



# Maryland Transportation Authority

BOARD MEETING

THURSDAY, FEBRUARY 23, 2023

MARYLAND TRANSPORTATION AUTHORITY  
2310 BROENING HIGHWAY  
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



# MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

2310 Broening Highway \* Training Room – 2<sup>nd</sup> Floor \* Baltimore, MD 21224

**FEBRUARY 23, 2023 9:00 AM**

This meeting will be livestreamed on the [MDTA Board Meeting Page](#)

## NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcomed to watch the meeting at the link above.
- *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to [nhenson@mdta.state.md.us](mailto:nhenson@mdta.state.md.us) no later than 5:00 p.m. on Tuesday, February 21. You **MUST** pre-register and attend the meeting in person in order to comment.* Once pre-registered, all pertinent information will be emailed to you.

## AGENDA

### **OPEN SESSION – 9:00 AM**

#### Call Meeting to Order

- |   |                                 |         |
|---|---------------------------------|---------|
| 1. <b><u>Approval</u></b> – <u>Open Session Meeting Minutes of January 26, 2023</u>   | Chairman                        | 5 min.  |
| 2. <b><u>Approval</u></b> – <u>Closed Session Meeting Minutes of January 26, 2023</u>   | Chairman                        | 5 min.  |
| 3. <b><u>Resolutions</u></b> – <u>Years of Service Recognition</u> – Recognition for One Retired Employee   | William Pines                   | 5 min.  |
| 4. <b><u>Approval</u></b> – <u>Contract Awards</u> <ul style="list-style-type: none"><li>• SV-3092-0000 – Transportation Consultant Services</li></ul>                                | Donna DiCerbo                   | 15 min. |
| 5. <b><u>Update</u></b> – <u>Procurement Report on All Open Contracts</u> – Verbal  | Donna DiCerbo                   | 5 min.  |
| 6. <b><u>Approval</u></b> – <u>Quarterly Review of Investment Strategy and Benchmarks</u> – Approval to continue with the current investment strategy                                 | Allen Garman                    | 5 min.  |
| 7. <b><u>Update</u></b> – <u>2<sup>nd</sup> Quarter Operating Budget Comparison</u> – Review of actual vs. projected FY 2023 operating budget   | Jeffrey Brown                   | 5 min.  |
| 8. <b><u>Update</u></b> – <u>2<sup>nd</sup> Quarter Capital Budget Comparison</u> – Review of actual vs. projected FY 2023 capital budget   | Jeanne Marriott                 | 5 min.  |
| 9. <b><u>Update</u></b> – <u>Quarterly Update on Traffic and Revenue</u> – Update on the actual performance of traffic and revenue compared to the forecast through December 31, 2022 | Deb Sharpless                   | 5 min.  |
| 10. <b><u>Update</u></b> – <u>Legislative Session</u> – Verbal  | Bradley Ryon<br>James Kittleman | 10 min. |
| 11. <b><u>Update</u></b> – <u>HR Committee Report</u> – Verbal  | Member Gaines                   | 10 min. |
| 12. <b><u>Update</u></b> – <u>Executive Director’s Report</u> – Verbal  | William Pines<br>Mary O’Keeffe  | 15 min. |

#### Vote to Adjourn Meeting

# **TAB 1**

MARYLAND TRANSPORTATION AUTHORITY  
BOARD MEETING

THURSDAY, JANUARY 26, 2023  
9:00 A.M.

2310 BROENING HIGHWAY, BALTIMORE MD 21224  
IN-PERSON & LIVESTREAMED OPEN MEETING

OPEN SESSION

R. Earl Lewis, Jr., Acting Chairman

MEMBERS ATTENDING:

Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr. – Via Telephone  
Mario J. Gangemi  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen  
John F. von Paris

STAFF ATTENDING:

Col. Kevin Anderson  
Khalid Baassiri  
Margaret Carlisle  
Carl Chamberlin  
Donna DiCerbo  
James Harkness  
Natalie Henson  
James Kittleman  
Selena McKissick  
Kimberly Millender, Esq.  
Mary O’Keeffe  
William Pines  
Joseph Quattrone  
Bradley Ryon  
Deb Sharpless  
Tom Smith  
Jamaal Turner  
John Wedemeyer

At 9:00 a.m. Acting Chairman R. Earl Lewis, Jr. called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

**APPROVAL – OPEN SESSION MEETING MINUTES OF DECEMBER 15, 2022**

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the open session meeting minutes of the MDTA Board meeting held on December 15, 2022 were unanimously approved.

**APPROVAL – CONVEYANCE – KANE STREET (MC #22-7048)**

Mr. John Wedemeyer requested approval from the Maryland Transportation Authority (MDTA) Board for the conveyance of the Kane Street parcel (MC #22-7048). This property is located in Baltimore City, Maryland, near the I-95 Interchange with Eastern Avenue.

Mr. Wedemeyer explained that in 2015 the MDTA acquired the subject property from Baltimore City. He also explained that MDTA has limited duties, obligations, and other responsibilities as the sole stockholder of the Canton Railroad Company (CRC) as MDTA owns 100% of the stock in the Canton Development Company (CDC), parent company to CRC. CRC functions and operates as a for-profit business entity. Moreover, the property is not being utilized as an operating railroad pursuant to 23 CFR 646.

On September 6, 2022, MDTA Real Estate Services received a letter from MDOT SHA's Office of Real Estate which is FHWA's Stewardship Liaison. It provided guidance on whether or not MDTA could convey the subject property below fair market value (FMV) to CRC. It was determined that MDTA could not sell the property to CRC for below the FMV and should the property not be used for a public transportation purpose, that sale of the property is subject to the reversionary condition written in the agreement of sale dated May 7, 2014.

On October 20, 2022, CRC agreed to purchase the property for the FMV. An appraisal was ordered to determine the FMV, and MDTA received a review of the appraisal dated January 10, 2023 and noted an amount of \$344,000.00.

MDTA plans to convey a total of 7.886 acres, plus or minus, to CRC (Parcel 1 and Parcel 2 on the attached plat) for FMV. MDTA will retain a perpetual aerial easement in the Pedestrian Overpass from Kane Street to Quinton Street, as shown on plat I-95-101A.

Upon motion by Member Mario J. Gangemi and seconded by Member Jeffrey S. Rosen, the Members approved the conveyance of the Kane Street parcel (MC #22-7048). Member William H. Cox, Jr. abstained from voting on this item.

**APPROVAL – NEW SECTION (SECTION 200) OF THE I-95 EXPRESS TOLL LANES (ETL) NORTHBOUND AND I-695 RAMPS**

Ms. Deb Sharpless requested approval from the MDTA Board to continue the toll rate range setting process with the updated proposal for the I-95 Express Toll Lanes (ETL) Northbound Extension (Section 200) and I-695 Ramps Toll Rate Range Setting.

Ms. Sharpless explained that in the process of developing the materials, MDTA staff found that the proposal presented matched the existing toll rate ranges already set for the open/existing ETL facility (Section 100). However, MDTA staff recognized that certain aspects of the existing toll structure (e.g., the early payment discount for video tolls, etc.) were not explicitly stated, and therefore the proposal needed to be updated to ensure clarity that the toll proposal matches all aspects of the existing toll rate ranges. Additionally, the proposal was updated to clarify that the existing toll zones will remain unchanged. She also emphasized that the MDTA staff is not changing the original toll rate ranges that were presented at the December 2022 meeting.

Mr. Carl Chamberlin then proceeded to update the MDTA Board on the public hearing dates, public hearing materials, and the opening of the public comment period.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously approved to continue the toll rate range setting process with the updated proposal for the I-95 Express Toll Lanes (ETL) Northbound Extension (Section 200) and I-695 Ramps Toll Rate Range Setting.

**UPDATE – LEGISLATIVE REPORT SUBMITTED TO THE LEGISLATURE**

- **Senate Bill 59 Report**

Ms. Mary O’Keeffe explained that on February 24, 2022, at its monthly public meeting, the MDTA Board approved a temporary Customer Assistance Plan that included a civil penalty waiver grace period to waive corresponding civil penalties for customers that pay their unpaid tolls in full by 11:59 p.m. on November 30, 2022. The Board approved a two-week extension of the Customer Assistance Plan thus effectively ending it on December 14, 2022 at 11:59 p.m.

Ms. O’Keeffe further explained that as of January 17, 2023, \$182 million in civil penalties had been waived for approximately 837,000 drivers and businesses that paid their outstanding Video Tolls. Please note that these figures are not final.

Senate Bill 59 required that the MDTA submit a report on the number of individuals who paid a civil penalty in error under the Customer Assistance Plan as approved on February 24, 2022; and what notification of reimbursement eligibility and reimbursement was provided to individuals who paid a civil penalty in error under the Plan. The Plan was not retroactive to civil penalties already appropriately paid prior to the effective date.

As of September 27, 2022, a total of 55,633 accounts were identified where a civil penalty was paid in error by the customer under the Customer Assistance Plan. The reimbursements were applied in the same way the civil penalties were paid. Customers eligible for reimbursement received a letter explaining the type of reimbursement they would be receiving. Full reimbursements were provided to customers who paid a civil penalty and who had no other outstanding toll debt owed to the MDTA. Partial reimbursements were provided to customers for any remaining balance after resolving all outstanding toll debts owed to the MDTA.

In order to meet the reporting requirement to the General Assembly, data beyond September 27, 2022, was not included in this report. Another query will be performed to capture any residual customers between September 28, 2022, and December 1, 2022 (the due date of the report).

• **Joint Chairmen's Report on MDTA Tolling Equipment**

Ms. Deb Sharpless provided an update on the Joint Chairmen's Report (JCR) issued by the MDTA on Tolling Equipment.

Ms. Sharpless explained that the key takeaways from this report are:

- The MDTA's tolling equipment is performing accurately and within industry standards.
- The MDTA's Third Generation Electronic Toll Collection System (Tolling System) properly classifies vehicles and imposes tolls appropriately.
- The Tolling System consistently detects/reads transponders when a transponder is present in the vehicle, properly mounted, and with an active transponder battery.
- The Tolling System accurately translates the license plate image and reports the correct vehicle information to the Back-office Toll System.

She further explained that the MDTA conducted a study that covered trips and/or transactions from September 22-28, 2022. During this week, the MDTA processed 2,445,523 trips, in the amount of \$10,763,192.53, net of discounts. To evaluate tolling accuracy at MDTA facilities, the study utilized tolling industry standard approaches using a combination of analysis/trending, system controls, and sample transaction testing. The study results demonstrated accurate transactions and consistent patterns for all study areas at each MDTA facility, thereby confirming that the MDTA's state-of-the-art Tolling System is performing accurately and within industry standards.

**UPDATE – LEGISLATIVE SESSION**

Mr. Bradley Ryon gave an update to the MDTA Board regarding the bills that have been filed that will have an impact to the MDTA. Mr. Ryon also introduced the new Assistant Manager of Government Relations, Mr. James Kittleman. Mr. Kittleman updated the Board on the number of legislative casework/inquiries that their office has received thus far.

### **UPDATE – EXECUTIVE DIRECTOR’S REPORT**

Mr. William Pines gave the Executive Director’s Report. He wished everyone a Happy New Year and advised the Board that 2023 will be another productive year for the MDTA as we continue to advance vital transportation that delivers Governor Moore’s vision for our great State.

Mr. Pines then gave updates on the following items: January 4<sup>th</sup> Bay Bridge Reconstruction Advisory Group (BBRAG) quarterly meeting; January 15<sup>th</sup> two highway speed all-electronic lanes were opened to the public traveling I-95 southbound at the Fort McHenry tunnel; Roadway signs displaying the outgoing Governor’s name were changed to reflect the new Governor’s name prior to the inauguration; attended, along with Board Members Cox and von Paris, January 21<sup>st</sup> Dedication Ceremony for the naming of MD 155 bridge over I-95 (Level Road) in honor of SP/4 Ronald Anthony Spudis; MDTA’s winners of the employee video contest; and, the upcoming February 3<sup>rd</sup> MDTA Police Graduation for Class 56. In addition, he informed the Board that he is looking forward to engaging and partnering with new and returning legislators, sharing with them MDTA’s great work, and extolling the benefits of having a Maryland *E-ZPass*.

Mr. Pines also congratulated Jamaal Turner, the Lead Procurement Officer for Information Technology, Commodities, and Small Procurements in the MDTA Division of Procurement, on being selected as the new Vice President of the National Institute of Governmental Purchasing’s Maryland Public Purchasing Association for the 2023 term. The Maryland Public Purchasing Association is a professional organization comprised of over 300 procurement professionals throughout the State. Its members represent various public purchasing entities including the federal government, state, cities, counties, colleges and universities, libraries, hospitals, commissions, and other public agencies.

### **VOTE TO GO INTO CLOSED SESSION**

At 10:14 a.m., upon motion by Member Mario J. Gangemi and seconded by Member Dontae Carroll, the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act, the MDTA Board met in Closed Session under the General Provisions Article, Section 3-305(b)(10) and (12) to receive an update on deployment of police staff and resources and other security measures; and to discuss pending investigative proceedings involving possible criminal conduct; and Section 3-305(b)(8) to receive a status update on all litigation currently pending against the MDTA.

In attendance for the Closed Session were Acting Chairman R. Earl Lewis, Jr.; Members Carroll, Cox, Ensor, Gangemi, Penny-Ardinger, Rosen, and von Paris in-person; Member Gaines via telephone; Will Pines; Kimberly Millender, Esq.; Col. Kevin Anderson; and Natalie Henson.

### **VOTE TO ADJOURN CLOSED SESSION**

At 10:54 a.m., a motion was made by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, which was unanimously approved, to adjourn the Closed Session and return to Open Session. There were no actions taken in Closed Session that require ratification.



**VOTE TO ADJOURN MEETING**

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the Members unanimously voted to adjourn the meeting at 10:55 a.m.

The next MDTA Board Meeting will be held on Thursday, February 23, 2023 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

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Paul J. Wiedefeld, Acting Chairman

## **TAB 2**

# **CLOSED SESSION MINUTES**

**VERBAL**

# **TAB 3**

## **Robert Hayes, Sr.**

MDOT Procurement Officer II

WHEREAS, Robert Hayes, Sr. began his career with the Maryland Transportation Authority as an MDTA Administrative Specialist III on January 22, 1990, and

WHEREAS, With determination and knowledge, Mr. Hayes was appointed to a Procurement Administrator III on November 28, 2012, and to MDOT Procurement Officer II on June 1, 2019, a title held until retirement, and

WHEREAS, He is an invaluable member of the team, and his coworkers expressed the fact that his dedication and teamwork will be missed, now

THEREFORE BE IT RESOLVED, On the occasion of Robert Hayes's retirement from his distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Mr. Hayes their most sincere appreciation for his excellence and commitment, and

BE IT FURTHER RESOLVED, That this Resolution be entered into the minutes of the MDTA Board meeting of February 23, 2023, and a copy, appropriately framed, be presented to Mr. Hayes as an expression of the MDTA Board's appreciation and esteem.

# **TAB 4**



**Maryland  
Transportation  
Authority**

**Wes Moore, Governor**  
Aruna Miller, Lt. Governor  
Paul J. Wiedefeld, Acting Chairman

**Board Members:**

Dontae Carroll	Mario J. Gangemi, P.E.
William H. Cox, Jr.	Cynthia D. Penny-Ardinger
William C. Ensor, III	Jeffrey S. Rosen
W. Lee Gaines, Jr.	John F. von Paris

William Pines, P.E., Executive Director

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**MEMORANDUM**

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**TO:** MDTA Board  
**FROM:** Director of Procurement Donna DiCerbo, CPPO, CPPB  
**SUBJECT:** SV 3092-0000 - Transportation and Consulting Services  
**DATE:** February 23, 2023

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**PURPOSE**

To seek approval to execute Contract No. SV 3092-0000 - Transportation and Consulting Services.

**SUMMARY**

This Contract is for transportation consultant services to support the Maryland Transportation Authority (MDTA) in transportation system analysis and needs forecasting, performance evaluation and reporting, and project/task management services and staff support.

**RECOMMENDATION**

To provide approval to execute Contract No. SV 3092-0000 - Transportation and Consulting Services.

**ATTACHMENT**

- Project Summary



**AUTHORITY COMMITTEE PROJECT SUMMARY**  
**Contract No. SV 3092-0000 Transportation & Consulting Services**

**PIN NUMBER** N/A  
**CONTRACT NUMBER** SV-00210791 (SV-3092-0000)  
**CONTRACT TITLE** Transportation & Consulting Services

**PROJECT SUMMARY** This Contract is for transportation consultant services to support the Maryland Transportation Authority (MDTA) in transportation system analysis and needs forecasting, performance evaluation and reporting, and project/task management services and staff support.

		MBE PARTICIPATION		
		MBE PARTICIPATION - OVERALL	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
<b>SCHEDULE</b>		<b>OVERALL MBE</b>	20.00%	20.00%
<b>ADVERTISEMENT DATE</b>	7/20/2021	<b>AFRICAN AMERICAN</b>	0.00%	10.00%
<b>ANTICIPATED NTP DATE</b>	4/10/2023	<b>ASIAN AMERICAN</b>	0.00%	0.00%
<b>DURATION/TERM</b>	Five (5) Years	<b>WOMEN</b>	0.00%	10.00%
		<b>VSBE</b>	1.00%	1.00%

	(\$)		<b>BID PROTEST</b>	<b>YES</b>	<b>NO</b>
<b>Not to Exceed Budgeted Amount</b>	\$8,698,099.00	Five (5) Year Term			✓

<b>PROPOSER</b>	<b><u>FINANCIAL PRICE</u></b>	<b><u>PRICE RANK</u></b>	<b><u>TECHNICAL RANK</u></b>	<b><u>OVERALL RANK</u></b>
WSP USA, Inc.	\$8,698,099.00	1	1	1
RK&K	\$9,573,971.10	4	2	2
JMT/CDM Smith	\$8,749,150.00	3	3	3
AECOM	\$8,722,432.90	2	5	4
Ernst & Young	\$16,433,854.00	5	4	5



# **TAB 5**

**VERBAL**

# **TAB 6**



# Maryland Transportation Authority

**Wes Moore, Governor**  
Aruna Miller, Lt. Governor  
Paul J. Wiedefeld, Acting Chairman

**Board Members:**  
Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr.  
Mario J. Gangemi, P.E.  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen  
John F. von Paris

William Pines, P.E., Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Director of Treasury & Debt Allen W. Garman  
**SUBJECT:** Quarterly Review of Investment Strategy and Benchmarks  
**DATE:** February 23, 2023

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### PURPOSE OF MEMORANDUM

To complete the required quarterly review of the MDTA's investment strategy and benchmarks for the three-month period ended December 31, 2022. This item was discussed in greater detail at the February 9, 2023 Finance Committee meeting and the Committee supports a continuation of the current investment strategies for all accounts.

### KEY POINTS

- For the trailing three-month period ended December 31, 2022, investments conformed to Investment Policy limitations.
- Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment.
- No recommended changes in strategy or benchmarks.

### SUMMARY

The Trust Agreement and Investment Policy prescribe a Matched Funding investment strategy for specific purpose accounts including Operating, Debt Service, and Capital/Construction.

Longer-term strategies are permitted by the Trust Agreement for certain reserves that do not have cash flow needs. The Investment Policy's objectives include longer-term total return considerations for reserves. The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multiyear periods. Given that the unencumbered cash balance will be held long-term, a long-term approach is prudent and supported by the Finance Committee.

The agency employs either a Matched Funding or Total Return Duration Targeted approach for certain categories of accounts.

Quarterly Review of Investment Strategy and Benchmarks  
Page Two

- Of the \$797 million portfolio at the end of December, \$446 million of Match Funded accounts are invested in short-term securities with maturities of less than one year that precede or coincide with projected outflows. (Capital, Operating, Debt Service)
- The remaining \$351 million is managed for Total Return, representing long-term unrestricted reserves held in the General and M&O Reserve accounts.
  - Unrestricted reserves are managed for Total Return, with consideration of the volatility/return tradeoff associated with longer-term structures.
  - Longer duration portfolios benefit from higher average annual returns over multiyear periods and exhibit greater return volatility relative to shorter-term maturity structures.
  - Duration Targeted portfolios maintain a consistent structure and management does not attempt to time market rate changes.

The General account is benchmarked to a composite index of 1-5-year bullet agency indices. Investment maturities are generally staggered from three-months to five-years, with an effective duration target of approximately 3.0.

The M&O Reserve is benchmarked to a composite of 1-13 year Treasury Strip indices that approximates effective duration of a laddered portfolio of 6-month to 15-year securities. The 7.5 year average maturity structure has an associated effective duration of approximately 7.0.

The General account strategy has not changed in many years and the smaller M&O Reserve's strategy has been consistent since 2020.

### **RECOMMENDATION**

To approve a continuation of the investment strategies and benchmarks for the current quarter.

# **TAB 7**



**Maryland  
Transportation  
Authority**

**Wes Moore, Governor**  
Aruna Miller, Lt. Governor  
Paul J. Wiedefeld, Acting Chairman

**Board Members:**  
Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr.  
Mario J. Gangemi, P.E.  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen  
John F. von Paris

William Pines, P.E., Executive Director

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**MEMORANDUM**

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**TO:** MDTA Board  
**FROM:** Director of Budget Jeffrey Brown  
**SUBJECT:** Fiscal Year (FY) 2023 Operating Budget vs. Actual Spending Review  
**DATE:** February 23, 2023

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**PURPOSE**

The purpose of the memorandum is to advise the MDTA Board on the status of the 2nd Quarter YTD (year-to-date) spending against the FY 2023 Operating Budget.

**KEY TAKEAWAYS**

Key takeaways regarding YTD spending against the FY 2023 Operating Budget:

- As of December 31, 2022, 38% of the budget was spent compared to a target of 49%.
- Object 03 (Communications) was above budget at a 64% spend rate driven by the payment of the State Telecommunications invoice.
- Object 13 (Fixed Charges) was above budget at a 115% spend rate due to the payment of an annual insurance fee.
- All other Objects are at or below the targeted spending level.
- The primary drivers for the underspending are personnel vacancies, delayed invoicing by vendors, and the timing and/or seasonality of expenses.

**SUMMARY**

*Budget analysis threshold:* More than \$500,000 budgeted with variances greater than +/- 5% of the targeted spending level.

- Salaries & Wages/Technical & Special Fees (Object 01 & 02) are below budget with a 44% spend rate (43.7%). Object 01 is a 44% spend rate (43.9%) and Object 02 is at an 8% spend. Employee vacancies account for the performance in Objects 01 & 02.

- Communications (Object 03) is above budget at a 64% spend rate.
  - Telecommunications (0303) is at a 25% spend rate, driven by vacancies.
  - State Paid Telecommunications (0305) is at a 92% spend and accounts for the majority of the performance in Object 03. This line item contains the State Radio System (\$1.7 million budgeted compared to \$1.6 million actual invoice) that is invoiced once per year.
- Object 4 (Travel) is below budget at a 23% spend rate. The timing of activity (*e.g.*, trainings, conferences, meetings) accounts for this performance.
- Fuel and Utilities (Object 06) is below budget at a 30% spend rate. Object 06 activity is typically heavier during the third quarter of the fiscal year.
  - Electricity (0620) is below budget at a 28% spend rate. Delayed fuel and utility billings account for this performance. This line item is still expected to be on budget as delayed billings are processed.
- Motor vehicle operations and maintenance (Object 07) is below budget at an 34% spend rate. The cost is dependent upon when vehicle orders are filled. Delays in orders are expected to result in budget under performance in FY 2023. However, these costs will likely roll into FY 2024. Additionally, gas prices are below budgeted assumptions and maintenance costs are lower due to warranty coverage on new vehicles.
- Contractual Services (Object 08) is below budget target with a 28% spend rate. Significant spending variances include:
  - Advertising (0801) is at a 22% spend rate. Underspensing in this line item is due to the timing of invoices and activity – this is still expected to be at budget.
  - Engineers (0807) is at a 22% spend rate – this is a seasonal item that is expected to be on budget.
  - Equipment Rental (0808) is below budget at a 38% spend rate due to timing of the rental activity.
  - Equipment Repairs & Maintenance (0809) is over budget at a 92% spend rate. This is a timing issue driven by the IT storage and blade service maintenance cost, which is on budget. This is a one-time cost – this line is expected to be on budget.
  - Building/Road Repairs & Maintenance (0812) is below budget at a 27% spend rate due to seasonality of activity. This is expected to be on budget.
  - Education & Training (0819) is below budget with a 23% spend rate. Expenses do not occur evenly throughout the year. For instance, tuition reimbursement follows the college semester timeline. This line item is expected to be on budget.
  - Management Studies (0821) is below budget with a 23% spend rate. This line item is expected to be at or close to budget as new studies are initiated.
  - Security Services (0823) is at a 23% spend rate. This is expected to be on budget as the variance is due to invoice timing.
  - Fiscal Services (0829) is at a 41% spend rate. This line item is slightly below the targeted spending level and is expected to be on budget.



- The primarily IT objects (0841 through 0869) are collectively at a 37% spend compared to the budget. Typically, these objects have one-time invoicing, which results in being above or below budget during the year but on budget by year end. This is expected to be on budget.
- *E-ZPass*® Service Center Costs (0873) is at a 21% spend rate. Delayed invoicing accounts for the majority of the underspending in this line item. Based on the latest expenditure forecast, this line item will exceed the budget.
- Other Contractual Services (0899) is at a 29% spend rate. This is driven by MSP invoicing. This line item is expected to be on budget.
- Supplies & Materials (Object 09) is at a 36% spend rate.
  - Roadway Maintenance Materials (0905) is at a 28% spend rate – this is a seasonal item.
  - Salt (0906) is at 0.2% spend rate due to the mild winter to date.
  - Uniforms (0912) is at a 36% spend rate. Shipments are expected and will result in being on budget.
  - Ammunition (0934) is at a 68% spend rate. The annual taser contract payment (\$312k) accounts for most of the variance.
- Replacement Equipment (Object 10) is below budget at a 41% spend rate.
  - Other Replacement Equipment (1099) drives the variance with a 64% spend rate. Replacement PPE equipment was received, and this line item is expected to be on budget.
- Additional Equipment (Object 11) is at a 10% spend rate.
  - Additional Maintenance & Building Equipment (1113) drives the variance with a 3% spend rate. This line item is expected to be on budget as the agency awaits the delivery of a brine maker.
- Fixed Costs (Object 13) is over budget at a 115% spend rate.
  - Insurance (1309) is at a 133% spend rate. The increase is due to an annual invoice for the Bridge's & Tunnels Liability insurance.

### **ATTACHMENT**

- Budget vs Actual by Object 2nd Qtr. FY 23

MDTA OPERATING FUND  
Bgt vs. Actual by Obj and RC Detail  
Summary of All Units  
For the Six Months Ending Saturday, December 31, 2022

	<u>Expenditures</u>		<u>YTD</u>		<u>%</u>
	<u>This Month</u>	<u>Budget</u>	<u>Expense</u>	<u>Balance</u>	<u>Spent</u>
<b>OBJECT 01 Salaries and Wages</b>					
0101 REGULAR EARNINGS	\$6,784,098	\$120,475,029	\$42,538,658	\$77,936,371	35.31%
0102 ADDITIONAL ASSISTANCE		194,092		194,092	0.00%
0104 OVERTIME EARNINGS	378,337	4,955,951	2,828,718	2,127,233	57.08%
0104 OVERTIME EARNINGS -	66,149	1,339,686	69,240	1,270,446	5.17%
0105 SHIFT DIFFERENTIAL	11,503	993,334	22,752	970,582	2.29%
0110 MISCELLANEOUS P/R AI	12,000	1,421,356	99,879	1,321,477	7.03%
0111 ACCRUED LEAVE PAYMENTS		192,471	378,950	(186,479)	196.89%
0112 RECLASSIFICATIONS		410,058		410,058	0.00%
0151 SOCIAL SECURITY CON	14,989	8,594,673	29,570	8,565,103	0.34%
0152 HEALTH INSURANCE	93,785	19,173,822	162,262	19,011,560	0.85%
0154 RETIREE'S HLTH INSUR	60,961	10,257,987	107,090	10,150,897	1.04%
0161 EMPLOYEES RETIREMEN	12,880	14,507,714	25,341	14,482,373	0.17%
0165 STATE POLICE RETIREM	401,892	3,078,695	793,401	2,285,294	25.77%
0169 LAW ENFORCEMNT OFF PENSION SYS		20,014,531		20,014,531	0.00%
0171 BURDEN EXPENSE	6,076,281		39,737,208	(39,737,208)	0.00%
0174 UNEMPLOYMENT COMP	2,054	337,343	4,078	333,265	1.21%
0175 WORKERS COMPENSATION		3,923,031		3,923,031	0.00%
0189 TURNOVER		(12,047,501)		(12,047,501)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		853,363	372,208	481,155	43.62%
<b>Total Object 01</b>	<b>13,914,931</b>	<b>198,675,634</b>	<b>87,169,355</b>	<b>111,506,279</b>	<b>43.88%</b>
<b>Object 02 Technical and Special Fees</b>					
0202 PER DIEM PAYMENTS	19,000	150,000	67,544	82,456	45.03%
0211 EMPLOYEE AWARDS		1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL		748,548		748,548	0.00%
<b>Total Object 02</b>	<b>19,000</b>	<b>899,548</b>	<b>67,544</b>	<b>832,004</b>	<b>7.51%</b>
<b>Object 03 Communications</b>					
0301 POSTAGE	1,448	71,118	11,297	59,820	15.89%
0302 TELEPHONE	14,847	228,558	96,735	131,823	42.32%
0303 TELECOMMUNICATIONS	27,036	770,517	190,484	580,033	24.72%
0305 STATE PAID TELECOMM	1,583,589	1,725,000	1,583,589	141,411	91.80%
0306 CELL PHONE EXPENDIT	38,575	410,706	176,959	233,747	43.09%
<b>Total Object 03</b>	<b>1,665,495</b>	<b>3,205,899</b>	<b>2,059,064</b>	<b>1,146,835</b>	<b>64.23%</b>
<b>Object 04 Travel</b>					
0401 IN STATE/ROUTINE OPE	(532)	31,363	4,295	27,068	13.70%
0402 INSTATE/CONF/SEMNR/	33	57,229	9,470	47,758	16.55%
0403 OUTSTATE/ROUTINE OP	545	55,193	3,395	51,798	6.15%
0404 OUTSTATE/CONF/SEMNI	1,960	269,937	79,343	190,594	29.39%
<b>Total Object 04</b>	<b>2,005</b>	<b>413,722</b>	<b>96,504</b>	<b>317,218</b>	<b>23.33%</b>
<b>Object 06 Fuel and Utilities</b>					
0603 FUEL-OIL #2	7,443	139,100	58,606	80,494	42.13%
0606 FUEL-NATURAL GAS/PR	19,400	197,146	47,157	149,989	23.92%
0620 UTILITIES-ELECTRICITY	148,948	3,445,787	953,673	2,492,114	27.68%
0621 UTILITIES-WATER/SEW	27,586	318,758	180,852	137,906	56.74%
<b>Total Object 06</b>	<b>203,377</b>	<b>4,100,791</b>	<b>1,240,289</b>	<b>2,860,503</b>	<b>30.25%</b>
<b>Object 07 Motor Vehicle Operations and Maintenance</b>					
0701 PURCH VEH-CAR,LIGHT	314,544	7,981,882	3,117,904	4,863,978	39.06%

MDTA OPERATING FUND  
Bgt vs. Actual by Obj and RC Detail  
Summary of All Units  
For the Six Months Ending Saturday, December 31, 2022

	<b>Expenditures</b>		<b>YTD</b>	<b>Balance</b>	<b>%</b>
	<b>This Month</b>	<b>Budget</b>	<b>Expense</b>		<b>Spent</b>
0702 VEHICLE GAS & OIL	224,784	3,765,454	858,065	2,907,389	22.79%
0703 VEHICLE MAINTENANCE	206,879	1,777,957	616,810	1,161,147	34.69%
0704 INSURANCE		407,863		407,863	0.00%
0721 VEHICLE GAS & OIL - W	3,418	44,347	17,449	26,898	39.35%
0722 VEHICLE MAINT & REPA	1,029	61,431	8,988	52,443	14.63%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,200		4,200	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR			80	(80)	0.00%
0731 GAS & OIL - OTHER LAN	118,668	990,000	373,874	616,126	37.77%
0732 LG VEHICLE MAINT & R	212,365	2,000,000	761,399	1,238,601	38.07%
0789 COMMUTER CHARGE	(1,134)	(5,000)	(7,511)	2,511	150.22%
0799 OTHER MOTOR VEHICLI	840	50,000	840	49,160	1.68%
<b>Total Object 07</b>	<b>1,081,393</b>	<b>17,078,134</b>	<b>5,747,898</b>	<b>11,330,236</b>	<b>33.66%</b>

**Object 08 Contractual Services**

0801 ADVERTISING/LEGAL PR	439,750	3,250,353	708,642	2,541,711	21.80%
0802 APPLICATIONS SOFTWARE MAINTENANCE		100,000	59,388	40,612	59.39%
0804 PRINTING/REPRODUCTIO	3,641	22,000	5,758	16,242	26.17%
0807 ENGINEERS	211,423	3,750,000	1,223,183	2,526,817	32.62%
0807 ENGINEERS - Environmen	165,754	2,600,000	643,559	1,956,441	24.75%
0807 ENGINEERS - Highways (M	3,315	245,000	13,213	231,787	5.39%
0807 ENGINEERS - Architectura	87,835	260,000	169,895	90,105	65.34%
0807 ENGINEERS - ITS/Electric	41,721	650,000	287,817	362,183	44.28%
0807 ENGINEERS - Structural (M	120,944	1,500,000	411,663	1,088,337	27.44%
0807 ENGINEERS - Traffic (MA	250,640	1,500,000	533,713	966,287	35.58%
0807 ENGINEERS - Asset Mgmt	44,661	700,000	115,957	584,043	16.57%
0807 ENGINEERS - On-Call (All	(482,581)	2,700,000	1,008,172	1,691,828	37.34%
0807 ENGINEERS - Annual Insp	1,411,638	15,000,000	1,800,497	13,199,503	12.00%
0808 EQUIPMENT RENTAL	41,786	502,101	188,718	313,383	37.59%
0809 EQUIPMENT REPAIRS &	2,748	1,610,607	1,482,436	128,171	92.04%
0810 EXTERMINATION	(28)	16,771	(28)	16,799	(0.17%)
0812 BUILDING/ROAD REPAIR	52,859	14,608,242	941,436	13,666,806	6.44%
0812 BUILDING/ROAD REPAIR	609,377		3,009,623	(3,009,623)	0.00%
0813 JANITORIAL SERVICES	85,463	1,431,411	769,650	661,761	53.77%
0814 GROUNDS MAINTENANCE	1,650	46,490	1,650	44,840	3.55%
0815 LAUNDRY	109	3,199	547	2,652	17.10%
0817 LEGAL SERVICES	115,327	204,381	139,530	64,851	68.27%
0819 EDUCATION/TRAINING (	63,718	1,355,688	306,118	1,049,570	22.58%
0820 MEDICAL CARE	11,478	271,720	56,613	215,107	20.84%
0821 MGMT STUDIES AND CC	151,207	3,448,658	797,979	2,650,679	23.14%
0823 SECURITY SERVICES	5,079	981,190	362,924	618,266	36.99%
0824 LABORATORY SERVICE	1,070	47,736	14,591	33,145	30.57%
0825 VETERINARIAN	1,969	31,565	11,814	19,750	37.43%
0826 FREIGHT AND DELIVER	1,188	18,720	3,802	14,918	20.31%
0827 TRASH AND GARBAGE F	24,096	446,051	177,181	268,870	39.72%
0828 OFFICE ASSISTANCE	10,582	61,244	31,163	30,081	50.88%
0829 FISCAL SERVICES	1,662,561	18,859,000	7,785,539	11,073,461	41.28%
0841 DP CENTRAL PROCESS S	56,879	1,100,000	324,070	775,930	29.46%
0843 DP COMMUNICATIONS (	68,644	480,000	237,148	242,852	49.41%
0849 TELECOMM LINES, MOE	15,105	98,453	51,849	46,604	52.66%
0854 COMPUTER MAINTENANCE CONTRACT		183,160		183,160	0.00%
0858 SOFTWARE LICENSES	2,460	146,302	10,829	135,473	7.40%

MDTA OPERATING FUND  
Bgt vs. Actual by Obj and RC Detail  
Summary of All Units  
For the Six Months Ending Saturday, December 31, 2022

	Expenditures		YTD		%	
	This Month	Budget	Expense	Balance	Spent	
0862 APPL SOFTWARE MAINT	41,098	2,218,082	2,007,724	210,358	90.52%	
0864 SYSTEMS SOFTWARE M	13,917	500,000	60,620	439,380	12.12%	
0865 OUTSIDE SVCS-SYS ANA	449,103	7,317,000	2,049,603	5,267,397	28.01%	
0866 OUTSIDE SVCS-PROGRA	28,299	415,000	112,621	302,379	27.14%	
0869 OUTSIDE SVCS-COMPUTER USAGE		762,000	11,088	750,912	1.46%	
0873 OUTSIDE SVC - E-Z PASS	17,345,644	50,154,944	10,579,544	39,575,400	21.09%	
0874 OFFICE OF ATTORNEY GENERAL FEE		44,265		44,265	0.00%	
0875 RETIREMENT AGENCY ADMIN FEE		204,565	218,139	(13,574)	106.64%	
0876 STATEWIDE DOIT SERVICES		80,604		80,604	0.00%	
0894 STATEWIDE PERSONNEL	6,544	55,433	6,544	48,889	11.81%	
0897 STATE ENTERPRISE BUDGET SYSTEM		27,574		27,574	0.00%	
0899 OTHER CONTRACTUAL	338,888	2,668,679	784,032	1,884,647	29.38%	
<b>Total Object 08</b>	<b>23,507,558</b>	<b>142,678,187</b>	<b>39,516,555</b>	<b>103,161,632</b>	<b>27.70%</b>	

**Object 09 Supplies and Materials**

0901 AGRICULTURE		30,740	15,346	15,394	49.92%	
0902 OFFICE SUPPLIES	15,085	396,672	113,975	282,696	28.73%	
0903 ELECTRICAL MATERIAL	64,225	428,043	187,134	240,909	43.72%	
0904 BUILDING & HOUSEHOL	20,966	403,664	145,099	258,565	35.95%	
0905 ROADWAY MAINT MATI	46,939	670,774	190,295	480,479	28.37%	
0906 SALT/SNOW MELTING MATERIALS		1,566,823	2,990	1,563,833	0.19%	
0908 HOUSEKEEPING SUPPLI	706	76,069	15,548	60,520	20.44%	
0909 MEDICAL SUPPLIES	247	40,314	4,654	35,660	11.55%	
0912 WEARING APPAREL-UNI	67,908	1,110,734	404,664	706,070	36.43%	
0915 LIBRARY SUPPLIES	2,477	23,675	8,457	15,218	35.72%	
0917 SMALL TOOLS	17,873	384,798	90,216	294,582	23.44%	
0918 VETERINARY SUPPLIES		29,381	3,878	25,503	13.20%	
0920 FOOD	6,236	185,414	38,760	146,654	20.90%	
0926 DATA PROCESSING SUP	550	41,774	6,301	35,474	15.08%	
0934 AMMO GUNS FIRING RA	17,920	576,321	394,170	182,151	68.39%	
0951 E-ZPASS TRANSPONDER	737,235	4,365,000	2,122,814	2,242,187	48.63%	
0999 OTHER SUPPLIES AND M	(467)	307,428	34,236	273,192	11.14%	
<b>Total Object 09</b>	<b>997,898</b>	<b>10,637,624</b>	<b>3,778,535</b>	<b>6,859,088</b>	<b>35.52%</b>	

**Object 10 Replacement Equipment**

1002 REPL AUDIO-VISUAL EQUIP			1,308	(1,308)	0.00%	
1013 REPL MAINTENANCE & I	2,754	496,500	10,270	486,230	2.07%	
1015 REPL OFFICE EQUIPMEN	1,701	74,907	7,084	67,823	9.46%	
1019 REPL RADIOS & ELECTR	(900)	206,000	51,950	154,050	25.22%	
1031 REPL DP EQUIP-MAINFRAME		75,000		75,000	0.00%	
1033 REPL DP EQUIP-MICROC	1,154	1,250,000	558,449	691,551	44.68%	
1036 REPL DP EQUIP-PERIPHERALS			14,044	(14,044)	0.00%	
1099 OTHER REPLACEMENT I	8,094	978,900	628,921	349,979	64.25%	
<b>Total Object 10</b>	<b>12,803</b>	<b>3,081,307</b>	<b>1,272,027</b>	<b>1,809,280</b>	<b>41.28%</b>	

**Object 11 Additional Equipment**

1102 ADDT'L AUDIO-VISUAL EQUIP		12,500	195	12,305	1.56%	
1103 ADDT'L CLEANING EQUIPMENT		10,000	217	9,783	2.17%	
1109 ADDT'L HUMAN ENVIRONMENTAL EQ		1,000	1,847	(847)	184.74%	
1113 ADDT'L MAINTENANCE & BUILDING EC		501,000	15,637	485,363	3.12%	
1115 ADDT'L OFFICE EQUIPM	6,530	35,000	28,603	6,397	81.72%	

MDTA OPERATING FUND  
Bgt vs. Actual by Obj and RC Detail  
Summary of All Units  
For the Six Months Ending Saturday, December 31, 2022

	<b>Expenditures</b>		<b>YTD</b>	<b>Balance</b>	<b>%</b>
	<b>This Month</b>	<b>Budget</b>	<b>Expense</b>		<b>Spent</b>
1133 ADDT'L DP EQUIP-MICRO	1,286	100,000	3,104	96,896	3.10%
1199 OTHER ADDITIONAL EQ	3,905	472,085	63,802	408,283	13.51%
<b>Total Object 11</b>	<b>11,721</b>	<b>1,131,585</b>	<b>113,405</b>	<b>1,018,179</b>	<b>10.02%</b>
<b>Object 13 Fixed Charges</b>					
1302 INSURANCE COVERAGE PAID TO STO		468,408		468,408	0.00%
1303 RENT PAID TO DGS		1,100		1,100	0.00%
1304 SUBSCRIPTIONS	1,923	53,160	3,149	50,011	5.92%
1305 ASSOCIATION DUES	87,082	254,605	96,935	157,670	38.07%
1308 LICENSES	520	9,770	2,221	7,549	22.73%
1309 INSURANCE (NON STO P	4,658,665	4,463,488	5,925,727	(1,462,239)	132.76%
1320 BAD DEBT EXPENSE			14,200	(14,200)	0.00%
<b>Total Object 13</b>	<b>4,748,190</b>	<b>5,250,531</b>	<b>6,042,232</b>	<b>(791,701)</b>	<b>115.08%</b>
<b>Total All Objects</b>	<b>46,164,371</b>	<b>387,152,963</b>	<b>147,103,410</b>	<b>240,049,553</b>	<b>38.00%</b>

# **TAB 8**



# Maryland Transportation Authority

**Wes Moore, Governor**  
Aruna Miller, Lt. Governor  
Paul J. Wiedefeld, Acting Chairman

**Board Members:**  
Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr.  
Mario J. Gangemi, P.E.  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen  
John F. von Paris

William Pines, P.E., Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Capital Program Manager Jeanne Marriott  
**SUBJECT:** Second Quarter Review of Fiscal Year 2023 Capital Budget vs. Actual Spending  
**DATE:** February 23, 2023

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### **PURPOSE OF MEMORANDUM**

The purpose of the memorandum is to update the MDTA Board on the status of actual Fiscal Year (FY) 2023 capital spending against the FY 2023 capital budget in the FY 2023-2028 Draft Consolidated Transportation Program (CTP). This information was presented to the MDTA Finance Committee on February 9, 2023.

### **SUMMARY**

As of December 31, 2022, 38.8% of the FY 2023 budget was spent as compared to the targeted spending level of 50%. The total budget for FY 2023 is \$556.0 million. The actual spending through the second quarter was \$215.7 million.

### **ANALYSIS**

Twenty-one of the 91 projects budgeted in FY 2023 were within the acceptable spending limits of 25% to 75% (plus or minus 25% of the 50% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

Actual spending through the second quarter for ten projects budgeted for more than \$11 million each in FY 2023 was \$169.2 million. The ten projects are detailed in Attachment A.

### **ATTACHMENT**

- Attachment A – FY 2023 Capital Program Spending – Projects with FY 2023 Budget Over \$11 Million

**FY 2023 Capital Program Spending  
Compared to Draft FY 2023-2028 CTP Budget  
Projects with FY 2023 Budget Over \$11 Million**

<b>Project Name</b>	<b>FY 2023 Budget Draft FY23-28 CTP (\$ Million)</b>	<b>FY 2023 Actual thru 12/31/2022 (\$ Million)</b>	<b>FY 2023 2nd Qtr Spend Rate</b>	<b>FY 2023 Remaining (\$ Million)</b>
Replace Nice/Middleton Bridge	\$116.2	\$59.5	51%	\$56.7
I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	\$80.0	\$31.9	40%	\$48.1
I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	\$68.1	\$29.3	43%	\$38.8
I-95 ETL Northbound Extension - MD 24 to Bynum Run	\$18.0	\$0.2	1%	\$17.8
Rehabilitate Decks of Eastbound Span - Phase I	\$17.6	\$1.2	7%	\$16.4
I-95/Belvidere Road Interchange	\$17.3	\$2.9	17%	\$14.4
Rehabilitate Fort McHenry Tunnel Vent Fans	\$15.5	\$8.0	52%	\$7.5
Replace Electronic Toll Collection and Operating System - 3rd Generation	\$12.6	\$23.1	183%	-\$10.5
10-Year Equipment Budget - FY 2018 - FY 2027	\$11.9	\$1.4	12%	\$10.5
I-95 ETL Northbound Extension - Eccelston Mitigation	\$11.8	\$11.8	100%	\$0.0
<b>Total</b>	<b>\$369.0</b>	<b>\$169.2</b>	<b>46%</b>	<b>\$199.7</b>



# **TAB 9**



# Maryland Transportation Authority

**Wes Moore, Governor**  
Aruna Miller, Lt. Governor  
Paul J. Wiedefeld, Acting Chairman

**Board Members:**

Dontae Carroll	Mario J. Gangemi, P.E.
William H. Cox, Jr.	Cynthia D. Penny-Ardinger
William C. Ensor, III	Jeffrey S. Rosen
W. Lee Gaines, Jr.	John F. von Paris

William Pines, P.E., Executive Director

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## MEMORANDUM

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**TO:** MDTA Board  
**FROM:** Chief Financial Officer Deborah Sharpless  
**PREPARED BY:** Director of Revenue Cheryl Lewis-Orr  
**SUBJECT:** Second Quarter Fiscal Year (FY) 2023 Traffic and Revenue Performance  
**DATE:** February 23, 2023

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### PURPOSE OF MEMORANDUM

To provide the MDTA Board with a quarterly and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast. This item was discussed with the Finance Committee on February 7, 2023.

### KEY TAKEAWAYS

- Passenger vehicle traffic levels continue to track closely to pre-pandemic levels.
- Commercial vehicle traffic levels continue to outperform pre-pandemic levels.
- Systemwide, transactions and revenue exceed the forecast by 5.6% and 10.9%, respectively. When adjusting for timing differences, systemwide revenue exceeds the forecast by 6.5%.

### ANALYSIS

Each quarter, an independent quarterly review of traffic and revenue is prepared by CDM Smith, Inc. (MDTA's traffic and revenue consultant). The quarterly review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts. CDM Smith continues to track and evaluate the performance of traffic at the lane level and traffic and revenue collected on a cash basis.

Second Quarter Fiscal Year 2023 Traffic and Revenue Performance Report  
Page Two

**FY 2023 Actuals compared to FY 2022 Actuals and FY 2023 Forecast versus FY2023 Actuals**

Combined Facilities														
TRANSACTIONS (in Millions)								REVENUE (in Millions)						
	FY22	FY23			FY23			FY22	FY23			FY23		
	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff
Qtr. 1	42.7	42.2	(0.5)	-1.3%	41.0	1.2	2.8%	\$ 197.0	\$ 202.3	\$ 5.4	2.7%	\$ 187.8	\$ 14.5	7.7%
Qtr. 2	40.7	42.9	2.2	5.5%	39.5	3.4	8.5%	188.9	202.4	13.5	7.1%	177.2	25.2	14.2%
YTD Totals	83.4	85.1	1.7	2.0%	80.5	4.5	5.6%	\$ 385.9	\$ 404.7	\$ 18.8	4.9%	\$ 365.0	\$ 39.7	10.9%

\*Note: Numbers may not sum due to rounding

As shown in the Table above, for the period ended December 31, 2022, systemwide transactions totaled 85.1 million and corresponding collected revenue totaled \$404.7 million. This represents an increase of 1.7 million transactions, or 2.0%, compared to the same period last year. Revenue increased by \$18.8 million, or 4.9%, compared to the same period last year. The second quarter increase in collected transactions and revenue is mainly due to the Customer Assistance Plan (CAP). During the second quarter of FY 2023 transactions increased by 2.2 million, or 5.5%, compared to a decrease of 0.5 million, or 1.3%, in the first quarter. Revenue increased \$13.5 million, or 7.1%, in the second quarter compared to \$5.4 million, or 2.7%, in the first quarter of FY2023.

Actual transactions were above forecast by 4.5 million, or 5.6%, and revenue was above forecast by \$18.8 million, or 4.9%, for the period ended December 31, 2022. The deviation in actual revenue performance compared to the forecast was due to a combination of factors, including the back-office processing more days than forecasted, civil penalty payments collected from the Central Collections Unit (CCU), and civil penalty payments collected for the latter half of December (after the termination of the CAP).

**ATTACHMENTS**

- Second Quarter FY 2023 Traffic and Revenue Performance Report
- Attachment A: Summary of Revenue Adjusted for Timing Differences
- Attachment B: Comparison of Official Forecast to Actual Toll Revenue Performance
- Attachment C: Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
- Attachment D: FY 2023 Forecast vs Actual Revenue – by Facility
- Attachment E: FY 2023 Forecast vs. Actual Revenue – By Payment Method

Second Quarter Fiscal Year 2023 Traffic and Revenue Performance Report  
Page Three

Attachment A  
Summary of Revenue – Adjusted for Timing Differences  
FY 2023 Forecasted and Actual Revenue Comparison

	E-ZPass®	Video, Administrative <sup>1</sup> & Pay-By-Plate	Total
Forecast Revenue	\$286,687,889	\$78,331,193	\$365,019,081
<i>less</i> Actual Revenue	328,997,634	75,699,137	404,696,771
Unadjusted Difference	42,309,746	(2,632,056)	39,677,690
<i>plus</i> Timing Differences	(11,906,487)	(4,054,019)	(15,960,506)
Adjusted Difference	\$30,403,258	(\$6,686,075)	\$23,717,183

<sup>1</sup> Includes items such as Hatem Bridge discount plan (\$20.00 annual plan), oversize permit fees, transponder sales, civil penalties, unused trips, commercial post-usage discount & monthly account fees (non-Maryland addresses).

Attachment B  
Comparison of Official Forecast to Actual Toll Revenue Performance  
(In millions)

July 1, 2022 to Dec 31, 2022

Toll Revenue Forecast: \$365,019,081

Actual Revenue:

E-ZPass	328,997,634
Pay-By-Plate	1,842,095
Video Toll	64,631,080
Administrative Toll	9,225,962

Total Actual Revenue 404,696,771

Unadjusted Actual Revenue less Forecasted Revenue 39,677,690

Timing Difference Estimates:

E-ZPass FY2023 (Current) Transaction Timing Differences

Posted More Days than Forecasted, as of Dec 31, 2022

▪ All Facilities: E-ZPass AVI Maryland & Non-Maryland (5 full + 5 partial days)	(10,488,532)
▪ All Facilities: E-ZPass I-Tolls Maryland and Non-Maryland Behind (5 full + 5 partial days)	(1,417,955)
Total Posted More Days than Forecasted, net	(11,906,487)

Total E-ZPass FY2023 Transaction Timing Differences (11,906,487)

Video Toll Timing Differences:

Mailed 1.5M more Transactions than Forecasted (Jul-Dec 2022) (4,054,019)

Total Video Tolls Timing Differences (4,054,019)

Total Timing Difference Estimates (15,960,506)

Adjusted Actual Revenue less Forecasted Revenue \$23,717,183

Second Quarter Fiscal Year 2023 Traffic and Revenue Performance Report  
Page Four

Attachment C  
Analysis of Actual Toll Revenue Performance & Financial Forecast Differences

July 1, 2022 to Dec 31, 2022

**Adjusted Difference** (Forecast less Adjusted Actual Revenue) **\$23,717,183**

Forecast Assumption Differences:

<i>E-ZPass</i> Transactions not included in the Forecast (FY 2021 & 2022)	8,512,449
<i>E-ZPass</i> Daily Average Revenue Higher than Forecasted (FY2023)	21,587,100
Pay-By-Plate Usage Higher than Forecasted	984,605
Video Toll Average Toll Rate Lower than Forecasted	(3,330,101)
Video Toll and Central Collection Unit Collection Rate Lower than Forecasted	(10,258,300)
Administrative Toll Revenue Higher than Forecasted	5,717,962
<b>Total Forecast Assumption Differences</b>	<b>23,213,713</b>
<b>Unreconciled/Analyzed Difference</b>	<b>(\$503,470)</b>

Second Quarter Fiscal Year 2023 Traffic and Revenue Performance Report  
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Attachment D  
FY 2023 Forecast vs. Actual Revenue – By Facility

Legacy Facilities																
Video, Pay-By- Plate & Other	E-ZPass		July		August		September		October		November		December		Total	
		Forecast	\$	47,471,718	\$	42,351,028	\$	39,675,474	\$	41,014,031	\$	39,696,500	\$	40,023,143	\$	250,231,893
		Actual		47,471,718		42,866,442		60,776,297		52,263,804		46,197,971		43,246,729		292,822,960
	Difference		(0)		515,414		21,100,823		11,249,773		6,501,471		3,223,586		42,591,067	
	Pay-By-Plate & Other	Forecast		10,625,199		12,844,763		13,851,285		13,931,582		11,080,908		10,907,593		73,241,331
		Actual		11,319,714		9,739,499		7,627,937		7,438,658		18,273,930		12,317,784		66,717,522
		Difference		694,515		(3,105,264)		(6,223,348)		(6,492,924)		7,193,022		1,410,191		(6,523,809)
	Total	Forecast		58,096,917		55,195,791		53,526,759		54,945,613		50,777,408		50,930,736		323,473,224
		Actual		58,791,432		52,605,941		68,404,234		59,702,462		64,471,901		55,564,513		359,540,482
		Difference	\$	694,515	\$	(2,589,850)	\$	14,877,475	\$	4,756,849	\$	13,694,493	\$	4,633,778	\$	36,067,258
Intercounty Connector																
Video, Pay-By- Plate & Other	E-ZPass		July		August		September		October		November		December		Total	
		Forecast	\$	4,527,768	\$	4,807,871	\$	5,106,502	\$	5,406,494	\$	4,515,389	\$	4,261,235	\$	28,625,259
		Actual		4,527,768		4,198,483		5,908,850		5,295,358		4,676,694		4,613,665		29,220,818
	Difference		-		(609,388)		802,348		(111,136)		161,305		352,430		595,559	
	Pay-By-Plate & Other	Forecast		1,142,044		742,716		788,290		791,704		647,023		629,790		4,741,566
		Actual		1,284,443		1,193,724		1,579,033		960,146		2,156,140		1,307,668		8,481,154
		Difference		142,400		451,008		790,743		168,442		1,509,117		677,878		3,739,587
	Total	Forecast		5,669,811		5,550,587		5,894,791		6,198,199		5,162,412		4,891,025		33,366,825
		Actual		5,812,211		5,392,207		7,487,883		6,255,504		6,832,834		5,921,333		37,701,971
		Difference	\$	142,400	\$	(158,380)	\$	1,593,091	\$	57,305	\$	1,670,421	\$	1,030,309	\$	4,335,146
I-95 Express Toll Lanes																
Video, Pay-By- Plate & Other	E-ZPass		July		August		September		October		November		December		Total	
		Forecast	\$	1,123,818	\$	1,399,619	\$	1,201,225	\$	1,406,587	\$	1,351,667	\$	1,347,821	\$	7,830,736
		Actual		1,123,818		908,165		1,577,354		1,254,440		1,091,863		998,216		6,953,856
	Difference		0		(491,453)		376,129		(152,147)		(259,804)		(349,605)		(876,880)	
	Pay-By-Plate & Other	Forecast		89,882		53,927		46,283		54,195		52,079		51,931		643,472
		Actual		89,882		73,923		62,439		44,052		140,850		89,314		500,461
		Difference		-		19,997		16,157		(10,143)		88,771		37,383		152,165
	Total	Forecast		1,213,699		1,453,545		1,247,508		1,460,782		1,403,746		1,399,752		8,179,032
		Actual		1,213,699		982,088		1,639,794		1,298,492		1,232,713		1,087,530		7,454,317
		Difference	\$	0	\$	(471,457)	\$	392,286	\$	(162,290)	\$	(171,033)	\$	(312,222)	\$	(724,715)
All Facilities																
		July		August		September		October		November		December		Total		
	Forecast	\$	64,980,428	\$	62,199,923	\$	60,669,058	\$	62,604,593	\$	57,343,566	\$	57,221,512	\$	365,019,081	
	Actual		65,817,342		58,980,237		77,531,910		67,256,458		72,537,448		62,573,377		404,696,771	
	Difference	\$	836,914	\$	(3,219,687)	\$	16,862,852	\$	4,651,865	\$	15,193,881	\$	5,351,864	\$	39,677,690	

Second Quarter Fiscal Year 2023 Traffic and Revenue Performance Report  
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Attachment E  
FY 2022 Forecast vs. Actual Revenue – By Payment Method

E-ZPass								
		July	August	September	October	November	December	Total
Forecast	Legacy	\$ 47,471,718	42,351,028	39,675,474	41,014,031	39,696,500	40,023,143	\$ 250,231,893
	ICC	4,527,768	4,807,871	5,106,502	5,406,494	4,515,389	4,261,235	\$ 28,625,259
	ETL	1,123,818	1,399,619	1,201,225	1,406,587	1,351,667	1,347,821	\$ 7,830,736
	Total	53,123,304	48,558,518	45,983,201	47,827,112	45,563,556	45,632,199	\$ 286,687,889
Actual	Legacy	47,471,718	42,866,442	60,776,297	52,263,804	46,197,971	43,246,729	\$ 292,822,960
	ICC	4,527,768	4,198,483	5,908,850	5,295,358	4,676,694	4,613,665	\$ 29,220,818
	ETL	1,123,818	908,165	1,577,354	1,254,440	1,091,863	998,216	\$ 6,953,856
	Total	53,123,303	47,973,090	68,262,500	58,813,602	51,966,528	48,858,610	\$ 328,997,634
Difference		\$ (0)	\$ (585,427)	\$ 22,279,299	\$ 10,986,490	\$ 6,402,972	\$ 3,226,412	\$ 42,309,746

Video, Pay-By-Plate & Other								
		July	August	September	October	November	December	Total
Forecast	Legacy	\$ 10,625,199	\$ 12,844,763	\$ 13,851,285	13,931,582	11,080,908	10,907,593	\$ 73,241,331
	ICC	1,142,044	742,716	788,290	791,704	647,023	629,790	\$ 4,741,566
	ETL	89,882	53,927	46,283	54,195	52,079	51,931	\$ 348,296
	Total	11,857,125	13,641,406	14,685,857	14,777,481	11,780,010	11,589,314	\$ 78,331,193
Actual	Legacy	\$ 11,319,714	\$ 9,739,499	\$ 7,627,937	\$ 7,438,658	\$ 18,273,930	\$ 12,317,784	\$ 66,717,522
	ICC	1,284,443	1,193,724	1,579,033	960,146	2,156,140	1,307,668	\$ 8,481,154
	ETL	89,882	73,923	62,439	44,052	140,850	89,314	\$ 500,461
	Total	12,694,039	11,007,146	9,269,410	8,442,856	20,570,919	13,714,766	\$ 75,699,137
Difference		\$ 836,915	\$ (2,634,259)	\$ (5,416,448)	\$ (6,334,625)	\$ 8,790,909	\$ 2,125,453	\$ (2,632,056)

All Revenue								
		July	August	September	October	November	December	Total
Forecast	\$	64,980,428	\$ 62,199,923	\$ 60,669,058	\$ 62,604,593	\$ 57,343,566	\$ 57,221,512	\$ 365,019,081
Actual		65,817,342	58,980,237	77,531,910	67,256,458	72,537,448	62,573,377	\$ 404,696,771
Difference	\$	836,914	\$ (3,219,687)	\$ 16,862,852	\$ 4,651,865	\$ 15,193,881	\$ 5,351,864	\$ 39,677,690



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February 1, 2023  
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**FINAL**

Ms. Deborah Sharpless  
Chief Financial Officer  
Maryland Transportation Authority  
2310 Broening Highway  
Suite 150  
Baltimore, MD 21224

Subject: **FINAL** Second Quarter Fiscal Year 2023 Traffic and Revenue Performance Report

Dear Ms. Sharpless:

This letter report provides a summary of historical monthly transaction and toll revenue performance on the MDTA system using available data through the second quarter of Fiscal Year (FY) 2023, ending December 31, 2022. The historical performance is also compared to the most recent forecast developed by CDM Smith and summarized in the “FY 2023 Traffic and Toll Revenue Forecast Update”, (November 2022 forecast report) dated November 2, 2022. This comparison is provided separately for the Legacy system, Intercounty Connector (ICC), and I-95 Express Toll Lanes (ETLs), as well as for the total system. An analysis of the variations in actual experience compared to forecast is also provided.

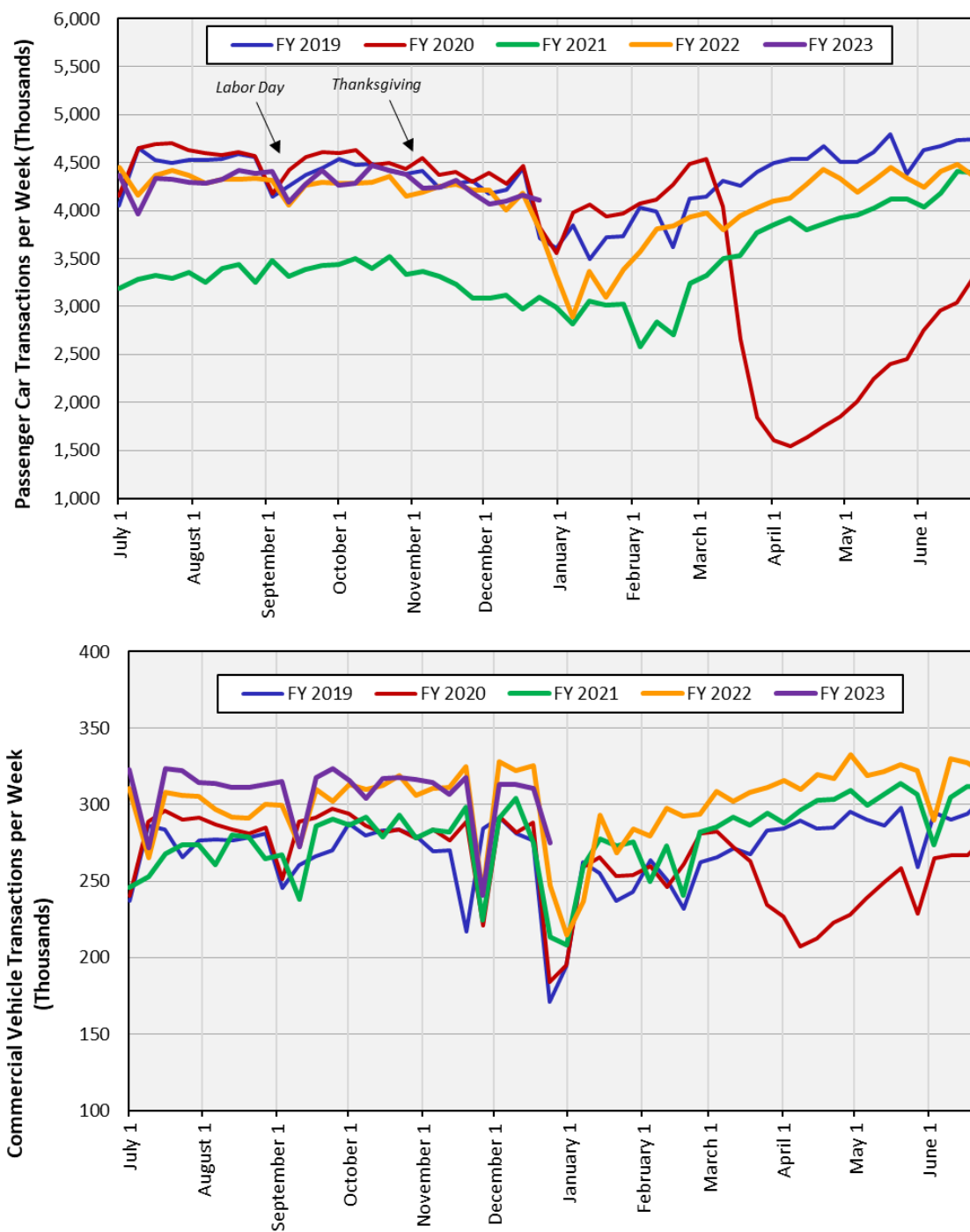
## **Recent Trends**

Similar to FY 2022, FY 2023 transactions and revenue have been impacted by recovery from the COVID-19 pandemic and the customer focused business rule changes implemented by MDTA during that timeframe. Due to this, CDM Smith has continued to track the performance on the system through two sources: the Kapsch 3G toll collection system data reports and the Traffic Volume Income (TVI) reports. The 3G reports provide the raw, in-lane data which records the daily traffic at the roadside, independent of toll collections. TVI reports provide collected transactions and revenue on the system on a cash basis, where a transaction and the associated revenue is reported in the month the toll is paid.

**Figure 1** shows the systemwide traffic on the total MDTA system for passenger cars and commercial vehicles from July 2019 through December 2022 using the daily in-lane data. Traffic volumes in the first half of FY 2022 were close to FY 2019 levels but softened during the second half of FY 2022 due to the impacts of the Omicron variant in January, followed by the impacts of high fuel prices and inflation. Passenger car transaction volumes in the first and second quarters of FY 2023 were similar to FY 2022 in both volume and weekly variation and have not yet returned to pre-pandemic levels. Commercial vehicle traffic continues to outperform traffic trends observed prior to the pandemic. In the first quarter of FY 2023, commercial vehicle traffic surpassed FY 2022 levels, however, in the second quarter of FY 2023 commercial vehicles were generally in-line with FY 2022. This could potentially indicate a slowdown of the high growth observed in commercial vehicle traffic in the last few years but will have to be monitored moving forward.



Figure 1 – Total Systemwide Traffic Per Week by Fiscal Year



Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

Monthly transactions for FY 2022 and FY 2023 for the total system are presented in **Table 1** by vehicle type and payment method. This table and the remaining tables in this report will present TVI report data and represent transactions and associated revenue in the month the toll is paid. Significant monthly variations can be observed in transaction totals, and the distribution of transactions by payment method. These variations are the result of the timing of transaction processing in the back office, and not reflective of variations in traffic on MDTA system facilities. Total passenger car transactions for the first quarter in FY 2023 were 1.1 percent below the same period in 2022, whereas second quarter transactions in FY 2023 were 5.5 percent higher. This change in trend is largely due to the impending termination of the customer assistance plan, which resulted in a 91.9 percent year-over-year increase in video transactions for the month of November. Commercial vehicle transaction totals in the first quarter of FY 2023 were 3.2 percent lower than Q1 FY 2022, whereas the second quarter of FY 2023 was 6.0 percent higher than FY 2022. Overall, total system transactions in Q1 2023 were 1.3 percent lower than 2022 and Q2 2023 was 5.5 percent higher than 2022, yielding an increase of 2.0 percent for FY 2023 YTD over the same period in 2022.

Monthly collected toll revenue for FY 2022 and FY 2023 for the total system are provided in **Table 2**. **Figure 2** is a graphical depiction of the share of toll revenue by method of payment and vehicle class for the same period. Systemwide toll revenue trends for passenger cars are up 3.3 percent in the first quarter of FY 2023 and 7.8 percent in the second quarter of FY 2023 over the same period in FY 2022. Revenue for commercial vehicles was also up by 1.8 percent and 10.7 percent, respectively, for the first and second quarters of FY 2023. Overall, second quarter FY 2023 revenue increased 8.8 percent compared with Q2 FY 2022 due to strong video collections in November due to the impending termination of the customer assistance plan.

Lastly, **Table 3** provides the same monthly trend comparison for other revenue. Other revenue is non-toll revenue collected by the agency that is associated with operations. This revenue comes from unused commuter and shopper plan trips, E-ZPass transponder sales, Hatem E-ZPass programs, civil penalties from violation recovery, and commercial vehicle fees and discounts. The commercial vehicle revenue comes from post-usage discounts, high frequency discounts, and over-size permit fees. Since this revenue is associated with collected transactions and revenue, and therefore the delayed NOTDs, year-over-year trends vary greatly on a monthly basis. Overall, other revenue declined by 0.6 percent for the first quarter of FY 2023 and by 33.5 percent in the second quarter of FY 2023 when compared to the same period the year prior. This is primarily the result of decreases in violation recovery due to the customer assistance plan.



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**Table 1 - Systemwide Collected Transactions by Month**

Month	Passenger Car Transactions								
	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	15,890,063	10,932,349	(31.2)	216,710	1,581,951	630.0	16,106,772	12,514,300	(22.3)
August	11,547,095	9,636,162	(16.5)	526,446	1,435,272	172.6	12,073,541	11,071,434	(8.3)
September	9,933,446	14,153,851	42.5	1,164,573	1,107,514	(4.9)	11,098,019	15,261,364	37.5
October	11,762,032	12,056,370	2.5	1,523,444	1,071,733	(29.7)	13,285,476	13,128,103	(1.2)
November	11,122,911	11,168,479	0.4	1,680,798	3,225,955	91.9	12,803,710	14,394,434	12.4
December	9,908,315	10,579,267	6.8	1,779,346	1,741,266	(2.1)	11,687,660	12,320,533	5.4
January	11,194,490	-	-	2,366,321	-	-	13,560,811	-	-
February	12,229,668	-	-	2,819,346	-	-	15,049,014	-	-
March	9,095,987	-	-	2,172,697	-	-	11,268,684	-	-
April	5,592,198	-	-	2,008,917	-	-	7,601,115	-	-
May	12,673,036	-	-	1,483,362	-	-	14,156,398	-	-
June	16,183,395	-	-	1,619,242	-	-	17,802,637	-	-
<b>Q1 Total</b>	37,370,604	34,722,361	(7.1)	1,907,729	4,124,737	116.2	39,278,332	38,847,098	(1.1)
<b>Q2 Total</b>	32,793,258	33,804,116	3.1	4,983,588	6,038,954	21.2	37,776,846	39,843,070	5.5
<b>July - Dec</b>	70,163,862	68,526,478	(2.3)	6,891,317	10,163,691	47.5	77,055,178	78,690,169	2.1
Month	Commercial Vehicle Transactions								
	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	1,542,993	971,874	(37.0)	4,559	75,556	1,557.3	1,547,552	1,047,430	(32.3)
August	977,866	888,580	(9.1)	19,917	83,576	319.6	997,783	972,156	(2.6)
September	825,232	1,242,309	50.5	40,908	41,611	1.7	866,140	1,283,920	48.2
October	1,004,144	1,121,140	11.7	43,127	42,142	(2.3)	1,047,271	1,163,282	11.1
November	944,843	904,763	(4.2)	45,330	87,013	92.0	990,173	991,776	0.2
December	806,059	869,679	7.9	55,668	49,486	(11.1)	861,727	919,165	6.7
January	924,797	-	-	71,542	-	-	996,339	-	-
February	1,127,716	-	-	79,228	-	-	1,206,943	-	-
March	873,275	-	-	105,128	-	-	978,403	-	-
April	493,121	-	-	85,450	-	-	578,570	-	-
May	1,138,558	-	-	44,060	-	-	1,182,618	-	-
June	1,455,673	-	-	113,063	-	-	1,568,736	-	-
<b>Q1 Total</b>	3,346,090	3,102,763	(7.3)	65,384	200,743	207.0	3,411,475	3,303,507	(3.2)
<b>Q2 Total</b>	2,755,045	2,895,582	5.1	144,126	178,641	23.9	2,899,171	3,074,223	6.0
<b>July - Dec</b>	6,101,136	5,998,345	(1.7)	209,510	379,384	81.1	6,310,646	6,377,729	1.1
Month	Total Transactions								
	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	17,433,056	11,904,223	(31.7)	221,269	1,657,508	649.1	17,654,324	13,561,731	(23.2)
August	12,524,961	10,524,742	(16.0)	546,363	1,518,848	178.0	13,071,324	12,043,590	(7.9)
September	10,758,678	15,396,160	43.1	1,205,481	1,149,125	(4.7)	11,964,159	16,545,284	38.3
October	12,766,176	13,177,510	3.2	1,566,571	1,113,875	(28.9)	14,332,747	14,291,385	(0.3)
November	12,067,754	12,073,242	0.0	1,726,129	3,312,968	91.9	13,793,883	15,386,210	11.5
December	10,714,374	11,448,947	6.9	1,835,014	1,790,752	(2.4)	12,549,388	13,239,699	5.5
January	12,119,287	-	-	2,437,862	-	-	14,557,149	-	-
February	13,357,384	-	-	2,898,574	-	-	16,255,958	-	-
March	9,969,261	-	-	2,277,825	-	-	12,247,086	-	-
April	6,085,318	-	-	2,094,367	-	-	8,179,685	-	-
May	13,811,594	-	-	1,527,422	-	-	15,339,016	-	-
June	17,639,067	-	-	1,732,305	-	-	19,371,373	-	-
<b>Q1 Total</b>	40,716,694	37,825,125	(7.1)	1,973,113	4,325,480	119.2	42,689,807	42,150,605	(1.3)
<b>Q2 Total</b>	35,548,304	36,699,698	3.2	5,127,714	6,217,595	21.3	40,676,017	42,917,293	5.5
<b>July - Dec</b>	76,264,997	74,524,823	(2.3)	7,100,827	10,543,075	48.5	83,365,824	85,067,898	2.0

<sup>(1)</sup> Pay-by-plate transactions are included with video transactions.



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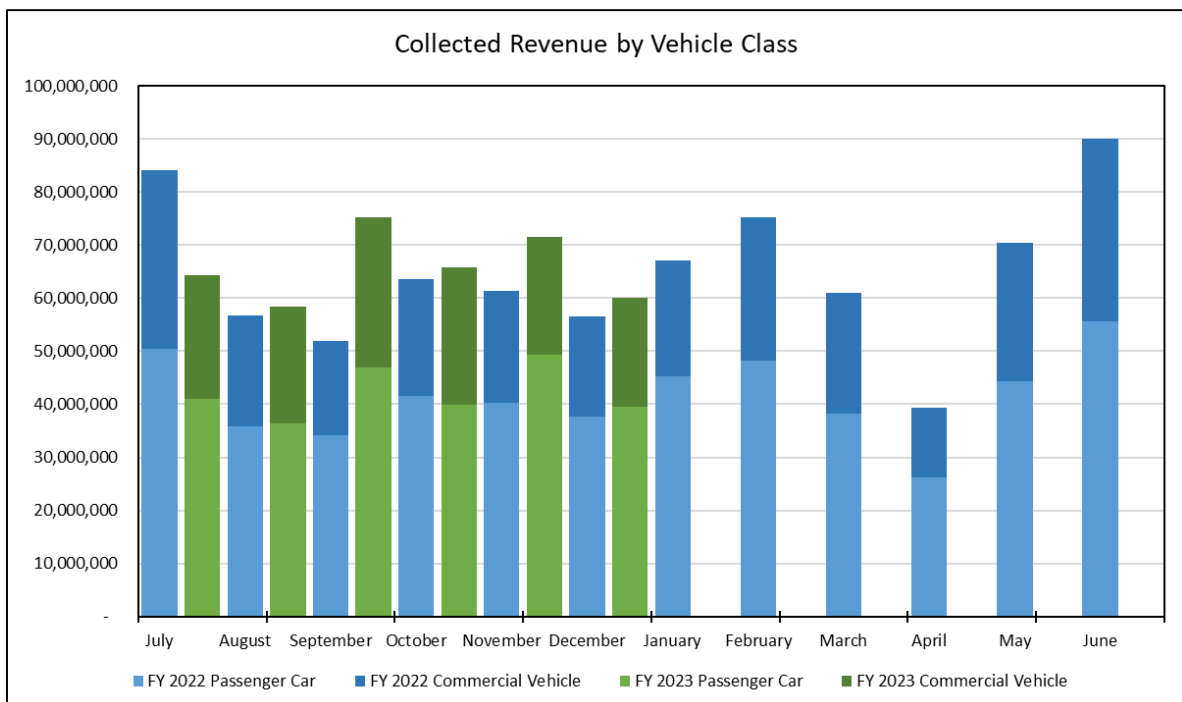
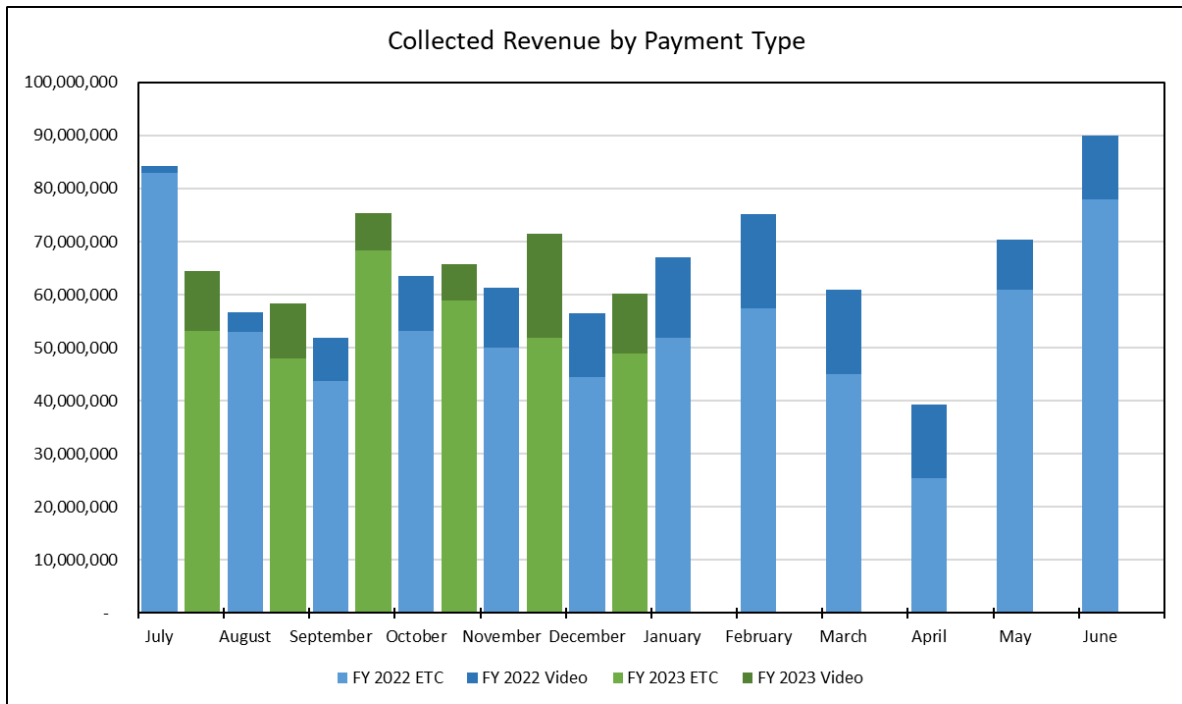
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Table 2 - Systemwide Collected Toll Revenue by Month

Passenger Car Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 49,235,597	\$ 31,841,940	(35.3)	\$ 1,183,201	\$ 9,151,963	673.5	\$ 50,418,798	\$ 40,993,903	(18.7)
August	32,805,852	28,158,615	(14.2)	3,078,648	8,202,247	166.4	35,884,500	36,360,862	1.3
September	27,169,087	41,026,423	51.0	6,952,731	5,989,285	(13.9)	34,121,819	47,015,708	37.8
October	32,514,945	34,075,217	4.8	9,057,896	5,883,931	(35.0)	41,572,841	39,959,149	(3.9)
November	30,154,657	32,018,938	6.2	10,141,698	17,401,100	71.6	40,296,355	49,420,039	22.6
December	27,125,564	29,550,545	8.9	10,563,313	9,960,153	(5.7)	37,688,877	39,510,698	4.8
January	31,882,436	-	-	13,438,438	-	-	45,320,873	-	-
February	32,626,281	-	-	15,679,222	-	-	48,305,503	-	-
March	25,428,270	-	-	12,732,098	-	-	38,160,368	-	-
April	14,865,928	-	-	11,373,047	-	-	26,238,975	-	-
May	36,134,398	-	-	8,168,043	-	-	44,302,441	-	-
June	46,605,598	-	-	9,094,060	-	-	55,699,658	-	-
<b>Q1 Total</b>	109,210,537	101,026,979	(7.5)	11,214,580	23,343,495	108.2	120,425,117	124,370,474	3.3
<b>Q2 Total</b>	89,795,166	95,644,700	6.5	29,762,907	33,245,185	11.7	119,558,073	128,889,886	7.8
<b>July - Dec</b>	199,005,703	196,671,680	(1.2)	40,977,487	56,588,680	38.1	239,983,189	253,260,359	5.5
Commercial Vehicle Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 33,671,097	\$ 21,281,363	(36.8)	\$ 98,037	\$ 2,083,976	2,025.7	\$ 33,769,134	\$ 23,365,339	(30.8)
August	20,179,396	19,814,475	(1.8)	607,270	2,218,608	265.3	20,786,666	22,033,083	6.0
September	16,623,164	27,236,078	63.8	1,208,327	1,050,910	(13.0)	17,831,490	28,286,987	58.6
October	20,737,327	24,738,385	19.3	1,198,806	1,074,945	(10.3)	21,936,133	25,813,330	17.7
November	19,843,452	19,947,590	0.5	1,220,859	2,160,030	76.9	21,064,312	22,107,620	5.0
December	17,413,995	19,308,066	10.9	1,484,747	1,296,026	(12.7)	18,898,742	20,604,091	9.0
January	19,915,598	-	-	1,824,934	-	-	21,740,531	-	-
February	24,737,926	-	-	2,100,956	-	-	26,838,882	-	-
March	19,539,032	-	-	3,203,955	-	-	22,742,987	-	-
April	10,559,499	-	-	2,483,834	-	-	13,043,333	-	-
May	24,878,346	-	-	1,186,671	-	-	26,065,017	-	-
June	31,421,485	-	-	2,923,537	-	-	34,345,022	-	-
<b>Q1 Total</b>	70,473,657	68,331,916	(3.0)	1,913,633	5,353,493	179.8	72,387,290	73,685,409	1.8
<b>Q2 Total</b>	57,994,774	63,994,041	10.3	3,904,413	4,531,001	16.0	61,899,187	68,525,042	10.7
<b>July - Dec</b>	128,468,431	132,325,956	3.0	5,818,046	9,884,494	69.9	134,286,477	142,210,451	5.9
Total Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 82,906,694	\$ 53,123,304	(35.9)	\$ 1,281,238	\$ 11,235,938	777.0	\$ 84,187,932	\$ 64,359,242	(23.6)
August	52,985,249	47,973,090	(9.5)	3,685,918	10,420,855	182.7	56,671,166	58,393,945	3.0
September	43,792,251	68,262,501	55.9	8,161,058	7,040,194	(13.7)	51,953,309	75,302,695	44.9
October	53,252,272	58,813,602	10.4	10,256,702	6,958,877	(32.2)	63,508,974	65,772,479	3.6
November	49,998,109	51,966,528	3.9	11,362,558	19,561,131	72.2	61,360,667	71,527,659	16.6
December	44,539,558	48,858,611	9.7	12,048,060	11,256,179	(6.6)	56,587,619	60,114,790	6.2
January	51,798,033	-	-	15,263,372	-	-	67,061,405	-	-
February	57,364,207	-	-	17,780,177	-	-	75,144,385	-	-
March	44,967,302	-	-	15,936,053	-	-	60,903,355	-	-
April	25,425,427	-	-	13,856,881	-	-	39,282,308	-	-
May	61,012,744	-	-	9,354,714	-	-	70,367,458	-	-
June	78,027,083	-	-	12,017,597	-	-	90,044,680	-	-
<b>Q1 Total</b>	179,684,194	169,358,895	(5.7)	13,128,213	28,696,988	118.6	192,812,407	198,055,883	2.7
<b>Q2 Total</b>	147,789,939	159,638,741	8.0	33,667,320	37,776,186	12.2	181,457,259	197,414,927	8.8
<b>July - Dec</b>	327,474,134	328,997,636	0.5	46,795,533	66,473,174	42.1	374,269,667	395,470,810	5.7

<sup>(1)</sup> Pay-by-plate revenue is included with video revenue.

**Figure 2 – Total System Collected Revenue by Payment Type and Vehicle Class**



**Table 3 – Other Revenue Trends by Month**

Month	Service Fees and Sales <sup>(1)</sup>			Violation Recovery <sup>(2)</sup>			Commercial Vehicles <sup>(3)</sup>			Total Other Revenue		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 140,056	\$ 2,213,317	1,480.3	\$ 1,997,861	\$ 34,164	(98.3)	\$ 57,633	\$ (789,381)	(1,469.7)	\$ 2,195,550	\$ 1,458,100	(33.6)
August	124,052	1,304,985	952.0	1,122,871	\$ 42,198	(96.2)	(1,114,191)	\$ (760,892)	31.7	132,732	586,291	341.7
September	1,209,421	2,363,096	95.4	846,086	\$ 912,009	7.8	(84,677)	\$ (1,045,889)	(1,135.1)	1,970,829	2,229,215	13.1
October	1,445,585	1,801,114	24.6	1,489,347	\$ 44,165	(97.0)	(2,503,394)	\$ (361,299)	85.6	431,538	1,483,979	243.9
November	1,491,780	1,612,312	8.1	3,024,869	\$ 90,464	(97.0)	(1,715,748)	\$ (692,987)	59.6	2,800,901	1,009,789	(63.9)
December	1,389,602	1,700,847	22.4	3,602,653	\$ 1,513,157	(58.0)	(772,320)	\$ (755,417)	2.2	4,219,935	2,458,587	(41.7)
January	1,413,421	-	-	4,146,765	-	-	(812,169)	-	-	4,748,017	-	-
February	1,523,573	-	-	4,220,168	-	-	(640,115)	-	-	5,103,626	-	-
March	610,277	-	-	2,922,553	-	-	(807,480)	-	-	2,725,351	-	-
April	23,328	-	-	414,296	-	-	(738,983)	-	-	(301,360)	-	-
May	1,548,931	-	-	347,361	-	-	(807,045)	-	-	1,089,247	-	-
June	2,246,483	-	-	66,652	-	-	(757,584)	-	-	1,555,551	-	-
<b>Q1 Total</b>	1,473,529	5,881,399	299.1	3,966,818	988,370	(75.1)	(1,141,236)	(2,596,163)	(127.5)	4,299,111	4,273,606	(0.6)
<b>Q2 Total</b>	4,326,966	5,114,273	18.2	8,116,869	1,647,785	(79.7)	(4,991,462)	(1,809,703)	63.7	7,452,374	4,952,355	(33.5)
<b>July - Dec</b>	5,800,496	10,995,672	89.6	12,083,687	2,636,156	(78.2)	(6,132,697)	(4,405,866)	28.2	11,751,485	9,225,962	(21.5)

(1) Service fees and sales includes unused pre-paid trip revenue, transponder sales, and the Hatem E-ZPass discount plans.

(2) Violation recovery is civil penalties collected on unpaid notices of toll due.

(3) Commercial vehicles include post-usage discounts, high frequency discounts, and oversize permit fees.

## Forecast Versus Actual

In this section, actual collected transactions and revenue are compared to the November 2022 forecast for each of the facilities. **Table 4** provides the comparison for the Legacy system transactions by vehicle type and method of payment and **Table 5** shows the same comparison for collected toll revenue. As shown in Table 4, total transactions were 4.7 percent above forecast in the first quarter and 13.1 percent above forecast in the second quarter. Passenger cars were 13.6 percent above forecast and commercial vehicles were 7.8 percent above forecast in the second quarter. The first quarter is due, in part, to the back office processing an additional six days of ETC transactions over what was anticipated in the forecast for the first quarter. More specifically, there was a six-day shortfall in ETC transaction processing in August followed by 12 additional days of transaction processing in September over what was expected. The impacts of this can be seen in August transaction totals which fell 11.3 percent below forecast and September transaction totals which exceeded forecast by 27.7 percent. In the second quarter, the October and November ETC transactions outperformed forecast for both passenger cars and commercial vehicles. Video transaction trends varied greatly month by month, but outperformed forecast in November due to the impending termination of the customer assistance plan which caused an influx of paid video transactions.

**Table 4 - Comparison of FY 2023 Forecast and Actual Transactions - Legacy System**

FY 2023 Passenger Car Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,122,338	8,031,550	(1.1)	1,167,785	1,167,785	0.0	9,290,123	9,199,335	(1.0)
August	7,591,822	7,043,884	(7.2)	1,607,166	1,021,127	(36.5)	9,198,989	8,065,011	(12.3)
September	6,960,948	10,308,566	48.1	1,708,576	716,122	(58.1)	8,669,524	11,024,687	27.2
October	7,199,214	8,757,594	21.7	1,700,481	764,830	(55.0)	8,899,695	9,522,424	7.0
November	6,977,727	8,169,578	17.1	1,318,723	2,356,043	78.7	8,296,450	10,525,621	26.9
December	7,061,484	7,651,506	8.4	1,294,899	1,316,204	1.6	8,356,383	8,967,710	7.3
January	6,379,768	-	-	1,215,101	-	-	7,594,869	-	-
February	6,107,124	-	-	1,071,880	-	-	7,179,004	-	-
March	6,916,564	-	-	1,161,603	-	-	8,078,167	-	-
April	7,176,615	-	-	1,258,989	-	-	8,435,604	-	-
May	7,249,092	-	-	1,337,345	-	-	8,586,437	-	-
June	7,245,802	-	-	1,438,748	-	-	8,684,549	-	-
Q1 Total	22,675,109	25,383,999	11.9	4,483,527	2,905,034	(35.2)	27,158,636	28,289,033	4.2
Q2 Total	21,238,425	24,578,678	15.7	4,314,103	4,437,077	2.9	25,552,528	29,015,755	13.6
July - Dec	43,913,534	49,962,678	13.8	8,797,630	7,342,111	(16.5)	52,711,164	57,304,789	8.7
FY 2023 Commercial Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	832,887	832,887	0.0	65,285	65,285	0.0	898,172	898,172	0.0
August	778,651	768,974	(1.2)	60,851	71,021	16.7	839,502	839,995	0.1
September	760,712	1,068,496	40.5	65,673	32,690	(50.2)	826,385	1,101,186	33.3
October	773,576	967,523	25.1	65,645	34,514	(47.4)	839,220	1,002,037	19.4
November	753,584	780,646	3.6	51,839	70,943	36.9	805,423	851,589	5.7
December	752,986	744,179	(1.2)	51,015	42,568	(16.6)	804,001	786,747	(2.1)
January	724,067	-	-	47,849	-	-	771,915	-	-
February	676,482	-	-	40,900	-	-	717,382	-	-
March	773,007	-	-	43,769	-	-	816,776	-	-
April	744,329	-	-	46,279	-	-	790,608	-	-
May	794,657	-	-	49,370	-	-	844,027	-	-
June	780,181	-	-	52,960	-	-	833,141	-	-
Q1 Total	2,372,250	2,670,357	12.6	191,810	168,996	(11.9)	2,564,060	2,839,354	10.7
Q2 Total	2,280,146	2,492,348	9.3	168,498	148,025	(12.2)	2,448,644	2,640,373	7.8
July - Dec	4,652,396	5,162,705	11.0	360,308	317,021	(12.0)	5,012,704	5,479,726	9.3
FY 2023 All Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,955,225	8,864,437	(1.0)	1,233,071	1,233,071	0.0	10,188,296	10,097,508	(0.9)
August	8,370,473	7,812,858	(6.7)	1,668,018	1,092,148	(34.5)	10,038,491	8,905,006	(11.3)
September	7,721,661	11,377,062	47.3	1,774,249	748,812	(57.8)	9,495,909	12,125,873	27.7
October	7,972,790	9,725,117	22.0	1,766,126	799,344	(54.7)	9,738,916	10,524,461	8.1
November	7,731,311	8,950,224	15.8	1,370,561	2,426,986	77.1	9,101,873	11,377,210	25.0
December	7,814,470	8,395,686	7.4	1,345,914	1,358,772	1.0	9,160,384	9,754,458	6.5
January	7,103,835	-	-	1,262,950	-	-	8,366,785	-	-
February	6,783,606	-	-	1,112,780	-	-	7,896,386	-	-
March	7,689,571	-	-	1,205,372	-	-	8,894,943	-	-
April	7,920,945	-	-	1,305,268	-	-	9,226,212	-	-
May	8,043,749	-	-	1,386,715	-	-	9,430,464	-	-
June	8,025,983	-	-	1,491,707	-	-	9,517,691	-	-
Q1 Total	25,047,359	28,054,357	12.0	4,675,337	3,074,030	(34.3)	29,722,696	31,128,387	4.7
Q2 Total	23,518,571	27,071,026	15.1	4,482,601	4,585,102	2.3	28,001,172	31,656,128	13.1
July - Dec	48,565,930	55,125,383	13.5	9,157,938	7,659,132	(16.4)	57,723,868	62,784,515	8.8

<sup>(1)</sup> Pay-by-plate transactions are included with video transactions.



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**Table 5 - Comparison of FY 2023 Forecast and Actual Toll Revenue - Legacy System**

FY 2023 Passenger Car Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$27,084,097	\$27,084,097	0.0	\$ 8,049,781	\$ 8,049,781	(0.0)	\$35,133,878	\$35,133,878	(0.0)
August	23,528,619	23,833,494	1.3	10,412,541	7,099,739	(31.8)	33,941,159	30,933,233	(8.9)
September	21,247,273	34,663,364	63.1	11,275,430	4,704,289	(58.3)	32,522,703	39,367,653	21.0
October	22,119,345	28,520,877	28.9	11,303,082	5,082,247	(55.0)	33,422,427	33,603,123	0.5
November	21,382,053	27,047,778	26.5	8,896,053	15,346,702	72.5	30,278,107	42,394,480	40.0
December	21,803,245	24,757,126	13.6	8,739,181	8,929,048	2.2	30,542,426	33,686,174	10.3
January	19,147,267	-	-	8,216,176	-	-	27,363,443	-	-
February	18,270,694	-	-	7,239,841	-	-	25,510,535	-	-
March	20,971,059	-	-	7,757,309	-	-	28,728,368	-	-
April	22,369,556	-	-	8,452,360	-	-	30,821,916	-	-
May	22,389,081	-	-	8,993,905	-	-	31,382,986	-	-
June	22,410,600	-	-	9,691,816	-	-	32,102,416	-	-
<b>Q1 Total</b>	71,859,989	85,580,956	19.1	29,737,752	19,853,810	(33.2)	101,597,741	105,434,765	3.8
<b>Q2 Total</b>	65,304,643	80,325,781	23.0	28,938,316	29,357,997	1.5	94,242,959	109,683,778	16.4
<b>July - Dec</b>	137,164,632	165,906,736	21.0	58,676,068	49,211,807	(16.1)	195,840,700	215,118,543	9.8

FY 2023 Commercial Vehicle Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$20,387,621	\$20,387,621	0.0	\$ 2,000,390	\$ 2,000,390	0.0	\$22,388,012	\$22,388,012	0.0
August	18,822,409	19,032,948	1.1	1,882,272	2,129,287	13.1	20,704,682	21,162,235	2.2
September	18,428,201	26,112,932	41.7	2,083,500	982,711	(52.8)	20,511,701	27,095,643	32.1
October	18,894,686	23,742,702	25.7	2,117,554	1,016,000	(52.0)	21,012,240	24,758,702	17.8
November	18,314,446	19,150,193	4.6	1,724,754	2,048,023	18.7	20,039,200	21,198,216	5.8
December	18,219,898	18,489,604	1.5	1,702,452	1,248,088	(26.7)	19,922,350	19,737,692	(0.9)
January	17,543,863	-	-	1,584,279	-	-	19,128,142	-	-
February	16,384,015	-	-	1,329,076	-	-	17,713,091	-	-
March	18,719,767	-	-	1,379,864	-	-	20,099,631	-	-
April	18,084,964	-	-	1,448,470	-	-	19,533,434	-	-
May	19,370,420	-	-	1,541,719	-	-	20,912,140	-	-
June	18,926,020	-	-	1,651,832	-	-	20,577,853	-	-
<b>Q1 Total</b>	57,638,231	65,533,501	13.7	5,966,163	5,112,388	(14.3)	63,604,394	70,645,889	11.1
<b>Q2 Total</b>	55,429,030	61,382,499	10.7	5,544,760	4,312,110	(22.2)	60,973,790	65,694,609	7.7
<b>July - Dec</b>	113,067,261	126,916,000	12.2	11,510,923	9,424,498	(18.1)	124,578,184	136,340,498	9.4

FY 2023 All Vehicle Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$47,471,718	\$47,471,718	0.0	\$10,050,172	\$10,050,172	0.0	\$57,521,890	\$57,521,890	0.0
August	42,351,028	42,866,442	1.2	12,294,813	9,229,026	(24.9)	54,645,841	52,095,468	(4.7)
September	39,675,474	60,776,297	53.2	13,358,930	5,687,000	(57.4)	53,034,404	66,463,296	25.3
October	41,014,031	52,263,579	27.4	13,420,636	6,098,246	(54.6)	54,434,667	58,361,825	7.2
November	39,696,500	46,197,971	16.4	10,620,807	17,394,725	63.8	50,317,307	63,592,696	26.4
December	40,023,143	43,246,730	8.1	10,441,633	10,177,136	(2.5)	50,464,776	53,423,866	5.9
January	36,691,130	-	-	9,800,455	-	-	46,491,585	-	-
February	34,654,709	-	-	8,568,917	-	-	43,223,625	-	-
March	39,690,826	-	-	9,137,173	-	-	48,827,999	-	-
April	40,454,520	-	-	9,900,830	-	-	50,355,350	-	-
May	41,759,502	-	-	10,535,624	-	-	52,295,126	-	-
June	41,336,620	-	-	11,343,648	-	-	52,680,269	-	-
<b>Q1 Total</b>	129,498,220	151,114,457	16.7	35,703,915	24,966,198	(30.1)	165,202,135	176,080,654	6.6
<b>Q2 Total</b>	120,733,673	141,708,279	17.4	34,483,076	33,670,107	(2.4)	155,216,749	175,378,386	13.0
<b>July - Dec</b>	250,231,893	292,822,736	17.0	70,186,991	58,636,305	(16.5)	320,418,885	351,459,041	9.7

<sup>(1)</sup> Pay-by-plate revenue is included with video revenue.



As shown in Table 5, collected toll revenue on the Legacy System showed similar trends versus forecast as those seen in transactions, including significant variations in monthly totals and distribution by payment method. Passenger car revenue was 16.4 percent above forecast for the second quarter, and commercial vehicle revenue exceeded forecast by 7.7 percent. Total Legacy system collected toll revenue for the second quarter of FY 2023 was 13.0 percent above forecast. Overall, FY 2023 YTD collected revenue totals were 9.7 percent above forecast. This is, in part, due to the timing of paid video transactions deviating from forecast, and a higher number of ETC transactions with higher than forecasted toll rates. The higher toll rates are caused by an increased share of out-of-state and non-commuter in-state ETC transactions than was anticipated in the forecast.

**Table 6** provides the comparison for trips and collected toll revenue on the ICC by method of payment. The ICC trended similarly to the Legacy system with trips and revenue. As shown, FY 2023 second quarter trips were 4.0 percent above forecast and collected revenue was 14.8 percent above forecast. This is largely due to the strong video collections in November and December. The difference in impacts between transactions and revenue indicates there may be more full corridor or longer distance trips which pay a higher average toll than was forecasted.

**Table 7** shows the comparison for total transactions and collected toll revenue for the I-95 ETLs. I-95 ETL transactions and revenue in the second quarter of FY 2023 were below forecast by 20.8 and 15.1 percent, respectively. This amounts to a negative forecast variance of approximately 0.8 million transactions and \$0.7 million for FY 2023 YTD. The deviation of actual transactions from forecast is in part due to raw in-lane traffic remaining unchanged in the second quarter of FY 2023 over the same period in FY 2022.

**Table 8** provides a comparison for the total MDTA system transactions and revenue, including all facilities and other revenue. When considering the systemwide performance, transactions in the second quarter were higher than the forecast by 8.5 percent. The associated collected toll and other revenue in the first quarter was 14.2 percent above forecast, in part due to overperformance in civil penalty collections in FY 2023 YTD. This was caused by transactions escalated to CCU prior to the customer assistance plan that were paid in FY 2023, as well as the resumption of civil penalty collections after the termination of the customer assistance plan. The forecast assumed there would be no civil penalty revenue collected in the first half of FY 2023 and collections would resume January 2024.



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**Table 6 – Comparison of FY 2023 Forecast and Actual Monthly Collected Trips and Toll Revenue, Intercounty Connector**

Month	FY 2023 Trips								
	ETC			Video <sup>(1)</sup>			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	2,300,824	2,300,824	0.0	369,253	386,853	4.8	2,670,077	2,687,677	0.7
August	2,715,800	2,121,790	(21.9)	234,583	395,499	68.6	2,950,383	2,517,289	(14.7)
September	2,751,740	2,993,067	8.8	251,497	377,683	50.2	3,003,237	3,370,750	12.2
October	2,919,313	2,658,460	(8.9)	251,544	293,217	16.6	3,170,857	2,951,677	(6.9)
November	2,578,511	2,415,941	(6.3)	201,940	814,695	303.4	2,780,451	3,230,636	16.2
December	2,429,857	2,346,074	(3.5)	195,608	387,365	98.0	2,625,465	2,733,439	4.1
January	2,288,959	-	-	181,096	-	-	2,470,056	-	-
February	2,207,628	-	-	165,640	-	-	2,373,268	-	-
March	2,752,484	-	-	175,367	-	-	2,927,851	-	-
April	2,697,837	-	-	186,462	-	-	2,884,299	-	-
May	2,866,793	-	-	201,103	-	-	3,067,896	-	-
June	2,808,521	-	-	216,177	-	-	3,024,699	-	-
<b>Q1 Total</b>	7,768,363	7,415,681	(4.5)	855,333	1,160,035	35.6	8,623,697	8,575,716	(0.6)
<b>Q2 Total</b>	7,927,681	7,420,475	(6.4)	649,092	1,495,277	130.4	8,576,772	8,915,752	4.0
<b>July - Dec</b>	15,696,044	14,836,156	(5.5)	1,504,425	2,655,312	76.5	17,200,469	17,491,468	1.7

Month	FY 2023 Collected Toll Revenue								
	ETC			Video <sup>(1)</sup>			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$ 4,527,768	\$ 4,527,768	0.0	\$ 1,056,694	\$ 1,095,885	3.7	\$ 5,584,462	\$ 5,623,652	0.7
August	4,807,871	4,198,483	(12.7)	660,987	1,117,906	69.1	5,468,858	5,316,389	(2.8)
September	5,106,502	5,908,850	15.7	715,225	1,290,755	80.5	5,821,727	7,199,606	23.7
October	5,406,494	5,295,578	(2.1)	715,795	813,926	13.7	6,122,289	6,109,504	(0.2)
November	4,515,389	4,676,694	3.6	578,614	2,025,556	250.1	5,094,003	6,702,250	31.6
December	4,261,235	4,613,665	8.3	560,605	989,729	76.6	4,821,839	5,603,394	16.2
January	3,990,287	-	-	521,105	-	-	4,511,392	-	-
February	3,852,893	-	-	480,860	-	-	4,333,753	-	-
March	4,819,984	-	-	511,127	-	-	5,331,111	-	-
April	4,724,303	-	-	546,487	-	-	5,270,789	-	-
May	5,022,046	-	-	591,031	-	-	5,613,076	-	-
June	4,938,375	-	-	636,551	-	-	5,574,925	-	-
<b>Q1 Total</b>	14,442,141	14,635,102	1.3	2,432,906	3,504,546	44.1	16,875,047	18,139,647	7.5
<b>Q2 Total</b>	14,183,118	14,585,937	2.8	1,855,013	3,829,210	106.4	16,038,131	18,415,148	14.8
<b>July - Dec</b>	28,625,259	29,221,039	2.1	4,287,919	7,333,756	71.0	32,913,178	36,554,795	11.1

<sup>(1)</sup> Pay-by-Plate is included in video trips and revenue.

**Table 7 – Comparison of FY 2023 Forecast and Actual Monthly Collected Transactions and Toll Revenue, I-95 Express Toll Lanes**

Month	Transactions			Revenue		
	Forecast	Actual	% Change	Forecast	Actual	% Change
July	776,546	776,546	0.0	\$ 1,213,699	\$ 1,213,699	0.0
August	1,010,043	621,295	(38.5)	1,453,545	982,088	(32.4)
September	866,871	1,048,661	21.0	1,247,508	1,639,793	31.4
October	1,015,072	815,247	(19.7)	1,460,782	1,301,150	(10.9)
November	975,439	778,364	(20.2)	1,403,746	1,232,713	(12.2)
December	972,663	751,802	(22.7)	1,399,752	1,087,530	(22.3)
January	727,942	-	-	1,047,576	-	-
February	840,091	-	-	1,208,968	-	-
March	882,139	-	-	1,269,479	-	-
April	1,046,822	-	-	1,506,473	-	-
May	1,023,058	-	-	1,472,275	-	-
June	1,008,589	-	-	1,451,452	-	-
<b>Q1 Total</b>	2,653,460	2,446,502	(7.8)	3,914,752	3,835,581	(2.0)
<b>Q2 Total</b>	2,963,174	2,345,413	(20.8)	4,264,280	3,621,393	(15.1)
<b>July - Dec</b>	5,616,634	4,791,915	(14.7)	8,179,032	7,456,974	(8.8)

**Table 8 – Comparison of FY 2023 Forecast and Actual Monthly Collected Transactions and Total Revenue, Total Systemwide**

Month	Transactions				Total Revenue <sup>(1)</sup>			
	Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%
July	13,634,919	13,561,731	(73,188)	(0.5)	\$64,980,429	\$65,817,342	\$ 836,912	1.3
August	13,998,917	12,043,590	(1,955,327)	(14.0)	62,199,923	58,980,237	(3,219,686)	(5.2)
September	13,366,017	16,545,284	3,179,267	23.8	60,669,058	77,531,910	16,862,853	27.8
October	13,924,844	14,291,385	366,541	2.6	62,604,593	67,256,458	4,651,865	7.4
November	12,857,762	15,386,210	2,528,447	19.7	57,343,566	72,537,448	15,193,881	26.5
December	12,758,512	13,239,699	481,186	3.8	57,221,512	62,573,377	5,351,865	9.4
January	11,564,783	-	-	-	54,484,044	-	-	-
February	11,109,745	-	-	-	51,215,407	-	-	-
March	12,704,934	-	-	-	57,718,810	-	-	-
April	13,157,333	-	-	-	61,038,030	-	-	-
May	13,521,418	-	-	-	62,968,680	-	-	-
June	13,550,978	-	-	-	64,111,032	-	-	-
<b>Q1 Total</b>	40,999,853	42,150,605	1,150,752	2.8	187,849,410	202,329,489	14,480,079	7.7
<b>Q2 Total</b>	39,541,119	42,917,293	3,376,175	8.5	177,169,672	202,367,283	25,197,611	14.2
<b>FY Total</b>	80,540,971	85,067,898	4,526,927	5.6	365,019,082	404,696,771	39,677,690	10.9

<sup>(1)</sup> Total revenue includes toll revenue and other revenue.



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We appreciate the opportunity to monitor traffic and revenue trends and forecasting performance on the MDTA facilities. Do not hesitate to contact us should you require additional background information on the analysis presented in this report.

Very truly yours,

A handwritten signature in black ink, appearing to read "Adam Aceto".

Adam Aceto  
Project Manager  
CDM Smith Inc.

A handwritten signature in black ink, appearing to read "Kelly Morison".

Kelly Morison  
Task Manager  
CDM Smith Inc.

# **TAB 10**

**VERBAL**

# **TAB 11**

**VERBAL**



# **TAB 12**

**VERBAL**