17,704,976	8,055,258	30,467,705	18,355,736	99,151,723
Total Video Transactions	119,962	28,628	23,421	130,745	257,054	154,063	494,649	2,119,850	3,328,371
Total:	14,377,424	4,948,481	3,243,116	12,758,781	24,892,724	10,419,386	41,875,453	20,475,586	132,990,951

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

**Maryland Transportation Authority
Supplemental Information
June 30, 2014**

**Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Year Ended June 30, 2014
ALL FACILITIES**

TOLL INCOME										
Class 2 & 8 Vehicles	JFK	TJH	HWN	WPL	BHT	FSK	FMT	ICC	TOTAL	
Cash in Lane	\$ 34,153,565	\$ 2,258,233	\$ 8,641,495	\$ 22,775,034	\$ 27,087,554	\$ 8,268,863	\$ 41,417,611	\$ -	\$ 144,602,356	
E-ZPass										
Full-Fare	45,999,022	1,222,244	2,291,950	8,852,534	14,166,628	1,396,056	31,683,427	8,586,564	114,198,425	
MD E-ZPass	10,990,585	1,036,420	1,744,615	13,898,549	13,396,092	5,121,873	20,515,578	27,804,278	94,507,989	
Commuter	2,744,189	245,114	1,774,833	7,986,689	13,483,803	7,317,331	18,985,305	-	52,537,264	
Video Tolling	1,043,687	244,846	162,798	833,398	1,332,267	759,113	2,380,534	6,854,452	13,611,095	
Total:	94,931,048	5,006,857	14,615,691	54,346,204	69,466,343	22,863,236	114,982,456	43,245,294	419,457,128	
Class 3 Vehicles										
Cash in Lane	528,992	103,904	199,511	526,316	260,544	252,004	689,982	-	2,561,253	
E-ZPass	3,230,513	814,012	185,496	1,025,220	1,694,900	1,429,754	4,103,493	1,151,272	13,634,659	
Video Tolling	47,960	12,545	5,157	24,852	40,000	43,757	80,347	88,766	343,384	
Total:	3,807,465	930,461	390,164	1,576,388	1,995,444	1,725,515	4,873,822	1,240,038	16,539,296	
Class 4 Vehicles										
Cash in Lane	985,236	70,836	372,120	787,464	288,303	269,628	857,058	-	3,630,645	
E-ZPass	3,514,605	441,660	289,506	1,336,632	846,117	1,513,011	4,323,969	990,461	13,255,961	
Video Tolling	67,888	8,530	7,774	36,471	34,908	30,697	98,351	79,718	364,337	
Total:	4,567,729	521,026	669,400	2,160,567	1,169,328	1,813,336	5,279,378	1,070,179	17,250,943	
Class 5 Vehicles										
Cash in Lane	8,447,796	670,476	859,944	7,732,188	479,022	1,329,528	8,140,932	-	27,659,886	
E-ZPass	48,586,605	2,956,980	3,510,648	13,136,988	4,308,396	11,856,324	47,708,475	2,321,752	134,386,167	
ETC Usage Disc	(2,052,292)	(123,914)	(156,380)	(776,804)	(733,600)	(498,720)	(2,186,196)	-	(6,527,906)	
Video Tolling	844,112	53,205	48,421	228,304	66,440	121,071	812,316	77,891	2,251,760	
Total:	55,826,221	3,556,747	4,262,633	20,320,676	4,120,258	12,808,203	54,475,527	2,399,643	157,769,907	
Class 6 Vehicles										
Cash in Lane	131,760	3,300	28,665	64,380	6,821	29,379	80,820	-	345,125	
E-ZPass	1,450,635	31,320	267,660	501,285	64,770	510,983	1,222,546	70,053	4,119,252	
Video Tolling	35,753	738	6,430	9,493	2,305	10,302	28,779	3,570	97,370	
Total:	1,618,148	35,358	302,755	575,158	73,896	550,664	1,332,145	73,623	4,561,747	
Total (Class 3, 4, 5 & 6 Vehicles)	\$ 65,819,562	\$ 5,043,592	\$ 5,624,952	\$ 24,632,789	\$ 7,358,926	\$ 16,897,718	\$ 65,960,871	\$ 4,783,483	\$ 196,121,893	
Grand Total:	\$ 160,750,609	\$ 10,050,449	\$ 20,240,643	\$ 78,978,993	\$ 76,825,269	\$ 39,760,954	\$ 180,943,326	\$ 48,028,777	\$ 615,579,021	
Income Composite:										
Total Cash in Lane	\$ 44,247,349	\$ 3,106,749	\$ 10,101,735	\$ 31,885,382	\$ 28,122,244	\$ 10,149,402	\$ 51,186,403	\$ -	\$ 178,799,265	
Total E-ZPass	114,463,860	6,623,836	9,908,328	45,961,093	47,227,105	28,646,612	126,356,596	40,924,380	420,111,810	
Total Video Tolling	2,039,400	319,864	230,580	1,132,518	1,475,920	964,940	3,400,327	7,104,397	16,667,946	
Total:	\$ 160,750,609	\$ 10,050,449	\$ 20,240,643	\$ 78,978,993	\$ 76,825,269	\$ 39,760,954	\$ 180,943,326	\$ 48,028,777	\$ 615,579,021	

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

Maryland Transportation Authority
Supplemental Information
June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
(UNAUDITED)

JOHN F. KENNEDY MEMORIAL HIGHWAY

TRAFFIC VOLUME

	2014		2013 (For comparative purposes only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
Class 2 & 8 Vehicles						
Cash in Lane	4,269,197	29.69%	4,609,114	31.61%	(339,917)	-7.37%
Official Duty	9,322	0.06%	15,633	0.11%	(6,311)	-40.37%
Total:	4,278,519	29.76%	4,624,747	31.72%	(346,228)	-7.49%
E-ZPass						
Full-Fare	5,749,878	39.99%	5,589,910	38.33%	159,968	2.86%
MD E-ZPass	1,526,470	10.62%	1,348,018	9.24%	178,452	13.24%
Commuter	980,067	6.82%	1,159,822	7.95%	(179,755)	-15.50%
Official Duty	85,475	0.59%	83,573	0.57%	1,902	2.28%
Total:	8,341,890	58.02%	8,181,323	56.11%	160,567	1.96%
Total (2 & 8 Class Vehicles):	12,620,409	87.78%	12,806,070	87.82%	(185,661)	-1.45%
Class 3 Vehicles						
Cash in Lane	33,062	0.23%	37,612	0.26%	(4,550)	-12.10%
E-ZPass	201,908	1.40%	196,254	1.35%	5,654	2.88%
Total:	234,970	1.63%	233,866	1.60%	1,104	0.47%
Class 4 Vehicles						
Cash in Lane	41,052	0.29%	45,921	0.31%	(4,869)	-10.60%
E-ZPass	146,441	1.02%	140,213	0.96%	6,228	4.44%
Total:	187,493	1.30%	186,134	1.28%	1,359	0.73%
Class 5 Vehicles						
Cash in Lane	175,996	1.22%	210,766	1.45%	(34,770)	-16.50%
E-ZPass	1,012,221	7.04%	1,007,463	6.91%	4,758	0.47%
Total:	1,188,217	8.26%	1,218,229	8.35%	(30,012)	-2.46%
Class 6 Vehicles						
Cash in Lane	2,196	0.02%	3,089	0.02%	(893)	-28.91%
E-ZPass	24,177	0.17%	21,129	0.14%	3,048	14.43%
Total:	26,373	0.18%	24,218	0.17%	2,155	8.90%
Total (Class 3, 4, 5 & 6 Vehicles)	1,637,053	11.39%	1,662,447	11.40%	(25,394)	-1.53%
Video Transactions	119,962	0.83%	113,281	0.78%	6,681	5.90%
Grand Total:	14,377,424	100.00%	14,581,798	100.00%	(204,374)	-1.40%
Traffic Composite:						
Total Cash in Lane	4,530,825	31.51%	4,922,135	33.76%	(391,310)	-7.95%
Total E-ZPass	9,726,637	67.65%	9,546,382	65.47%	180,255	1.89%
Total Video Transactions	119,962	0.83%	113,281	0.78%	6,681	5.90%
	14,377,424	100.00%	14,581,798	100.00%	(204,374)	-1.40%

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

Maryland Transportation Authority
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June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
JOHN F. KENNEDY MEMORIAL HIGHWAY

		TOLL INCOME					
		2014		2013 (For comparative purposes only)		Changes	Changes
<u>Class 2 & 8 Vehicles</u>	Rate	Amount	Percent	Amount	Percent	Amount	Percent
Cash in Lane	\$8.00	\$ 34,153,565	21.25%	\$ 27,654,698	22.48%	\$ 6,498,867	23.50%
Total:		34,153,565	21.25%	27,654,698	22.48%	6,498,867	23.50%
E-ZPass							
Full-Fare	\$8.00	45,999,022	28.62%	33,539,460	27.27%	12,459,562	37.15%
MD E-ZPass	\$7.20	10,990,585	6.84%	7,819,300	6.36%	3,171,285	40.56%
Commuter	\$2.80	2,744,189	1.71%	1,739,733	1.41%	1,004,456	57.74%
Video Tolling		1,043,687	0.65%				
Total:		60,777,482	37.81%	43,098,493	35.04%	17,678,990	41.02%
Total (2 & 8 Class Vehicles):		94,931,048	59.05%	70,753,191	57.52%	24,177,857	34.17%
Class 3 Vehicles							
Cash in Lane	\$16.00	528,992	0.33%	451,344	0.37%	77,648	17.20%
E-ZPass	\$16.00	3,230,513	2.01%	2,355,048	1.91%	875,465	37.17%
Video Tolling		47,960	0.03%				
Total:		3,807,465	2.37%	2,806,392	2.28%	1,001,073	35.67%
Class 4 Vehicles							
Cash in Lane	\$24.00	985,236	0.61%	826,578	0.67%	158,658	19.19%
E-ZPass	\$24.00	3,514,605	2.19%	2,523,834	2.05%	990,771	39.26%
Video Tolling		67,888	0.04%				
Total:		4,567,729	2.84%	3,350,412	2.72%	1,217,317	36.33%
Class 5 Vehicles							
Cash in Lane	\$48.00	8,447,796	5.26%	7,588,656	6.17%	859,140	11.32%
E-ZPass	\$48.00	48,586,605	30.22%	36,268,668	29.49%	12,317,937	33.96%
ETC Usage Disc		(2,052,292)	-1.28%	(1,701,718)	-1.38%	(350,574)	20.60%
Video Tolling		844,112	0.53%				
Total:		55,826,221	34.73%	42,155,606	34.27%	13,670,615	32.43%
Class 6 Vehicles							
Cash in Lane	\$60.00	131,760	0.08%	139,005	0.11%	(7,245)	-5.21%
E-ZPass	\$60.00	1,450,635	0.90%	950,805	0.77%	499,830	52.57%
Video Tolling		35,753	0.02%				
Total:		1,618,148	1.01%	1,089,810	0.89%	528,338	48.48%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 65,819,562	40.95%	\$ 49,402,220	40.16%	\$ 16,417,342	33.23%
Video Tolling *		-		\$ 2,848,694	2.32%		
Grand Total:		\$ 160,750,609	100.00%	\$ 123,004,104	100.00%	\$ 37,746,505	30.69%
Income Composite:							
Total Cash in Lane		\$ 44,247,349	27.53%	\$ 36,660,281	29.80%	\$ 7,587,068	20.70%
Total E-ZPass		114,463,860	71.21%	83,495,129	67.88%	30,968,731	37.09%
Total Video Tolling		2,039,400	1.27%	2,848,694	2.32%	(809,294)	-28.41%
		\$ 160,750,609	100.00%	\$ 123,004,104	100.00%	\$ 37,746,505	30.69%

* Video tolling not available by vehicle class for 2013

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

Maryland Transportation Authority
Supplemental Information
June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
(UNAUDITED)
THOMAS J. HATEM MEMORIAL BRIDGE

	2014		2013 (For comparative purposes only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
TRAFFIC VOLUME						
Class 2 & 8 Vehicles						
Cash in Lane	282,279	5.70%	335,930	7.36%	(53,651)	-15.97%
Official Duty	4,769	0.10%	4,897	0.11%	(128)	-2.61%
Total:	287,048	5.80%	340,827	7.47%	(53,779)	-15.78%
E-ZPass						
Full-Fare	152,780	3.09%	153,339	3.36%	(559)	-0.36%
MD E-ZPass	143,947	2.91%	134,553	2.95%	9,394	6.98%
Commuter	87,541	1.77%	111,046	2.43%	(23,505)	-21.17%
Hatem Plan A	2,482,424	50.17%	2,360,420	51.73%	122,004	5.17%
Hatem Plan B	1,569,577	31.72%	1,231,164	26.98%	338,413	27.49%
Official Duty	41,664	0.84%	43,020	0.94%	(1,356)	-3.15%
Total:	4,477,933	90.49%	4,033,542	88.40%	444,391	11.02%
Total (2 & 8 Class Vehicles):	4,764,981	96.29%	4,374,370	95.87%	390,611	8.93%
Class 3 Vehicles						
Cash in Lane	6,494	0.13%	6,697	0.15%	(203)	-3.03%
A-Series	0	0.00%	128	0.00%	(128)	-100.00%
T-Series	0	0.00%	30,509	0.67%	(30,509)	-100.00%
E-ZPass	50,876	1.03%	30,579	0.67%	20,297	66.38%
Total:	57,370	1.16%	67,913	1.49%	(10,543)	-15.52%
Class 4 Vehicles						
Cash in Lane	2,951	0.06%	3,691	0.08%	(740)	-20.04%
A-Series	0	0.00%	94	0.00%	(94)	-100.00%
T-Series	0	0.00%	713	0.02%	(713)	-100.00%
E-ZPass	18,403	0.37%	19,380	0.42%	(977)	-5.04%
Total:	21,354	0.43%	23,878	0.52%	(2,524)	-10.57%
Class 5 Vehicles						
Cash in Lane	13,968	0.28%	15,401	0.34%	(1,433)	-9.30%
A-Series	-	0.00%	2	0.00%	(2)	-100.00%
E-ZPass	61,604	1.24%	64,282	1.41%	(2,678)	-4.17%
Total:	75,572	1.53%	79,685	1.75%	(4,113)	-5.16%
Class 6 Vehicles						
Cash in Lane	55	0.00%	59	0.00%	(5)	-7.81%
E-ZPass	522	0.01%	472	0.01%	50	10.59%
Total:	577	0.01%	531	0.01%	45	8.54%
Total (Class 3, 4, 5 & 6 Vehicles)	154,873	3.13%	172,007	3.77%	(17,135)	-9.96%
Video Transactions	28,628	0.58%	16,553	0.36%	12,075	72.94%
Grand Total:	4,948,481	100.00%	4,562,930	100.00%	385,551	8.45%
Traffic Composite:						
Total Cash in Lane	310,516	6.27%	398,121	8.73%	(87,606)	-22.00%
Total E-ZPass	4,609,338	93.15%	4,148,255	90.91%	461,083	11.12%
Total Video Transactions	28,628	0.58%	16,553	0.36%	12,075	72.94%
	4,948,481	100.00%	4,562,930	100.00%	385,551	8.45%

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

Maryland Transportation Authority
 Supplemental Information
 June 30, 2014

Maryland Transportation Authority
 Statement of Traffic Volume and Toll Income
 For the Years Ended June 30
 THOMAS J. HATEM MEMORIAL BRIDGE
 TOLL INCOME

	Rate	2014		2013 (For comparative purposes only)		Changes	
		Amount	Percent	Amount	Percent	Amount	Percent
Class 2 & 8 Vehicles							
Cash in Lane	\$8.00	\$ 2,258,233	22.47%	\$ 2,015,603	25.62%	\$ 242,630	12.04%
Total:		2,258,233	22.47%	2,015,603	25.62%	242,630	12.04%
E-ZPass							
Full-Fare	\$8.00	1,222,244	12.16%	920,034	11.69%	302,210	32.85%
MD E-ZPass	\$7.20	1,036,420	10.31%	726,587	9.23%	309,833	42.64%
Commuter	\$2.80	245,114	2.44%	166,569	2.12%	78,545	47.15%
Video Tolling		244,846	2.44%				
Total:		2,748,624	27.35%	1,813,190	23.04%	935,434	51.59%
Total (2 & 8 Class Vehicles):		5,006,857	49.82%	3,828,793	48.66%	1,178,064	30.77%
Class 3 Vehicles							
Cash in Lane	\$16.00	103,904	1.03%	80,366	1.02%	23,538	29.29%
A-Series	\$10.80			1,152	0.01%	(1,152)	-100.00%
T-Series	\$9.00			207,352	2.64%	(207,352)	-100.00%
E-ZPass	\$16.00	814,012	8.10%	366,948	4.66%	447,064	121.83%
Video Tolling		12,545	0.12%				
Total:		930,461	9.26%	655,818	8.33%	274,643	41.88%
Class 4 Vehicles							
Cash in Lane	\$24.00	70,836	0.70%	66,431	0.84%	4,405	6.63%
A-Series	\$12.74			1,266	0.02%	(1,266)	-100.00%
T-Series	\$13.50			7,418	0.09%	(7,418)	-100.00%
E-ZPass	\$24.00	441,660	4.39%	348,840	4.43%	92,820	26.61%
Video Tolling		8,530	0.08%				
Total:		521,026	5.18%	423,955	5.39%	97,071	22.90%
Class 5 Vehicles							
Cash in Lane	\$48.00	670,476	6.67%	554,434	7.05%	116,042	20.93%
A-Series	\$19.10			32	0.00%	(32)	-100.00%
E-ZPass	\$48.00	2,956,980	29.42%	2,314,152	29.41%	642,828	27.78%
ETC Usage Disc		(123,914)	-1.23%	(97,024)	-1.23%	(26,890)	27.72%
Video Tolling		53,205	0.53%				
Total:		3,556,747	35.39%	2,771,594	35.22%	785,153	28.33%
Class 6 Vehicles							
Cash in Lane	\$60.00	3,300	0.03%	2,660	0.03%	640	24.05%
E-ZPass	\$60.00	31,320	0.31%	21,240	0.27%	10,080	47.46%
Video Tolling		738	0.01%				
Total:		35,358	0.35%	23,900	0.30%	11,458	47.94%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 5,043,592	50.18%	\$ 3,875,268	49.25%	\$ 1,168,324	30.15%
Video Tolling *				\$ 164,610	2.09%		
Grand Total:		\$ 10,050,449	100.00%	\$ 7,868,670	100.00%	\$ 2,181,779	27.73%
Income Composite:							
Total Cash in Lane		\$ 3,106,749	30.91%	\$ 2,936,714	37.32%	\$ 170,035	5.79%
Total E-ZPass		6,623,836	65.91%	4,767,346	60.59%	1,856,490	38.94%
Total Video Tolling		319,864	3.18%	164,610	2.09%	155,254	94.32%
		\$ 10,050,449	100.00%	\$ 7,868,670	100.00%	\$ 2,181,779	27.73%

* Video tolling not available by vehicle class for 2013

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

Maryland Transportation Authority
Supplemental Information
June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
(UNAUDITED)

HARRY W. NICE MEMORIAL BRIDGE

TRAFFIC VOLUME

	2014		2013 (For comparative purposes only)		Changes	Changes
	Number	Percent	Number	Percent	Number	Percent
Class 2 & 8 Vehicles						
Cash in Lane	1,440,250	44.41%	1,546,807	47.43%	(106,557)	-6.89%
Official Duty	1,901	0.06%	1,979	0.06%	(78)	-3.94%
Total	1,442,151	44.47%	1,548,786	47.50%	(106,635)	-6.89%
E-ZPass						
Full-Fare	381,992	11.78%	332,065	10.18%	49,927	15.04%
MD E-ZPass	323,077	9.96%	275,380	8.44%	47,697	17.32%
Commuter	845,159	26.06%	873,984	26.80%	(28,825)	-3.30%
Official Duty	30,484	0.94%	26,830	0.82%	3,654	13.62%
Total	1,580,712	48.74%	1,508,259	46.25%	72,453	4.80%
Total (2 & 8 Class Vehicles):	3,022,863	93.21%	3,057,045	93.75%	(34,182)	-1.12%
Class 3 Vehicles						
Cash in Lane	16,626	0.51%	18,078	0.55%	(1,452)	-8.03%
E-ZPass	15,458	0.48%	13,917	0.43%	1,541	11.07%
Total:	32,084	0.99%	31,995	0.98%	89	0.28%
Class 4 Vehicles						
Cash in Lane	20,673	0.64%	21,566	0.66%	(893)	-4.14%
E-ZPass	16,084	0.50%	14,652	0.45%	1,432	9.77%
Total:	36,757	1.13%	36,218	1.11%	539	1.49%
Class 5 Vehicles						
Cash in Lane	23,887	0.74%	27,235	0.84%	(3,348)	-12.29%
E-ZPass	97,518	3.01%	86,912	2.67%	10,606	12.20%
Total:	121,405	3.74%	114,147	3.50%	7,258	6.36%
Class 6 Vehicles						
Cash in Lane	638	0.02%	706	0.02%	(68)	-9.63%
E-ZPass	5,948	0.18%	4,558	0.14%	1,390	30.50%
Total:	6,586	0.20%	5,264	0.16%	1,322	25.11%
Total (Class 3, 4, 5 & 6 Vehicles)	196,832	6.07%	187,624	5.75%	9,208	4.91%
Video Transactions:	23,421	0.72%	16,262	0.50%	7,159	44.02%
Grand Total:	3,243,116	100.00%	3,260,931	100.00%	(17,815)	-0.55%
Traffic Composite:						
Total Cash in Lane	1,503,975	46.37%	1,616,371	49.57%	(112,396)	-6.95%
Total E-ZPass	1,715,720	52.90%	1,628,298	49.93%	87,422	5.37%
Total Video Transactions	23,421	0.72%	16,262	0.50%	7,159	44.02%
	3,243,116	100.00%	3,260,931	100.00%	(17,815)	-0.55%

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

Maryland Transportation Authority
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June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
HARRY W. NICE MEMORIAL BRIDGE

		TOLL INCOME					
		2014		2013 (For comparative purposes only)		Changes	Changes
<u>Class 2 & 8 Vehicles</u>	Rate	Amount	Percent	Amount	Percent	Amount	Percent
Cash in Lane	\$6.00	\$ 8,641,495	42.69%	\$ 6,187,225	47.41%	\$ 2,454,270	39.67%
Total:		8,641,495	42.69%	6,187,225	47.41%	2,454,270	39.67%
E-ZPass							
Full-Fare	\$6.00	2,291,950	11.32%	1,328,260	10.18%	963,690	72.55%
MD E-ZPass	\$5.40	1,744,615	8.62%	991,368	7.60%	753,246	75.98%
Commuter	\$2.10	1,774,833	8.77%	873,984	6.70%	900,849	103.07%
Video Tolling		162,798	0.80%				
Total:		5,974,196	29.52%	3,193,612	24.47%	2,780,584	87.07%
Total (2 & 8 Class Vehicles):		14,615,691	72.21%	9,380,837	71.89%	5,234,854	55.80%
Class 3 Vehicles							
Cash in Lane	\$12.00	199,511	0.99%	144,624	1.11%	54,887	37.95%
E-ZPass	\$12.00	185,496	0.92%	111,336	0.85%	74,160	66.61%
Video Tolling		5,157	0.03%				
Total:		390,164	1.93%	255,960	1.96%	134,204	52.43%
Class 4 Vehicles							
Cash in Lane	\$18.00	372,120	1.84%	258,792	1.98%	113,328	43.79%
E-ZPass	\$18.00	289,506	1.43%	175,824	1.35%	113,682	64.66%
Video Tolling		7,774	0.04%				
Total:		669,400	3.31%	434,616	3.33%	234,784	54.02%
Class 5 Vehicles							
Cash in Lane	\$36.00	859,944	4.25%	653,640	5.01%	206,304	31.56%
E-ZPass	\$36.00	3,510,648	17.34%	2,085,888	15.98%	1,424,760	68.30%
ETC Usage Disc		(156,380)	-0.77%	(115,699)	-0.89%	(40,681)	35.16%
Video Tolling		48,421	0.24%				
Total:		4,262,633	21.06%	2,623,829	20.11%	1,638,804	62.46%
Class 6 Vehicles							
Cash in Lane	\$45.00	28,665	0.14%	21,180	0.16%	7,485	35.34%
E-ZPass	\$45.00	267,660	1.32%	136,740	1.05%	130,920	95.74%
Video Tolling		6,430	0.03%				
Total:		302,755	1.50%	157,920	1.21%	144,835	91.71%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 5,624,952	27.79%	\$ 3,472,325	26.61%	\$ 2,152,627	61.99%
Video Tolling *				\$ 196,268	1.50%		
Grand Total:		\$ 20,240,643	100.00%	\$ 13,049,430	100.00%	\$ 7,191,213	55.11%
Income Composite:							
Total Cash in Lane		\$ 10,101,735	49.91%	\$ 7,265,461	55.68%	\$ 2,836,274	39.04%
Total E-ZPass		9,908,328	48.95%	5,587,701	42.82%	4,320,627	77.32%
Total Video Tolling		230,580	1.14%	196,268	1.50%	34,312	17.48%
		\$ 20,240,643	100.00%	\$ 13,049,430	100.00%	\$ 7,191,213	55.11%

* Video tolling not available by vehicle class for 2013

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

Maryland Transportation Authority
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Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
(UNAUDITED)

WILLIAM PRESTON LANE MEMORIAL BAY BRIDGE

TRAFFIC VOLUME

	2014		2013 (For comparative purposes only)		Changes	Changes
	Number	Percent	Number	Percent	Number	Percent
Class 2 & 8 Vehicles						
Cash in Lane	3,795,839	29.75%	4,127,870	32.41%	(332,031)	-8.04%
Official Duty	12,022	0.09%	13,271	0.10%	(1,249)	-9.41%
Total:	3,807,861	29.85%	4,141,141	32.52%	(333,280)	-8.05%
E-ZPass						
Full-Fare	1,475,422	11.56%	1,406,709	11.05%	68,713	4.88%
MD E-ZPass	2,573,805	20.17%	2,521,936	19.80%	51,869	2.06%
Commuter/Shoppers	3,819,328	29.93%	3,590,514	28.19%	228,814	6.37%
Official Duty	112,052	0.88%	111,659	0.88%	393	0.35%
Total:	7,980,606	62.55%	7,630,818	59.92%	349,788	4.58%
Total (2 & 8 Class Vehicles):	11,788,467	92.39%	11,771,959	92.43%	16,508	0.14%
Class 3 Vehicles						
Cash in Lane	43,860	0.34%	49,828	0.39%	(5,968)	-11.98%
E-ZPass	85,435	0.67%	87,581	0.69%	(2,146)	-2.45%
Total:	129,295	1.01%	137,409	1.08%	(8,114)	-5.90%
Class 4 Vehicles						
Cash in Lane	43,748	0.34%	45,533	0.36%	(1,785)	-3.92%
E-ZPass	74,257	0.58%	70,497	0.55%	3,760	5.33%
Total:	118,005	0.92%	116,030	0.91%	1,975	1.70%
Class 5 Vehicles						
Cash in Lane	214,783	1.68%	239,244	1.88%	(24,461)	-10.22%
E-ZPass	364,916	2.86%	356,201	2.80%	8,715	2.45%
Total:	579,699	4.54%	595,445	4.68%	(15,746)	-2.64%
Class 6 Vehicles						
Cash in Lane	1,430	0.01%	2,908	0.02%	(1,478)	-50.83%
E-ZPass	11,140	0.09%	13,112	0.10%	(1,972)	-15.04%
Total:	12,570	0.10%	16,020	0.13%	(3,450)	-21.54%
Total (Class 3, 4, 5 & 6 Vehicles)	839,569	6.58%	864,904	6.79%	(25,335)	-2.93%
Video Transactions	130,745	1.02%	98,835	0.78%	31,910	32.29%
Grand Total:	12,758,781	100.00%	12,735,698	100.00%	23,083	0.18%
Manual Transactions						
Total Cash in Lane	4,111,682	32.23%	4,478,654	35.17%	(366,972)	-8.19%
Total E-ZPass	8,516,354	66.75%	8,158,209	64.06%	358,145	4.39%
Total Video Transactions	130,745	1.02%	98,835	0.78%	31,910	32.29%
Total:	12,758,781	100.00%	12,735,698	100.00%	23,083	0.18%

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

Maryland Transportation Authority
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Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
WILLIAM PRESTON LANE MEMORIAL BAY BRIDGE

		TOLL INCOME					
		2014		2013 (For comparative purposes only)		Changes	
<u>Class 2 & 8 Vehicles</u>	<u>Rate</u>	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
Cash in Lane	\$6.00	\$ 22,775,034	28.84%	\$ 16,511,479	31.27%	\$ 6,263,555	37.93%
Total:		22,775,034	28.84%	16,511,479	31.27%	6,263,555	37.93%
E-ZPass							
Full-Fare	\$6.00	8,852,534	11.21%	5,626,836	10.66%	3,225,698	57.33%
MD E-ZPass	\$5.40	13,898,549	17.60%	9,078,968	17.20%	4,819,581	53.09%
Commuter/Shoppers	\$2.10/\$3.00	7,986,689	10.11%	3,922,094	7.43%	4,064,595	103.63%
Video Tolling		833,398	1.06%				
Total:		31,571,170	39.97%	18,627,898	35.28%	12,943,272	69.48%
Total (2 & 8 Class Vehicles):		54,346,204	68.81%	35,139,377	66.56%	19,206,827	54.66%
Class 3 Vehicles							
Cash in Lane	\$12.00	526,316	0.67%	398,624	0.76%	127,692	32.03%
E-ZPass	\$12.00	1,025,220	1.30%	700,648	1.33%	324,572	46.32%
Video Tolling		24,852	0.03%				
Total:		1,576,388	2.00%	1,099,272	2.08%	477,116	43.40%
Class 4 Vehicles							
Cash in Lane	\$18.00	787,464	1.00%	546,396	1.03%	241,068	44.12%
E-ZPass	\$18.00	1,336,632	1.69%	845,964	1.60%	490,668	58.00%
Video Tolling		36,471	0.05%				
Total:		2,160,567	2.74%	1,392,360	2.64%	768,207	55.17%
Class 5 Vehicles							
Cash in Lane	\$36.00	7,732,188	9.79%	5,741,856	10.88%	1,990,332	34.66%
E-ZPass	\$36.00	13,136,988	16.63%	8,548,824	16.19%	4,588,164	53.67%
ETC Usage Disc		(776,804)	-0.98%	(580,477)	-1.10%	(196,327)	33.82%
Video Tolling		228,304	0.29%				
Total:		20,320,676	25.73%	13,710,203	25.97%	6,610,473	48.22%
Class 6 Vehicles							
Cash in Lane	\$45.00	64,380	0.08%	87,240	0.17%	(22,860)	-26.20%
E-ZPass	\$45.00	501,285	0.63%	393,360	0.75%	107,925	27.44%
Video Tolling		9,493	0.01%				
Total:		575,158	0.73%	480,600	0.91%	94,558	19.67%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 24,632,789	31.19%	\$ 16,682,435	31.60%	\$ 7,950,354	47.66%
Video Tolling *				\$ 973,397	1.84%		
Grand Total:		\$ 78,978,993	100.00%	\$ 52,795,210	100.00%	\$ 26,183,783	49.59%
Income Composite:							
Total Cash in Lane		\$ 31,885,382	40.37%	\$ 23,285,595	44.11%	\$ 8,599,787	36.93%
Total E-ZPass		45,961,093	58.19%	28,536,217	54.05%	17,424,876	61.06%
Total Video Tolling		1,132,518	1.43%	973,397	1.84%	159,121	16.35%
		\$ 78,978,993	100.00%	\$ 52,795,210	100.00%	\$ 26,183,783	49.59%

* Video tolling not available by vehicle class for 2013

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

Maryland Transportation Authority
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June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
(UNAUDITED)

BALTIMORE HARBOR TUNNEL

TRAFFIC VOLUME

	2014		2013 (For comparative purposes only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
Class 2 & 8 Vehicles						
Cash in Lane	6,771,893	27.20%	7,014,320	29.26%	(242,427)	-3.46%
Official Duty	82,025	0.33%	78,135	0.33%	3,890	4.98%
Total:	6,853,918	27.53%	7,092,455	29.59%	(238,537)	-3.36%
E-ZPass						
Full-Fare	3,541,658	14.23%	3,030,774	12.64%	510,884	16.86%
MD E-ZPass	3,721,137	14.95%	3,144,492	13.12%	576,644	18.34%
Commuter	9,631,288	38.69%	9,628,067	40.16%	3,221	0.03%
Official Duty	346,845	1.39%	343,946	1.43%	2,899	0.84%
Total:	17,240,927	69.26%	16,147,279	67.36%	1,093,648	6.77%
Total (2 & 8 Class Vehicles):	24,094,845	96.79%	23,239,734	96.95%	855,111	3.68%
Class 3 Vehicles						
Cash in Lane	32,568	0.13%	37,145	0.15%	(4,577)	-12.32%
E-ZPass	211,863	0.85%	207,313	0.86%	4,550	2.19%
Total:	244,431	0.98%	244,458	1.02%	(27)	-0.01%
Class 4 Vehicles						
Cash in Lane	24,025	0.10%	25,112	0.10%	(1,087)	-4.33%
E-ZPass	70,510	0.28%	67,787	0.28%	2,723	4.02%
Total:	94,535	0.38%	92,899	0.39%	1,636	1.76%
Class 5 Vehicles						
Cash in Lane	19,959	0.08%	25,809	0.11%	(5,851)	-22.67%
E-ZPass	179,517	0.72%	188,204	0.79%	(8,687)	-4.62%
Total:	199,476	0.80%	214,013	0.89%	(14,538)	-6.79%
Class 6 Vehicles						
Cash in Lane	226	0.00%	294	0.00%	(69)	-23.30%
E-ZPass	2,159	0.01%	1,811	0.01%	348	19.19%
Total:	2,384	0.01%	2,105	0.01%	279	13.25%
Total (Class 3, 4, 5 & 6 Vehicles)	540,826	2.17%	553,475	2.31%	(12,650)	-2.29%
Video Transactions	257,054	1.03%	178,744	0.75%	78,310	43.81%
Grand Total:	24,892,724	100.00%	23,971,953	100.00%	920,771	3.84%
Traffic Composite:						
Total Cash in Lane	6,930,695	27.84%	7,180,815	29.96%	(250,120)	-3.48%
Total E-ZPass	17,704,976	71.13%	16,612,394	69.30%	1,092,581	6.58%
Total Video Transactions	257,054	1.03%	178,744	0.75%	78,310	43.81%
Total:	24,892,724	100.00%	23,971,953	100.00%	920,771	3.84%

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

Maryland Transportation Authority
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Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
BALTIMORE HARBOR TUNNEL

TOLL INCOME

		2014		2013 (For comparative purposes only)		Changes	
<u>Class 2 & 8 Vehicles</u>	<u>Rate</u>	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
Cash in Lane	\$4.00	\$ 27,087,554	35.26%	\$ 21,043,875	40.10%	\$ 6,043,679	28.72%
Total:		27,087,554	35.26%	21,043,875	40.10%	6,043,679	28.72%
E-ZPass							
Full-Fare	\$4.00	14,166,628	18.44%	9,092,322	17.33%	5,074,306	55.81%
MD E-ZPass	\$3.60	13,396,092	17.44%	8,490,129	16.18%	4,905,962	57.78%
Commuter	\$1.40	13,483,803	17.55%	7,221,050	13.76%	6,262,752	86.73%
Video Tolling		1,332,267	1.73%				
Total:		42,378,789	55.16%	24,803,502	47.27%	17,575,288	70.86%
Total (2 & 8 Class Vehicles):		69,466,343	90.42%	45,847,376	87.37%	23,618,967	51.52%
Class 3 Vehicles							
Cash in Lane	\$8.00	260,544	0.34%	222,870	0.42%	37,674	16.90%
E-ZPass	\$8.00	1,694,900	2.21%	1,243,878	2.37%	451,022	36.26%
Video Tolling		40,000	0.05%				
Total:		1,995,444	2.60%	1,466,748	2.80%	528,696	36.05%
Class 4 Vehicles							
Cash in Lane	\$12.00	288,303	0.38%	226,008	0.43%	62,295	27.56%
E-ZPass	\$12.00	846,117	1.10%	610,083	1.16%	236,034	38.69%
Video Tolling		34,908	0.05%				
Total:		1,169,328	1.52%	836,091	1.59%	333,237	39.86%
Class 5 Vehicles							
Cash in Lane	\$24.00	479,022	0.62%	464,562	0.89%	14,460	3.11%
E-ZPass	\$24.00	4,308,396	5.61%	3,387,672	6.46%	920,724	27.18%
ETC Usage Disc		(733,600)	-0.95%	(601,187)	-1.15%	(132,413)	22.03%
Video Tolling		66,440	0.09%				
Total:		4,120,258	5.36%	3,251,047	6.20%	869,211	26.74%
Class 6 Vehicles							
Cash in Lane	\$30.00	6,821	0.01%	6,762	0.01%	59	0.87%
E-ZPass	\$30.00	64,770	0.08%	41,653	0.08%	23,117	55.50%
Video Tolling		2,305	0.00%				
Total:		73,896	0.10%	48,415	0.09%	25,481	52.63%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 7,358,926	9.58%	\$ 5,602,301	10.68%	\$ 1,756,625	31.36%
Video Tolling *				\$ 1,023,352	1.95%		
Grand Total:		\$ 76,825,269	100.00%	\$ 52,473,029	100.00%	\$ 24,352,241	46.41%
Income Composite:							
Total Cash in Lane		\$ 28,122,244	36.61%	\$ 21,964,077	41.86%	\$ 6,158,167	28.04%
Total E-ZPass		47,227,105	61.47%	29,485,600	56.19%	17,741,505	60.17%
Total Video Tolling		1,475,920	1.92%	1,023,352	1.95%	452,568	44.22%
		\$ 76,825,269	100.00%	\$ 52,473,029	100.00%	\$ 24,352,241	46.41%

* Video tolling not available by vehicle class for 2013

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

Maryland Transportation Authority
Supplemental Information
June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
(UNAUDITED)

FRANCIS SCOTT KEY BRIDGE

TRAFFIC VOLUME

	2014		2013 (For comparative purposes only)		Changes	Changes
	Number	Percent	Number	Percent	Number	Percent
Class 2 & 8 Vehicles						
Cash in Lane	2,067,216	19.84%	2,335,111	21.38%	(267,895)	-11.47%
Official Duty	32,503	0.31%	31,788	0.29%	715	2.25%
Total:	2,099,719	20.15%	2,366,899	21.67%	(267,180)	-11.29%
E-ZPass						
Full-Fare	349,014	3.35%	338,154	3.10%	10,860	3.21%
MD E-ZPass	1,422,741	13.65%	1,300,465	11.91%	122,276	9.40%
Commuter	5,226,665	50.16%	5,652,661	51.75%	(425,996)	-7.54%
Official Duty	240,988	2.31%	233,865	2.14%	7,123	3.05%
Total:	7,239,408	69.48%	7,525,145	68.90%	(285,737)	-3.80%
Total (2 & 8 Class Vehicles):	9,339,127	89.63%	9,892,045	90.57%	(552,918)	-5.59%
Class 3 Vehicles						
Cash in Lane	31,501	0.30%	37,431	0.34%	(5,930)	-15.84%
E-ZPass	178,719	1.72%	165,947	1.52%	12,772	7.70%
Total:	210,220	2.02%	203,378	1.86%	6,842	3.36%
Class 4 Vehicles						
Cash in Lane	22,469	0.22%	22,870	0.21%	(401)	-1.75%
E-ZPass	126,084	1.21%	113,353	1.04%	12,731	11.23%
Total:	148,553	1.43%	136,223	1.25%	12,330	9.05%
Class 5 Vehicles						
Cash in Lane	55,397	0.53%	70,825	0.65%	(15,428)	-21.78%
E-ZPass	494,014	4.74%	502,216	4.60%	(8,202)	-1.63%
Total:	549,411	5.27%	573,041	5.25%	(23,630)	-4.12%
Class 6 Vehicles						
Cash in Lane	979	0.01%	1,199	0.01%	(220)	-18.35%
E-ZPass	17,033	0.16%	16,571	0.15%	462	2.79%
Total:	18,012	0.17%	17,770	0.16%	242	1.36%
Total (Class 3, 4, 5 & 6 Vehicles)	926,196	8.89%	930,412	8.52%	(4,216)	-0.45%
Video Transactions	154,063	1.48%	99,652	0.91%	54,411	54.60%
Grand Total:	10,419,386	100.00%	10,922,109	100.00%	(502,723)	-4.60%
Traffic Composite:						
Total Cash in Lane	2,210,065	21.21%	2,499,224	22.88%	(289,159)	-11.57%
Total E-ZPass	8,055,258	77.31%	8,323,232	76.21%	(267,974)	-3.22%
Total Video Transactions	154,063	1.48%	99,652	0.91%	54,411	54.60%
Total:	10,419,386	100.00%	10,922,109	100.00%	(502,723)	-4.60%

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

Maryland Transportation Authority
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Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
FRANCIS SCOTT KEY BRIDGE

		TOLL INCOME					
		2014		2013 (For comparative purposes only)		Changes	Changes
<u>Class 2 & 8 Vehicles</u>	<u>Rate</u>	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
Cash in Lane	\$4.00	\$ 8,268,863	20.80%	\$ 7,005,383	23.98%	\$ 1,263,480	18.04%
Total:		8,268,863	20.80%	7,005,383	23.98%	1,263,480	18.04%
E-ZPass							
Full-Fare	\$4.00	1,396,056	3.51%	1,014,462	3.47%	381,594	37.62%
MD E-ZPass	\$3.60	5,121,873	12.88%	3,511,256	12.02%	1,610,617	45.87%
Commuter	\$1.40	7,317,331	18.40%	4,239,496	14.51%	3,077,835	72.60%
Video Tolling		759,113	1.91%				
Total:		14,594,373	36.71%	8,765,214	30.00%	5,829,159	66.50%
Total (2 & 8 Class Vehicles):		22,863,236	57.50%	15,770,597	53.98%	7,092,639	44.97%
Class 3 Vehicles							
Cash in Lane	\$8.00	252,004	0.63%	224,586	0.77%	27,418	12.21%
E-ZPass	\$8.00	1,429,754	3.60%	995,682	3.41%	434,072	43.60%
Video Tolling		43,757	0.11%				
Total:		1,725,515	4.34%	1,220,268	4.18%	505,247	41.40%
Class 4 Vehicles							
Cash in Lane	\$12.00	269,628	0.68%	205,830	0.70%	63,798	31.00%
E-ZPass	\$12.00	1,513,011	3.81%	1,020,177	3.49%	492,834	48.31%
Video Tolling		30,697	0.08%				
Total:		1,813,336	4.56%	1,226,007	4.20%	587,329	47.91%
Class 5 Vehicles							
Cash in Lane	\$24.00	1,329,528	3.34%	1,274,850	4.36%	54,678	4.29%
E-ZPass	\$24.00	11,856,324	29.82%	9,039,888	30.94%	2,816,436	31.16%
ETC Usage Disc		(498,720)	-1.25%	(402,810)	-1.38%	(95,910)	23.81%
Video Tolling		121,071	0.30%				
Total:		12,808,203	32.21%	9,911,928	33.93%	2,896,275	29.22%
Class 6 Vehicles							
Cash in Lane	\$30.00	29,379	0.07%	27,577	0.09%	1,802	6.53%
E-ZPass	\$30.00	510,983	1.29%	381,133	1.30%	129,850	34.07%
Video Tolling		10,302	0.03%				
Total:		550,664	1.38%	408,710	1.40%	141,954	34.73%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 16,897,718	42.50%	\$ 12,766,913	43.70%	\$ 4,130,805	32.36%
Video Tolling *				\$ 679,116	2.32%		
Grand Total:		\$ 39,760,954	100.00%	\$ 29,216,625	100.00%	\$ 10,544,328	36.09%
Income Composite:							
Total Cash in Lane		\$ 10,149,402	25.53%	\$ 8,738,226	29.91%	\$ 1,411,176	16.15%
Total E-ZPass		28,646,612	72.05%	19,799,284	67.77%	8,847,328	44.69%
Total Video Tolling		964,940	2.43%	679,116	2.32%	285,825	42.09%
Total:		\$ 39,760,954	100.00%	\$ 29,216,625	100.00%	\$ 10,544,328	36.09%

* Video tolling not available by vehicle class for 2013

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

Maryland Transportation Authority
Supplemental Information
June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
(UNAUDITED)

FORT MCHENRY TUNNEL

TRAFFIC VOLUME

	2014		2013 (For comparative purposes only)		Changes	
	Number	Percent	Number	Percent	Number	Percent
Class 2 & 8 Vehicles						
Cash in Lane	10,354,394	24.73%	11,731,917	26.92%	(1,377,523)	-11.74%
Official Duty	59,133	0.14%	61,115	0.14%	(1,982)	-3.24%
Total:	10,413,527	24.87%	11,793,032	27.06%	(1,379,505)	-11.70%
E-ZPass						
Full-Fare	7,920,857	18.92%	7,879,480	18.08%	41,377	0.53%
MD E-ZPass	5,698,788	13.61%	5,580,393	12.81%	118,395	2.12%
Commuter	13,560,932	32.38%	14,109,658	32.38%	(548,726)	-3.89%
Official Duty	385,257	0.92%	410,610	0.94%	(25,353)	-6.17%
Total:	27,565,834	65.83%	27,980,141	64.21%	(414,307)	-1.48%
Total (2 & 8 Class Vehicles):	37,979,361	90.70%	39,773,173	91.27%	(1,793,812)	-4.51%
Class 3 Vehicles						
Cash in Lane	86,248	0.21%	93,988	0.22%	(7,740)	-8.24%
E-ZPass	512,936	1.22%	491,711	1.13%	21,225	4.32%
Total:	599,184	1.43%	585,699	1.34%	13,485	2.30%
Class 4 Vehicles						
Cash in Lane	71,422	0.17%	77,304	0.18%	(5,882)	-7.61%
E-ZPass	360,331	0.86%	333,246	0.76%	27,085	8.13%
Total:	431,753	1.03%	410,550	0.94%	21,203	5.16%
Class 5 Vehicles						
Cash in Lane	339,206	0.81%	415,191	0.95%	(75,985)	-18.30%
E-ZPass	1,987,852	4.75%	1,976,618	4.54%	11,234	0.57%
Total:	2,327,058	5.56%	2,391,809	5.49%	(64,751)	-2.71%
Class 6 Vehicles						
Cash in Lane	2,696	0.01%	3,378	0.01%	(682)	-20.19%
E-ZPass	40,752	0.10%	34,139	0.08%	6,613	19.37%
Total:	43,448	0.10%	37,517	0.09%	5,931	15.81%
Total (Class 3, 4, 5 & 6 Vehicles)	3,401,443	8.12%	3,425,575	7.86%	(24,132)	-0.70%
Video Transactions	494,649	1.18%	377,821	0.87%	116,828	30.92%
Grand Total:	41,875,453	100.00%	43,576,569	100.00%	(1,701,116)	-3.90%
Traffic Composite:						
Total Cash in Lane	10,913,099	26.06%	12,382,893	28.42%	(1,469,794)	-11.87%
Total E-ZPass	30,467,705	72.76%	30,815,855	70.72%	(348,150)	-1.13%
Total Video Transactions	494,649	1.18%	377,821	0.87%	116,828	30.92%
Total:	41,875,453	100.00%	43,576,569	100.00%	(1,701,116)	-3.90%

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

Maryland Transportation Authority
Supplemental Information
June 30, 2014

Maryland Transportation Authority
Statement of Traffic Volume and Toll Income
For the Years Ended June 30
FORT MCHENRY TUNNEL

		TOLL INCOME					
		2014		2013 (For comparative purposes only)		Changes	Changes
<u>Class 2 & 8 Vehicles</u>	Rate	Amount	Percent	Amount	Percent	Amount	Percent
Cash in Lane	\$4.00	\$ 41,417,611	22.89%	\$ 35,195,748	25.72%	\$ 6,221,863	17.68%
Total:		41,417,611	22.89%	35,195,748	25.72%	6,221,863	17.68%
E-ZPass							
Full-Fare	\$4.00	31,683,427	17.51%	23,638,440	17.27%	8,044,987	34.03%
MD E-ZPass	\$3.60	20,515,578	11.34%	15,067,061	11.01%	5,448,517	36.16%
Commuter	\$1.40	18,985,305	10.49%	10,582,244	7.73%	8,403,062	79.41%
Video Tolling		2,380,534	1.32%				
Total:		73,564,844	40.66%	49,287,745	36.01%	24,277,099	49.26%
Total (2 & 8 Class Vehicles):		114,982,456	63.55%	84,483,493	61.73%	30,498,963	36.10%
Class 3 Vehicles							
Cash in Lane	\$8.00	689,982	0.38%	563,928	0.41%	126,054	22.35%
E-ZPass	\$8.00	4,103,493	2.27%	2,950,266	2.16%	1,153,227	39.09%
Video Tolling		80,347	0.04%				
Total:		4,873,822	2.69%	3,514,194	2.57%	1,359,628	38.69%
Class 4 Vehicles							
Cash in Lane	\$12.00	857,058	0.47%	695,736	0.51%	161,322	23.19%
E-ZPass	\$12.00	4,323,969	2.39%	2,999,214	2.19%	1,324,755	44.17%
Video Tolling		98,351	0.05%				
Total:		5,279,378	2.92%	3,694,950	2.70%	1,584,428	42.88%
Class 5 Vehicles							
Cash in Lane	\$24.00	8,140,932	4.50%	7,473,438	5.46%	667,494	8.93%
E-ZPass	\$24.00	47,708,475	26.37%	35,579,124	26.00%	12,129,351	34.09%
ETC Usage Disc		(2,186,196)	-1.21%	(1,827,590)	-1.34%	(358,606)	19.62%
Video Tolling		812,316	0.45%				
Total:		54,475,527	30.11%	41,224,972	30.12%	13,250,554	32.14%
Class 6 Vehicles							
Cash in Lane	\$30.00	80,820	0.04%	77,694	0.06%	3,126	4.02%
E-ZPass	\$30.00	1,222,546	0.68%	785,197	0.57%	437,349	55.70%
Video Tolling		28,779	0.02%				
Total:		1,332,145	0.74%	862,891	0.63%	469,254	54.38%
Total (Class 3, 4, 5 & 6 Vehicles)		\$ 65,960,871	36.45%	\$ 49,297,007	36.02%	\$ 16,663,863	33.80%
Video Tolling *			0.00%	\$ 3,075,572	2.25%		
Grand Total:		\$ 180,943,326	100.00%	\$ 136,856,072	100.00%	\$ 44,087,255	32.21%
Income Composite:							
Total Cash in Lane		\$ 51,186,403	28.29%	\$ 44,006,544	32.16%	\$ 7,179,859	16.32%
Total E-ZPass		126,356,596	69.83%	89,773,956	65.60%	36,582,640	40.75%
Total Video Tolling		3,400,327	1.88%	3,075,572	2.25%	324,755	10.56%
		\$ 180,943,326	100.00%	\$ 136,856,072	100.00%	\$ 44,087,255	32.21%

* Video tolling not available by vehicle class for 2013

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

Maryland Transportation Authority
 Supplemental Information
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Maryland Transportation Authority
 Statement of Traffic Volume and Toll Income
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 (UNAUDITED)

INTERCOUNTY CONNECTOR

TRAFFIC VOLUME						
	2014		2013 (For comparative purposes only)		Changes	Changes
	Number	Percent	Number	Percent	Number	Percent
<u>Class 2 & 8 Vehicles</u>						
E-ZPass	17,497,871	85.46%	14,927,876	86.80%	2,569,995	17.22%
Official Duty	381,719	1.86%	335,388	1.95%	46,331	13.81%
Total:	17,879,590	87.32%	15,263,264	88.75%	2,616,326	17.14%
<u>Class 3 Vehicles</u>						
E-ZPass	211,032	1.03%	189,265	1.10%	21,767	11.50%
<u>Class 4 Vehicles</u>						
E-ZPass	100,351	0.49%	89,562	0.52%	10,789	12.05%
<u>Class 5 Vehicles</u>						
E-ZPass	160,593	0.78%	137,377	0.80%	23,216	16.90%
<u>Class 6 Vehicles</u>						
E-ZPass	4,170	0.02%	3,490	0.02%	680	19.48%
<u>Total (Class 3, 4, 5 & 6 Vehicles)</u>	476,146	2.33%	419,694	2.44%	56,452	13.45%
<u>Video Transactions:</u>	2,119,850	10.35%	1,515,069	8.81%	604,781	39.92%
<u>Grand Total:</u>	20,475,586	100.00%	17,198,027	100.00%	3,277,559	19.06%
<u>Traffic Composite:</u>						
Total E-ZPass	18,355,736	89.65%	15,682,958	91.19%	2,672,778	17.04%
Total Video Transactions	2,119,850	10.35%	1,515,069	8.81%	604,781	39.92%
	20,475,586	100.00%	17,198,027	100.00%	3,277,559	19.06%

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

Maryland Transportation Authority
 Supplemental Information
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Maryland Transportation Authority
 Statement of Traffic Volume and Toll Income
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 INTERCOUNTY CONNECTOR

	2014		2013 (For comparative purposes only)		Changes	Changes
	Amount	Percent	Amount	Percent	Amount	Percent
TOLL INCOME						
Class 2 & 8 Vehicles						
E-ZPass						
Full Fare	\$ 8,586,564	17.88%	\$ 11,275,159	28.48%	\$ (2,688,595)	-23.85%
MD E-ZPass	27,804,278	57.89%	19,588,061	49.48%	8,216,217	41.95%
Video Tolling	6,854,452	14.27%				
Total:	43,245,294	90.04%	30,863,220	77.96%	12,382,074	40.12%
Class 3 Vehicles						
E-ZPass	1,151,272	2.40%	983,091	2.48%	168,182	17.11%
Video Tolling	88,766					
Total:	1,240,038	2.58%	983,091	2.48%	256,948	26.14%
Class 4 Vehicles						
E-ZPass	990,461	2.06%	830,785	2.10%	159,677	19.22%
Video Tolling	79,718					
Total:	1,070,179	2.23%	830,785	2.10%	239,395	28.82%
Class 5 Vehicles						
E-ZPass	2,321,752	4.83%	1,963,236	4.96%	358,516	18.26%
Video Tolling	77,891					
Total:	2,399,643	5.00%	1,963,236	4.96%	436,407	22.23%
Class 6 Vehicles						
E-ZPass	70,053	0.15%	55,277	0.14%	14,776	26.73%
Video Tolling	3,570					
Total:	73,623	0.15%	55,277	0.14%	18,346	33.19%
Total (Class 3, 4, 5 & 6 Vehicles)	4,783,483	9.96%	3,832,388	9.68%	951,095	24.82%
Video Tolling *			4,890,672	12.35%		
Grand Total:	\$ 48,028,777	100.00%	\$ 39,586,280	100.00%	\$ 8,442,497	21.33%
Income Composite:						
Total E-ZPass	\$ 40,924,380	85.21%	\$ 34,695,608	87.65%	\$ 6,228,772	17.95%
Total Video Tolling	7,104,397	14.79%	4,890,672	12.35%	2,213,725	45.26%
	\$ 48,028,777	100.00%	\$ 39,586,280	100.00%	\$ 8,442,497	21.33%

* Video tolling not available by vehicle class for 2013

The ICC is a variably priced facility, where tolls are higher during peak travel times.
 The variable tolling is to manage congestion.

	Class 2 & 8 Vehicles	Class 3 Vehicles	Class 4 Vehicles	Class 5 Vehicles	Class 6 Vehicles
Peak	\$.70 - \$4.00	\$ 2.05 - \$12.00	\$ 3.10 - \$18.00	\$ 4.10 - \$24.00	\$ 5.10 - \$30.00
Off Peak	\$.55 - \$3.20	\$ 1.65 - \$9.60	\$ 2.45 - \$14.40	\$ 3.30 - \$19.20	\$ 4.10 - \$24.00
Over Night	\$.40 - \$1.60	\$.85 - \$4.80	\$ 1.25 - \$7.20	\$ 1.65 - \$9.60	\$ 2.05 - \$12.00

Total cost to the customer is based on miles traveled.

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

**Maryland Transportation Authority
Supplemental Information
June 30, 2014**

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

**Investment of Funds
Master Investment Schedule
June 30, 2014**

Maryland Transportation Authority Series 1992-2012	\$	792,844,477
Depository / GARVEE 2007 & 2008		19,822,993
BWI Airport Parking Garage 2012		30,560,115
BWI Airport Consolidated Rental Car Facility 2002		33,622,260
BWI Airport Passenger Facility Charge 2003 & 2012		144,526,831
Metrorail Parking Projects 2004		5,113,026
Calvert Street Parking 2005		1,127,503
Total Current and Noncurrent Cash, Cash Equivalents and Investments	\$	<u>1,027,617,205</u>

Maryland Transportation Authority
Bank of New York Mellon, Trustee
Transportation Facilities Projects

Investment of Funds
Created Under Article V of the Trust Agreement
June 30, 2014

Operating	\$ 50,181,141
General	192,952,565
Maintenance & Operations Reserve	50,951,228
Operating Reserve	55,390,509
Capital	227,580,240
Unrestricted Excluding Operating	<u>\$ 526,874,542</u>
Bond Service & Debt Service Reserves	215,788,794
Restricted Bond & Capital	<u>\$ 215,788,794</u>
Total Investments	<u><u>\$ 792,844,477</u></u>

**Maryland Transportation Authority
Bank of New York Mellon, Trustee
Intercounty Connector**

**Investment of Funds
Created Under Article V of the Trust Agreement and Depository Agreement
June 30, 2014**

GARVEE Debt Service 2007	\$	173
GARVEE Debt Service Reserve 2007		3,941,794
GARVEE Debt Service 2008		240
GARVEE Debt Service Reserve 2008		7,958,797
ICC Depository		7,921,989
Total Current and Noncurrent Cash, Cash Equivalents and Investments	\$	<u>19,822,993</u>

**Maryland Transportation Authority
Supplemental Information
June 30, 2014**

**Maryland Transportation Authority
Bank of New York Mellon, Trustee
BWI Airport Parking Garage**

**Investment of Funds
Funds Created Under Article IV of the 2012 Trust Agreement
June 30, 2014**

Pledged Revenues	\$	4,050,579
Debt Service Reserve		19,920,679
Bond Service		6,588,857
Total Investments	\$	<u>30,560,115</u>

**Maryland Transportation Authority
Bank of New York Mellon, Trustee
BWI Airport Consolidated Rental Car Facility**

**Investment of Funds
Funds Created Under Article IV of the 2002 Trust Agreement
June 30, 2014**

Facility Improvement	\$	23,488,442
Pledged Revenue		603,850
Debt Service Reserve		2,266,925
Coverage		1,371,564
Bond Service		5,891,479
Total Investments	\$	<u>33,622,260</u>

**Maryland Transportation Authority
M&T Bank, Trustee
BWI Airport Passenger Facility Charge**

**Investment of Funds
Funds Created Under Article IV of the 2003 and 2012 Trust Agreements
June 30, 2014**

Facility Improvement	\$	48,929,386
Pledged Revenue		4,081,638
Debt Service Reserve		14,250,592
Construction		76,090,172
Bond Service		1,175,043
Total Investments	\$	<u>144,526,831</u>

**Maryland Transportation Authority
Supplemental Information
June 30, 2014**

**Maryland Transportation Authority
Bank of New York Mellon, Trustee
Metrorail Parking Projects**

**Investment of Funds
Funds Created Under Article IV of the 2004 Trust Agreement
June 30, 2014**

Pledged Revenue	\$	2,175,144
Bond Service		10,000
Debt Service Reserve		2,927,882
Total Investments	\$	<u>5,113,026</u>

Maryland Transportation Authority
Bank of New York Mellon, Trustee
Calvert Street Parking

Investment of Funds
Funds Created Under Article IV of the 2005 Trust Agreement
June 30, 2014

Expense	\$	2,500
Bond Service		<u>1,125,003</u>
Total Investments	\$	<u>1,127,503</u>

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