



Maryland Transportation Authority

BOARD MEETING

THURSDAY, MAY 19, 2022

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

MAY 19, 2022 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 no later than 12:00 noon on Tuesday, May 17. You **MUST** pre-register and attend the meeting in person in order to comment.* Once you have pre-registered you will receive an email with all pertinent information.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

1. **Approval** – Open Session Meeting Minutes of April 28, 2022 Chairman Ports 5 min.
2. **Approval** – Closed Session Meeting Minutes of April 28, 2022 Chairman Ports 5 min.
3. **Approval** – Contract Awards Donna DiCerbo 15 min.
 - J01B2600015 – Open Text Content Server Maintenance
 - J01B3400068 – Rubrik Software Maintenance
 - MT-3145-0000 and MT-3155-0000 – HVAC Maintenance and Repairs for MDTA Facilities Contract
4. **Update** – Procurement Report on All Open Contracts – Verbal Donna DiCerbo 5 min.
5. **Update** – Series 2022 TFP Revenue Refunding Bonds – Update on the Refinancing of the Series 2012 Toll Revenue Bonds Deb Sharpless 5 min.
6. **Approval** – Quarterly Review of Investment Strategy and Performance – Approval to Continue with the Current Investment Strategy Allen Garman 10 min.
7. **Update** – 3rd Quarter Operating Budget Comparison – Review of Actual vs. Projected Fiscal Year 2022 Operating Budget Spending Jeffrey Brown 10 min.
8. **Update** – 3rd Quarter Capital Budget Comparison – Review of Actual vs. Projected Fiscal Year 2022 Capital Budget Spending Jeanne Marriott 10 min.

**MDTA BOARD MEETING
MAY 19, 2022 9:00 AM**

**AGENDA
PAGE 2**

- | | | |
|--|------------------|---------|
| 9. <u>Update</u> – <u>Quarterly Update on Traffic and Revenue</u> – Update on the Actual Performance of Traffic and Revenue Compared to the Forecast Through March 31, 2022 | Deb Sharpless | 10 min. |
| 10. <u>Update</u> – <u>Consolidated Transportation Program (CTP) Process and Additions</u> | Jeanne Marriott | 10 min. |
| 11. <u>Update</u> – <u>Third Generation Electronic Toll Collection (3G ETC) System</u> – Current Operations Update | Joseph Quattrone | 15 min. |
| 12. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | William Pines | 10 min. |

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, APRIL 28, 2022
9:00 A.M.

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

OPEN SESSION

James F. Ports, Jr., Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Col. Kevin Anderson
Donna DiCerbo
Allen Garman
David Goldsborough
Chantelle Green
Jim Harkness
Natalie Henson
Greg Jones
James Kittleman
Selena McKissick
Kelly Melhem
Kimberly Millender, Esq.
Mary O’Keeffe
Will Pines
Bradley Ryon
Joseph Sagal
John Sales
Deb Sharpless
Brian Wolfe

OTHER ATTENDEES:

Ebony Moore, MDOT TSO

At 9:02 a.m. Chairman James F. Ports, Jr. called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at 2310 Broening Highway, Baltimore MD and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF MARCH 31, 2022

Upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris, the open session meeting minutes of the MDTA Board meeting held on March 31, 2022 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF MARCH 31, 2022

Upon motion by Member Jeffrey S. Rosen and seconded by Member W. Lee Gaines, Jr., the closed session meeting minutes of the MDTA Board meeting held on March 31, 2022 were unanimously approved.

APPROVAL – CONTRACT AWARDS

- **J01B1600006 – MDTA Civil Rights and Compliance Information Management Software Solutions (IMSS)**

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. J01B1600006 – MDTA Civil Rights and Compliance Information Management Software Solutions (IMMS) with Insight Public Sector, Inc. in the bid amount of \$796,958.42.

Ms. DiCerbo explained that PRiSM was procured as an Intergovernmental Cooperative Purchasing Agreement using the National Association of State Procurement Officials (NASPO) ValuePoint Cloud Solutions Intergovernmental Cooperative Purchasing Contract. The two Master Contractors authorized by Early Morning Software, Inc., the developer (or PRiSM), to supply PRiSM products were requested to submit quotes; one firm responded. The procurement officer performed a price analysis on Insight Public Sector's (Insight) proposal and determined the recommended awardee's price to be fair and reasonable. MDTA's Evaluation Committee reviewed the proposal and determined Insight to be technically capable and susceptible for award

Upon motion by Member Jeffrey S. Rosen and seconded by Member William H. Cox, Jr., the Members unanimously gave approval to execute Contract No. J01B1600006 – MDTA Civil Rights and Compliance Information Management Software Solutions (IMMS)

- **KH-3035-0000R – Off-Site Reforestation, Raphel Road**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. KH-3035-0000R – Off-Site Reforestation, Raphel Road with Ed's Plant World, Inc. in the bid amount of \$566,190.00.

Ms. DiCerbo explained that the work to be performed under this Contract is at the MDTA property known as the Raphel Road property located in Baltimore County, MD. The scope of work includes tree planting, the installation and removal of tree protection, and maintenance of trees for two years following the Installation Phase acceptance as part of the off-site forest mitigation for the I-95 Express Toll Lanes Northbound Extension.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously gave contingent approval to execute Contract No. KH-3035-0000R – Off-Site Reforestation, Raphel Road.

***** At 9:10 a.m. Member John F. von Paris and Executive Director Will Pines recused themselves from Contract No. MDTA 2020-02. They both stepped out of the room prior to the presentation and discussion of the next item. *****

- **MDTA 2021-01A – Comprehensive Preliminary Engineering and Final Design Services**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. MDTA 2021-01A – Comprehensive Preliminary Engineering and Final Design Services - Contract #'s AE 3100-0000, AE 3101-0000, AE 3102-0000, AE 3103-0000, AE 3104-00, AE 3105-0000, AE 3106-0000, AE 3107-0000, and AE 3108-000 in the bid amounts for each contract as stated below.

<u>Contract No.</u>	<u>Proposer</u>	<u>Contract Amount</u>
AE 3100-0000	RKK	\$12,000,000.00
AE 3101-0000	JMT	\$12,000,000.00
AE 3102-0000	WRA	\$12,000,000.00
AE 3103-0000	WBCM-Dewberry	\$ 7,250,000.00
AE 3104-0000	AECOM-WM	\$ 7,250,000.00
AE 3105-0000	STV-Jacobs	\$ 7,250,000.00
AE 3106-0000	WSP-Prime	\$ 7,250,000.00
AE 3107-0000	KCI-PAI	\$ 5,000,000.00
AE 3108-0000	Stantec-MH-HH	\$ 5,000,000.00

Ms. DiCerbo explained that this project involves the award of nine (9) contracts for Comprehensive Preliminary Engineering and Final Design Services for the MDTA. The consultant shall perform preliminary and final design services associated with the preparation of construction contract plans and documents. This work shall include but not be limited to: structural engineering; highway engineering; traffic engineering; ITS & electrical engineering; environmental engineering; compliance and permitting; surveys; right-of-way support; geotechnical engineering; testing and drilling services; various mechanical and electrical engineering services related to bridge, highway and facility (building) projects; condition inspection; project delivery analysis; traffic and revenue analysis; cost estimating; financial and project planning, analysis, and management; public relations support; supplemental staffing as

required; planning; construction management and inspections; "Phase V"; comprehensive general engineering consultant (GEC); and program management services.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously gave contingent approval to execute Contract No. MDTA 2021-01A – Comprehensive Preliminary Engineering and Final Design Services - Contract #'s AE 3100-0000, AE 3101-0000, AE 3102-0000, AE 3103-0000, AE 3104-00, AE 3105-0000, AE 3106-0000, AE 3107-0000, and AE 3108-000

***** At 9:13 a.m., after the vote was complete, Chairman Jim Ports brought Member John F. von Paris and Executive Director Will Pines back into the meeting for the remainder of the agenda items. *****

UPDATE – CREDIT RATINGS UPDATE AND TIFIA LOAN CLOSING

In accordance with Board Operating Policy Section 6(c), Ms. Deb Sharpless updated the MDTA Board on recent rating agency affirmations of the MDTA's double-A credit ratings with Stable outlooks.

Ms. Sharpless explained that consistent with the Debt Policy and as required by the TIFIA loan terms, the MDTA obtained two credit ratings as part of the closing process. Moody's Investor Service and Fitch Ratings affirmed the MDTA's ratings with Stable outlooks at Aa2 and AA, respectively. Within Moody's U.S. Toll Sector universe of approximately 50 rated credits, the MDTA remains one of only four tolling agencies with a double-A-two (Aa2) rating, which is among the highest for the sector, with only one issuer rated one-notch higher at Aa1.

Ms. Sharpless also reported on the results of the TIFIA loan closing and rate lock that occurred on April 26, 2022, as required by Resolution 21-06.

She explained that the new money financing will fund capital spending for the Nice/Middleton Bridge Replacement. Although the loan draw is deferred to January 2, 2023 to coincide with the funding need, the MDTA benefits from an interest rate lock at prevailing Treasury rates on the date of the closing. This rate lock could be greatly beneficial in the rising rate environment.

Loan payments begin 7/1/24 and end 7/1/54. The financing is structured with five loan tranches to take advantage of the lower rates available for shorter terms, though the yield curve flattening has recently diminished this benefit. The interest rates for each tranche were determined by prevailing SLGS rates on the closing date. Unlike traditional municipal financings, the TIFIA loan is continuously callable, which could provide shorter refinancing opportunities for interest cost savings.

UPDATE – THIRD GENERATION ELECTRONIC TOLL COLLECTION (3G ETC) SYSTEM

Mr. Greg Jones updated the MDTA Board on the Third Generation Electronic Toll Collection (3G ETC) post-transition operations.

Mr. Jones explained that the TransCore and Kapsch's systems went live on April 29, 2021. Post-transition and software development activities and risk management continue. Implementation of the plan to address the backlog of unprocessed transactions is ongoing.

UPDATE – LEGISLATIVE SESSION

Mr. Bradley Ryon gave a final update to the MDTA Board wrapping up the 2022 legislative session and its impacts to the MDTA.

Mr. Ryon then introduced Mr. James Kittleman to the MDTA Board. Mr. Kittleman is the new Assistant Manager of Government Relations for the MDTA.

UPDATE – EXECUTIVE DIRECTOR

Mr. Will Pines gave the Executive Director Update. Mr. Pines spoke on the following topics: His follow-up conversation with Ms. Leah Biddinger, President of the Sussex Community Association, who spoke last month at the Board Meeting regarding E-ZPass tolls and civil penalties; the Federal Highway Administration approval of the Bay Crossing Study Tier 1 Final Environmental Impact Statement/Record of Decision (FEIS/ROD); the E-ZPass Education Campaign; the Annual WTS MDOT Reception that was held on April 26 where MDOT Secretary, and MDTA Chairman, Jim Ports was the Keynote Speaker; the MDTA Police Awards Ceremony that was held on April 27; the MDTA Police 55th Recruit Class Graduation that was taking place that evening (April 28); and the announcement of the 2022 Bay Bridge Run on November 13 and the Susquehanna River Running Festival on September 24.

VOTE TO GO INTO CLOSED SESSION

At 10:20 a.m., upon motion by Member William H. Cox, Jr. and seconded by Member William C. Ensor, III, the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act, the MDTA Board will meet in Closed Session under the General Provisions Article, Sections 3-305(b)(15) to discuss the MDTA's Cyber Security Penetration Test Exercise and details of the findings including discussions regarding security assessments and deployment of information technology and network security related to detecting and investigating possible criminal activity; Section 3-305(b)(10) and (12) to receive an update on deployment of police staff and resources and other security measures; to discuss a pending investigative proceeding 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 entirety of Closed Session were Chairman Jim Ports; Members Carroll (via phone), Cox, Ensor, Gaines (via phone), Gangemi (via phone), Penny-Ardinger (via phone), Rosen, and von Paris; Will Pines; Kimberly Millender; and Natalie Henson. David Goldsborough was in attendance for Agenda Item # 8 (Cyber Security) only. Col. Kevin Anderson was in attendance for Agenda Item # 8 (Cyber Security) and Agenda Item # 9 (Public Security).

VOTE TO ADJOURN CLOSED SESSION

At 11:22 a.m., a motion was made by Member Jeffrey S. Rosen and seconded by Member John F. von Paris 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 W. Lee Gaines, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously voted to adjourn the meeting at 11:25 a.m.

The next MDTA Board Meeting will be held on Thursday, May 19, 2022 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:

Sean Powell, Acting Chairman

TAB 2

VERBAL

TAB 3



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPO, CPPB
SUBJECT: J01B2600015 - OpenText Content Server Maintenance and Support
DATE: May 19, 2022

PURPOSE

To seek approval to execute Small Business Reserve (SBR) Contract No. J01B2600015 - OpenText Content Server Maintenance and Support.

SUMMARY

This SBR contract is for the provision of OpenText Content Server Maintenance and Support for the MDTA Office of Information Technology. OpenText Content Server is used to maintain, store, and allow quick access to various documents as well as allows fluent workflow management. The MDTA leverages the OpenText Content Server for management of document to include Procurement Card Log processing and approval, Financial File Cabinet for storage of important finance documents, Human Resource Scanning for digital storage and allows sorting of important documents, as well as allowing for upcoming storage of Police and Civil Rights and Fair Practices files. The continued software maintenance and support will allow the MDTA to maintain our current licenses, continued use of the OpenText software, as well as access to technical support as needed.

RECOMMENDATION

To provide approval to execute Small Business Reserve (SBR) Contract No. J01B2600015 - OpenText Content Server Maintenance and Support.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

J01B2600015 OpenText Content Server Maintenance and Support

PIN NUMBER N/A
CONTRACT NUMBER J01B2600015
CONTRACT TITLE OpenText Content Server Maintenance and Support

PROJECT SUMMARY This Small Business Reserve contract is for the provision of OpenText Content Server Maintenance and Support for the MDTA Office of Information Technology. OpenText Content Server is used to maintain, store and allow quick access to various documents as well as allows fluent workflow management. The MDTA leverages the OpenText Content Server for management of document to include Procurement Card Log processing and approval, Financial File Cabinet for storage of important finance documents, Human Resource Scanning for digital storage and allows sorting of important documents, as well as allowing for upcoming storage of Police and Civil Rights and Fair Practices files. The continued software maintenance and support will allow the MDTA to maintain our current licenses, continued use of the OpenText software, as well as access to technical support as needed.

SCHEDULE

ADVERTISEMENT DATE 12/2/2021
ANTICIPATED NOTICE TO PROCEED DATE 8/1/2022
DURATION (CALENDAR DAYS) 1095 days
 (3 years)

ENGINEER'S ESTIMATE (EE) \$667,000.00

MBE PARTICIPATION **Advertised Goal** **Proposed Goal**

OVERALL MBE 0.00% 0%
No Sub Goals 0.00% 0%

VSBE

BID RESULTS **BID AMOUNT (\$)** **% VARIANCE TO EE**

BID PROTEST YES ☐ NO ☒

En-Net Services, LLC \$651,674.49 N/A
Applied Technology Services \$666,623.25 N/A



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPO, CPPB
SUBJECT: J01B3400068 - Rubrik Software Maintenance
DATE: May 19, 2022

PURPOSE

To seek approval to execute Contract No. J01B3400068 - Rubrik Software Maintenance.

SUMMARY

This backup software is critical to MDTA. In addition to performing reliable backups of all MDTA enterprise servers/systems, Rubrik also takes backups of the multiple file shares hosted on MDTA's NetApp storage system. By taking multiple backups of MDTA file shares throughout the day, MDTA is better protected in the event that the organization encounters a ransomware attack. Without the renewal of Rubrik, all data protection services it affords MDTA will cease to continue.

RECOMMENDATION

To provide approval to execute Contract No. J01B3400068 - Rubrik Software Maintenance.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

J01B3400068 Rubrik Software Maintenance

PIN NUMBER N/A
CONTRACT NUMBER J01B3400068
CONTRACT TITLE Rubrik Software Maintenance

PROJECT SUMMARY This backup software is critical to MDTA. In addition to performing reliable backups of all MDTA enterprise servers/systems, Rubrik also takes backups of the multiple file shares hosted on MDTA's NetApp storage system. By taking multiple backups of MDTA file shares throughout the day, MDTA is better protected in the event that the organization encounters a ransomware attack. Without the renewal of Rubrik, all data protection services it affords MDTA will cease to continue.

SCHEDULE

ADVERTISEMENT DATE 2/24/2022
ANTICIPATED NOTICE TO PROCEED DATE 8/1/2022
DURATION (CALENDAR DAYS) 1095 days
 (3 years)

ENGINEER'S ESTIMATE (EE) \$2,250,000.00

MBE PARTICIPATION **Advertised Goal** **Proposed Goal**

OVERALL MBE 0.00% 0%
No Sub Goals 0.00% 0%

VSBE

BID RESULTS **BID AMOUNT (\$)** **% VARIANCE TO EE**

BID PROTEST YES ☐ NO ☒

CAS Severn, Inc. \$1,805,580.00 N/A
Presidio Networked Solutions, LLC \$1,845,000.00 N/A



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Donna DiCerbo, CPPO, CPPB
SUBJECT: MT-3145-0000 and MT-3155-0000 - HVAC Repair and Maintenance Throughout MDTA
DATE: May 19, 2022

PURPOSE

To seek approval to execute Contract Nos. MT-3145-0000 and MT-3155-0000 - HVAC Repair and Maintenance Throughout MDTA.

SUMMARY

These contracts are for the provision of HVAC Repair and Maintenance. The requested repair and maintenance services include: all boilers, dampers, air handling units, chillers, cooling towers, air conditioning and control compressors, electrical, electronic, and pneumatic controls, coils, pumps, valves, gauges, nozzles, motors, exhaust fans, and any other item directly related to the heating and air conditioning systems at the various MDTA facilities.

RECOMMENDATION

To provide approval to execute Contract Nos. MT-3145-0000 and MT-3155-00 - HVAC Repair and Maintenance Throughout MDTA.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

MT-3145-0000 & MT-3155-0000 HVAC Repair and Maintenance Throughout MDTA

PIN NUMBER

N/A

CONTRACT NUMBER

MT-3145-0000 and MT-3155-0000

CONTRACT TITLE

HVAC Maintenance and Repairs for MDTA Facilities

PROJECT SUMMARY

These contracts are for the provision of HVAC Repair and Maintenance. The requested repair and maintenance services include: all boilers, dampers, air handling units, chillers, cooling towers, air conditioning and control compressors, electrical, electronic and pneumatic controls, coils, pumps, valves, gauges, nozzles, motors, exhaust fans and any other item directly related to the heating and air conditioning systems at the various MDTA facilities.

SCHEDULE

ADVERTISEMENT DATE

N/A

ANTICIPATED NOTICE TO PROCEED DATE

7/15/2022

DURATION (CALENDAR DAYS)

1095

ENGINEER'S ESTIMATE (EE)

(\$)

N/A

MBE PARTICIPATION

Advertised Goal

Proposed Goal

OVERALL MBE

0.00%

0%

No Sub Goals

0.00%

0%

VSBE

BID RESULTS REGION 1

BID AMOUNT (\$)

% VARIANCE TO EE

BID RESULTS REGION 2

BID AMOUNT (\$)

% VARIANCE TO EE

Denver-Elek, Inc: \$ 3,097,216.00 N/A

Patapsco Mechanical: \$ 3,267,210.00

Hot Cold Corporation: \$ 4,187,830.00

Electrical Automation Service \$ 4,349,362.00

G.A. Mechanical: \$ 8,199,002.07

George S. Hall, Inc.: \$ 8,761,245.56

R.F. Warder, Inc. \$ 9,663,975.15

Electrical Automation Services, Inc.: \$ 2,440,010.00 N/A

Patapsco Mechanical: \$ 2,448,530.00

George S. Hall, Inc.: \$ 2,664,751.08

R.F. Warder, Inc. \$ 2,692,758.00

Hot Cold Corporation: \$ 3,483,340.00

TAB 4

VERBAL

TAB 5



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Executive Director William Pines
Chief Financial Officer Deborah E. Sharpless
PREPARED BY: Director of Treasury & Debt Allen W. Garman
SUBJECT: Refinancing Update – Series 2022 Bonds
DATE: May 19, 2022

PURPOSE OF MEMORANDUM

In accordance with Resolution 22-02, management is required to report on the results of the Series 2012 bonds economic refinancing that occurred on May 5, 2022.

ANALYSIS

Board Resolution 22-02 delegated authority to the Executive Director and staff to close the Series 2022 financing to economically refinance the \$39 million of Series 2012 bonds. Through municipal market analysis and solicitation of bank bids, the MDTA determined that a bank loan represented the lowest cost and the fastest potential closing option in the rising rate environment.

Bids were received from eleven banks and compared with prevailing municipal market financing rates. The winning bid from Raymond James represented a lower financing rate than available in the municipal market at the time and the fixed bank rate improved on a relative basis as municipal market rates continued to rise before closing. At the end of April, prevailing municipal financing rates were approximately 0.25% higher than the bank loan rate, equating to more than \$400,000 of additional savings over the 2023 through 2029 amortization period. As municipal financing rates continued to rise through the May 5 settlement, the rapid loan closing favorably provided a rate lock based on the earlier March 30 bank bid.

The refinancing generated total savings of \$2.2 million. As summarized in the table below, the sale occurred within the targeted time frame and complied with the limiting provisions contained in the resolution. A defeasance escrow was established for the Series 2012 bonds and funded with a U.S. Treasury security maturing prior to the July 1, 2022 full call.

Key Points Series 2022 Loan

1. Par / Proceeds	\$39.198 million
2. Purpose	Economic Refinancing
3. Savings	\$2.25 million
4. True Interest Cost (CF to maturity)	2.19%
5. Final Maturity	7/1/29
6. Debt Service Reserve Funding	Contingently Required ¹

Limiting Provisions - Resolution 22-02

Provisions	Limits / Requirements	Actual	Compliance
Amount	\$250,000,000*	\$39,198,000	Yes
Savings	≥ \$1,000,000	\$2,251,754	Yes
Final Maturity	Useful Life* / 7/1/29	7/1/29	Yes
Bond Sale Date Limit	12/31/22	5/5/22	Yes
Report on Results	1st Post Sale Board Meeting	1st Post Sale Board Meeting	Yes

*TIFIA loan obtained in April for the \$200 million new money component authorized in the resolution.

SAVINGS

**Maryland Transportation Authority
Transportation Facilities Projects Revenue Refunding Bond, Series 2022 (Tax-
Exempt Bond) Final Numbers**

Date	Prior Debt Service	Prior Receipts	Prior Net Cash Flow	Refunding Debt Service	Savings	Present Value to 05/05/2022 @ 2.1219195%
07/01/2022	5,539,162.50	5,539,162.50				-18,157.33
07/01/2023	6,410,075.00		6,410,075.00	6,088,086.61	321,988.39	316,592.51
07/01/2024	6,414,800.00		6,414,800.00	6,093,285.80	321,514.20	310,222.10
07/01/2025	6,415,000.00		6,415,000.00	6,093,210.60	321,789.40	303,535.05
07/01/2026	6,408,750.00		6,408,750.00	6,086,848.80	321,901.20	296,554.83
07/01/2027	6,410,350.00		6,410,350.00	6,089,282.80	321,067.20	289,099.85
07/01/2028	6,407,950.00		6,407,950.00	6,086,286.00	321,664.00	283,052.79
07/01/2029	6,411,750.00		6,411,750.00	6,089,920.20	321,829.80	277,005.98
	50,417,837.50	5,539,162.50	44,878,675.00	42,626,920.81	2,251,754.19	2,057,905.78

¹ DSR Funding Requirement – A reserve must be funded if the MDTA provides a reserve for a future financing. Funding requirement equal to Maximum Annual Debt Service, approximately \$6.1 million.

TAB 6



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Treasury & Debt Allen W. Garman
SUBJECT: Investment Report
DATE: May 19, 2022

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to give the MDTA Board a quarterly update on investment strategy and performance and to seek MDTA Board approval for a continuation of the investment strategies and benchmarks for the current quarter.

This item was discussed in greater detail at the May 10, 2022 Finance Committee meeting and the participating committee members support a continuation of the current investment strategies for all accounts.

SUMMARY

For the trailing twelve-month period ended March 31, 2022, investments conformed to Investment Policy limitations. The portfolio structuring by account adhered to MDTA Board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment. The multi-year returns align with financial forecast and approximate the starting rolling yield.

The MDTA Board approved an investment strategy and benchmark change at its February 27, 2020 meeting to lengthen the average maturity of certain unrestricted reserves to 7.5-years from 3-years, as well as the associated *Effective Duration* (rate driven price volatility) to 7.0 from 3.0. Implementation of this strategy change was delayed as a result of the pandemic induced market volatility, distortions, and record low interest rates. At the November 2020 meeting, the MDTA Board approved a gradual transition for a small portion (14%) of the unrestricted cash held in the M&O Reserve. The Investment Committee will continue to update the MDTA Board periodically on the recommended timing for restructuring the remaining 86% of unrestricted reserves held in the General account.

INVESTMENT STRATEGY

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

- Of the \$800 million portfolio at the end of March, approximately \$450 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 \$350 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 risk/return tradeoff associated with longer-term structures.
 - Longer duration portfolios benefit from higher average annual returns over multiyear periods and tend to exhibit greater return volatility relative to shorter-term maturity structures.

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 account began transitioning in December 2020 from the 1–5-year bullet agency benchmark to a new composite of 1–13-year Treasury Strip indices that approximates the effective duration of a laddered portfolio of 6-month to 15-year securities. The new strategy lengthened the average maturity of the account to 7.5-years from 3-years, as well as the associated effective duration to 7.0 from 3.0. During the duration extension transition period, the portfolio remained short relative to the new index and trailing twelve-month total return performance will not have a good comparable benchmark, though single month returns are now commensurate with the index.

RELATIVE PERFORMANCE AND BENCHMARKING

The General account unrestricted reserve was positioned during the trailing twelve-months with an effective duration averaging near the 1–5-year bullet agency benchmark.

General Account			
Annualized Trailing Multiyear Returns			
	3/31/22		
	Period	General	Index
	1- Year	-3.51%	-3.71%
	3-Year	1.17%	1.14%
	5-Year	1.40%	1.39%

- The General account's trailing total return performance of -3.51 percent was commensurate with the index's return of -3.71 percent. The negative return was associated with the mark-to-market price changes in the rising rate environment.

Investment Report
Page Three

- Multiyear returns align with the 1% financial forecast investment earnings assumption.
- Single year trailing negative return is manageable.
- Convergence of trailing return: 1.40% 5-year trailing General account average annual return approximates February 2017 1.60% portfolio yield, despite mark-to-market total return volatility in single years ranging from negative 1% in 2021 to positive 4.5% in both 2019 and 2020.

As noted above in the Strategy section, the M&O Reserve remained short relative to the new benchmark index during the extension period. Although trailing twelve-month returns are not comparable to either the new or old benchmarks, single month returns have aligned with the new benchmark starting in November.

M&O Account			
Annualized Trailing Multiyear Returns			
3/31/22			
		Current	Former
Period	M&O	Index	Index
1-Year	-6.32%	-3.13%	-3.71%
3-Year	0.06%	1.92%	1.14%
5-Year	0.81%	2.25%	1.39%

- The M&O Reserve's twelve-month trailing performance of -6.32 does not align with either benchmark during the transition period of 12/20-10/21, but more recent monthly performance is tracking the new benchmark. During the twelve-month period, including the months of transition, the portfolio missed the higher returns achieved by the longer index in early months and suffered from the greater mark-to-market return volatility in the later months (rising rates / declining bond prices).
- Single year trailing negative return manageable, portfolio represents 14% of unrestricted reserves.

RECOMMENDATION

MDTA Board approval of a continuation of the investment strategies and benchmarks for the current quarter.



Maryland
Transportation
Authority

Investment Portfolio Management & Performance

Period Ended – March 31, 2022

Meeting Date – May 10, 2022

Agenda & Key Takeaways

Agenda

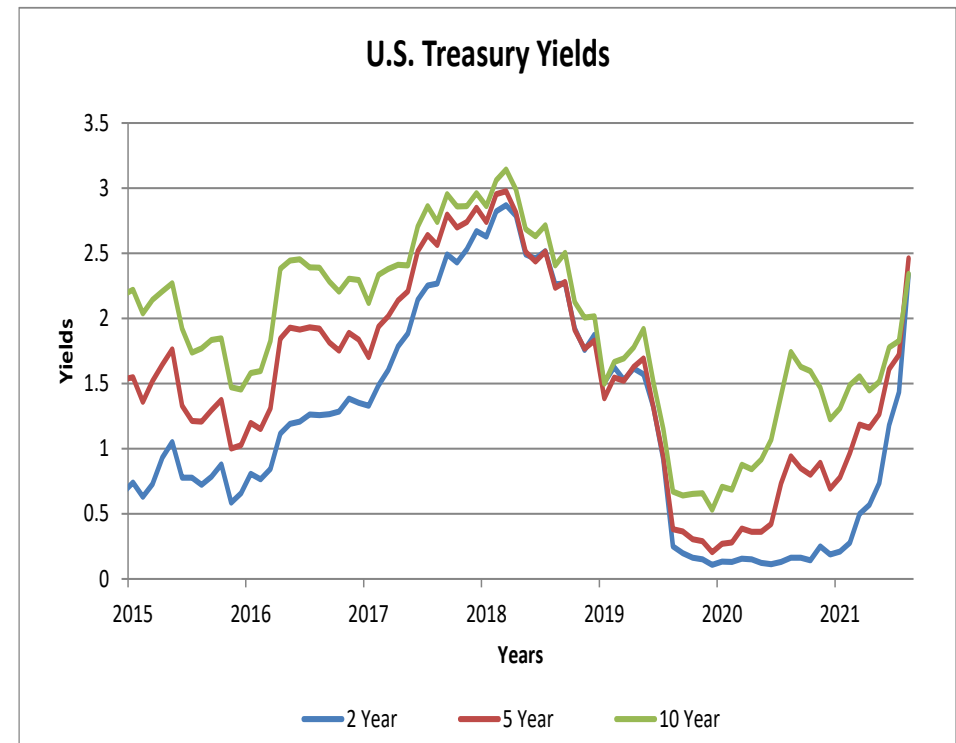
- Market Update
- Portfolio Composition & Compliance
- Strategy
- Total Return Performance

Key Points

- Diversified investment portfolio remains in compliance with the Investment Policy and Trust Agreement
- Long-term investment strategies should remain consistent, despite short-term return volatility associated with the rising interest rate environment
- Multi-year returns align with financial forecast and approximate the starting rolling yield

Market Update – Economy, Federal Reserve & Bond Market

- **Economy:** Strong economic growth, high inflation, employment strength
- **Federal Reserve:** Tightening monetary policy to combat inflation– in excess of 2% objective
 - Increasing interest rates to reduce borrowings & slow down economic growth
 - Increased federal funds rate 0.50% on 5/4/22; additional increases expected
 - Balance sheet reductions of Treasury & Mortgage-Backed securities (runoff) continuing
 - \$47.5 billion per month starting in June and rising to \$95 billion per month starting in September

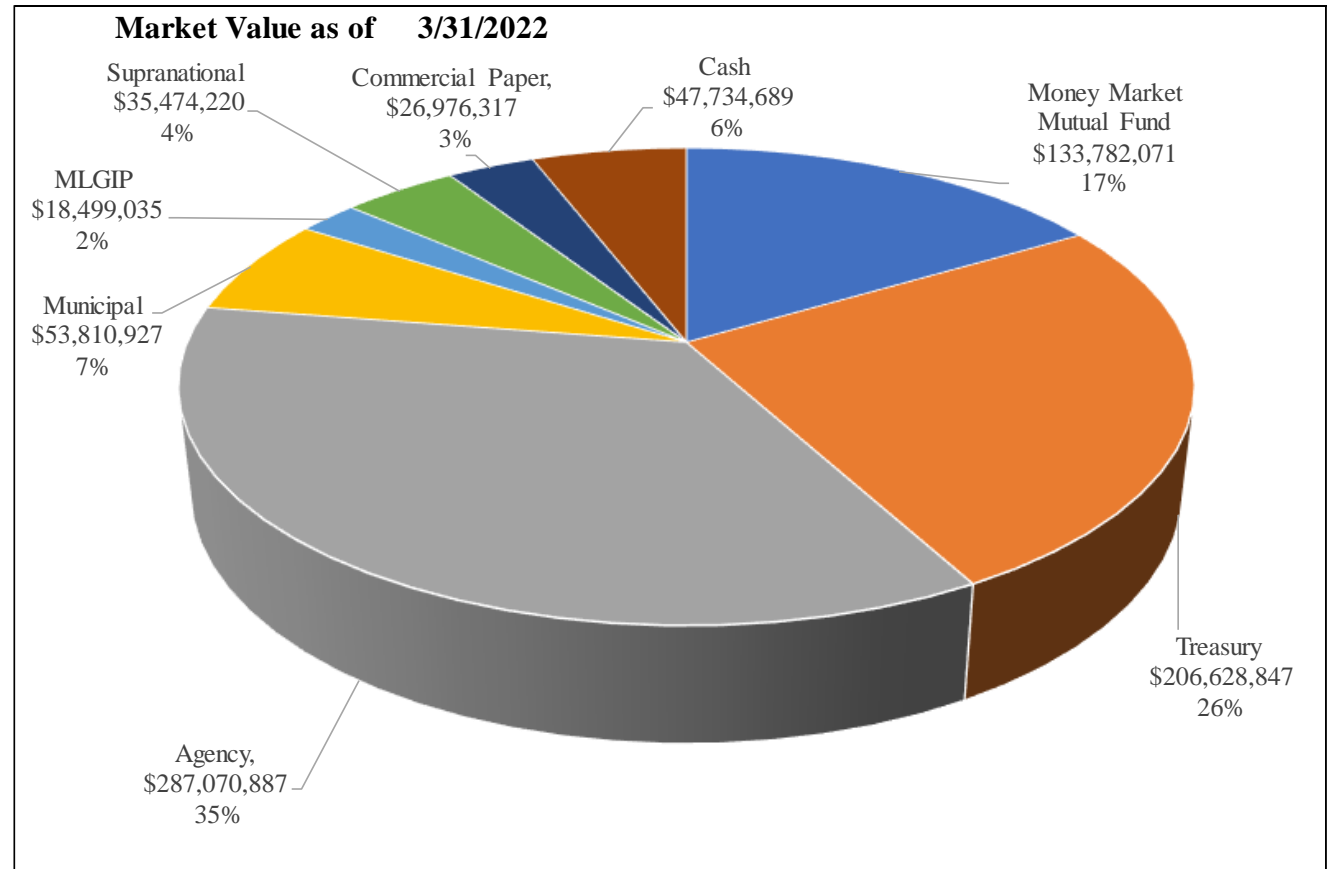


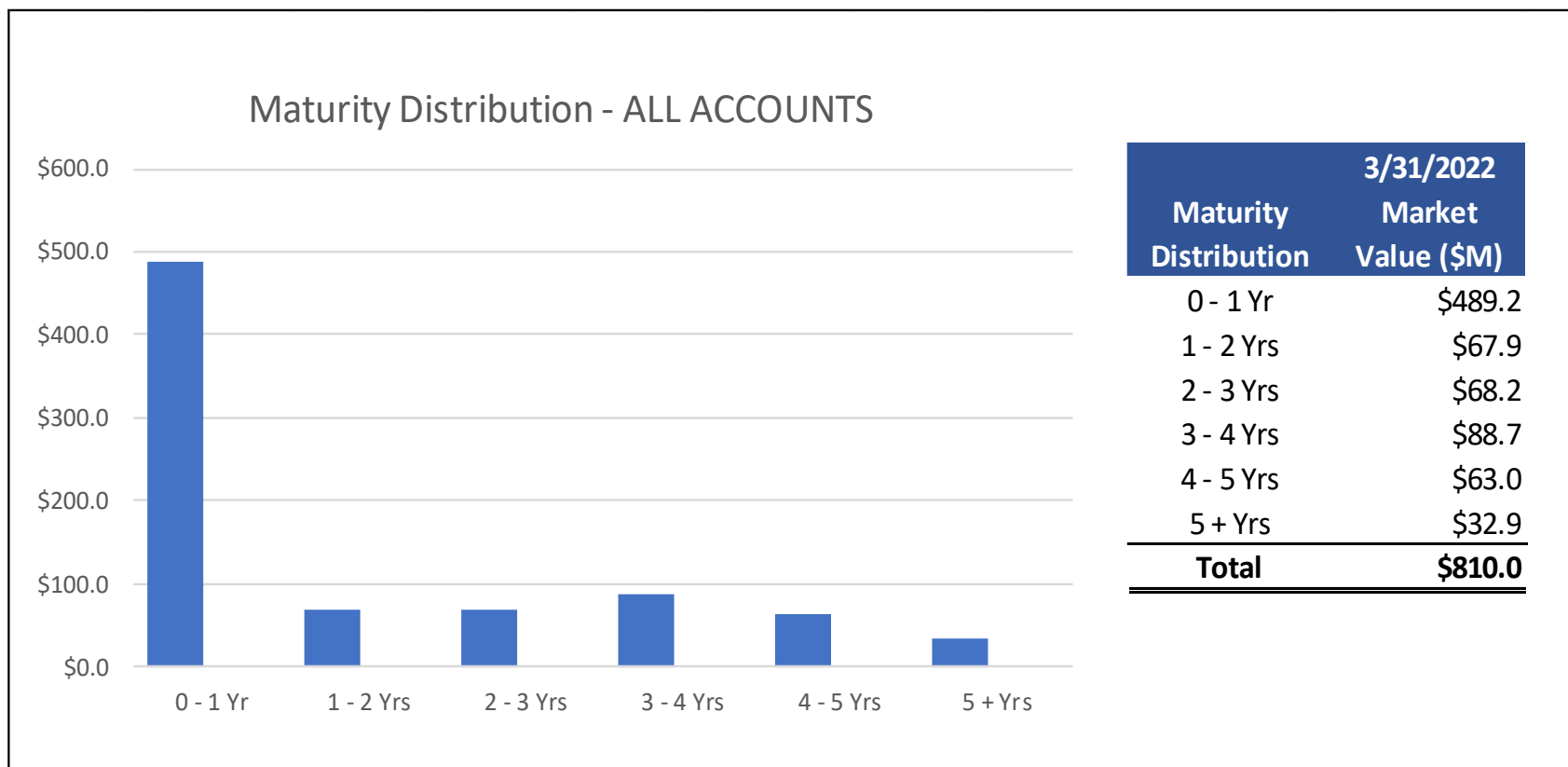
- **Bond Market:** Declining bond prices, reducing total return
 - Total Return = Coupon (income) +/- Price Returns (mark-to-market)

	<u>Sep-21</u>	<u>Oct-21</u>	<u>Nov-21</u>	<u>Dec-21</u>	<u>Jan-22</u>	<u>Feb-22</u>	<u>Mar-22</u>
Real GDP (YOY)	4.9%			5.5%			3.6%
Unemployment	4.7%	4.6%	4.2%	3.9%	4.0%	3.8%	3.6%
Core PCE Inflation (YOY)	3.7%	4.2%	4.7%	4.9%	5.2%	5.4%	5.2%

Portfolio Composition & Compliance – Security Composition

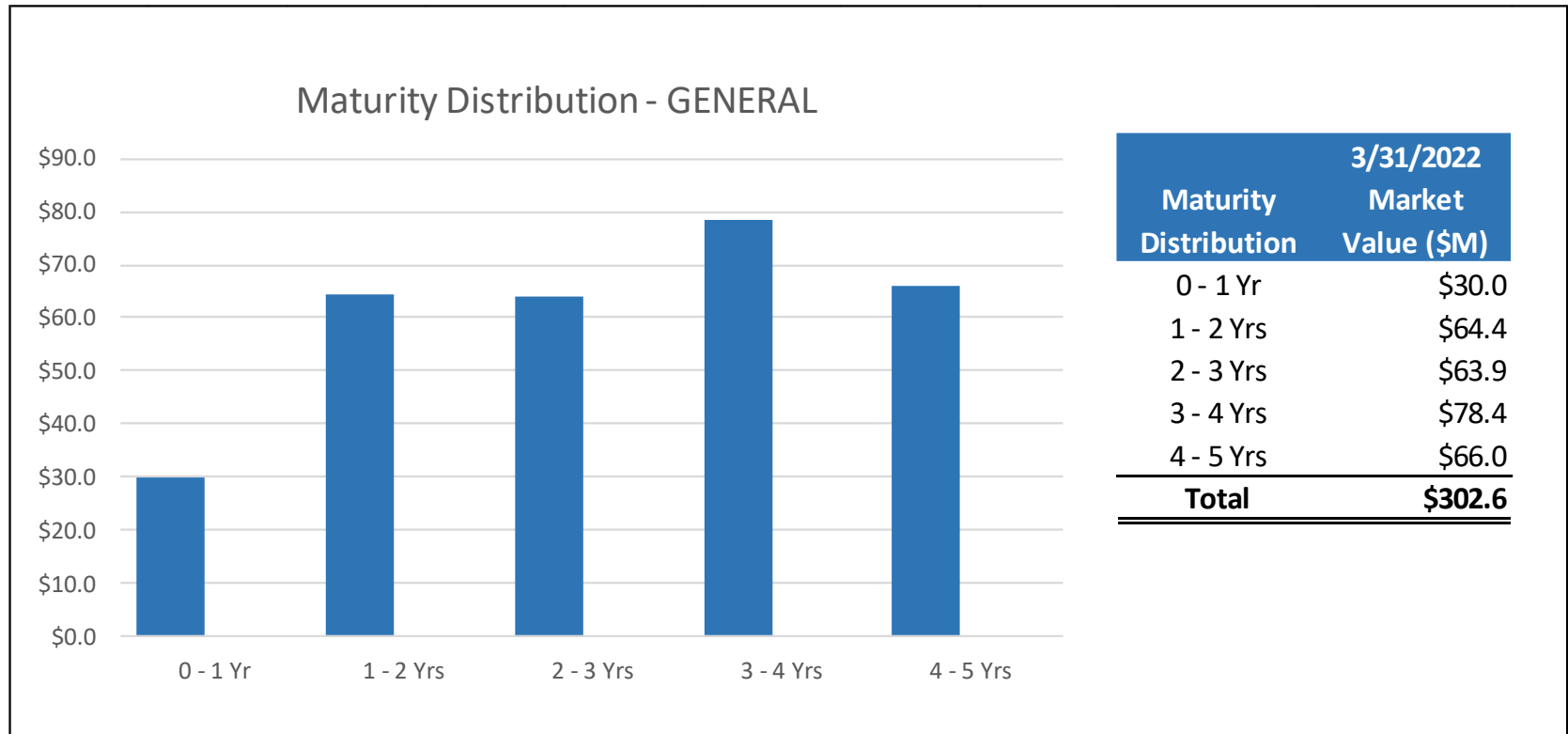
- High quality and diversified portfolio
 - Security type allocations capitalize on relative value opportunities
 - Higher yield for similar maturities and credit risk
 - Aligns with cash flow needs
 - Minimize credit risks associated with ratings downgrades and/or defaults



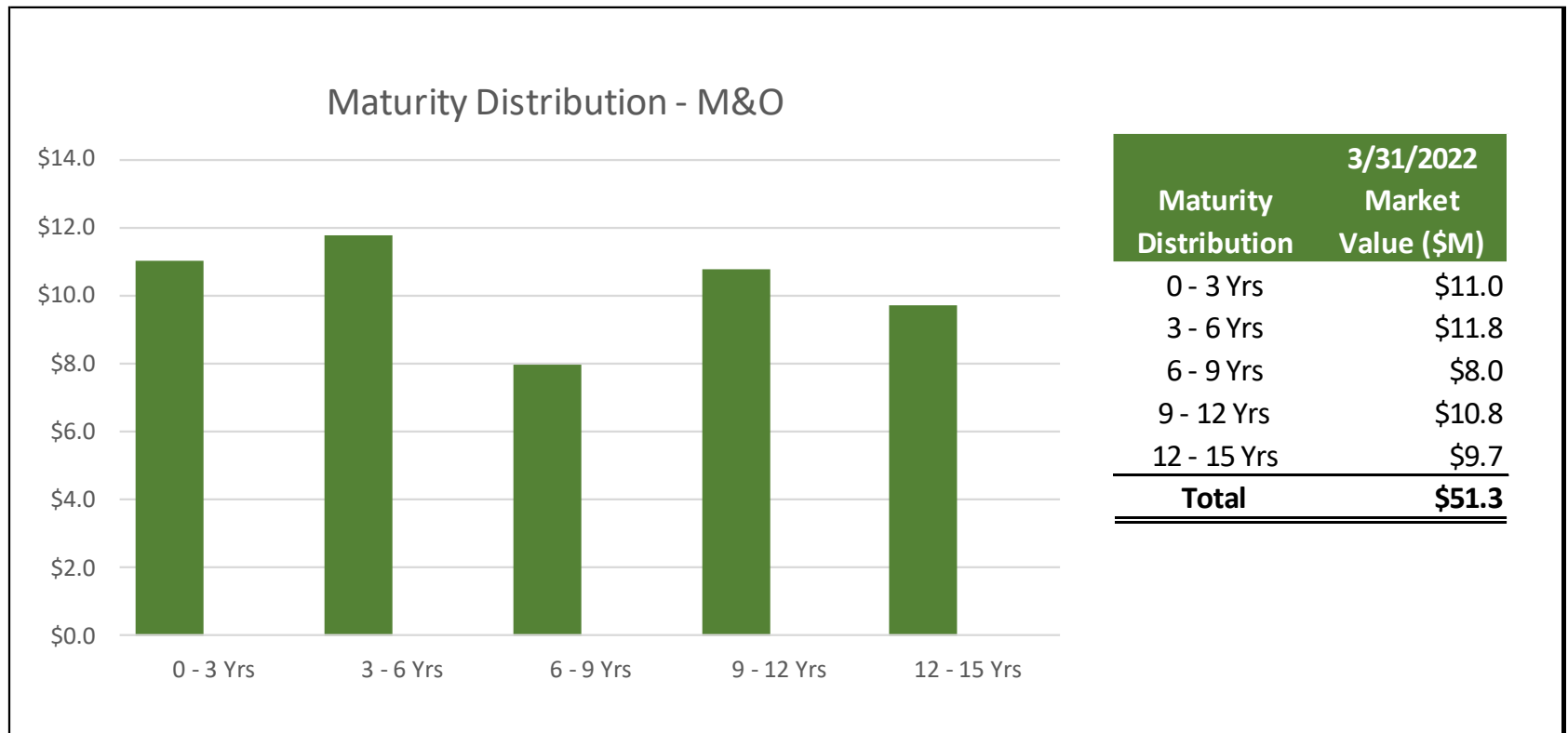


- Match Funded accounts necessitate maturities heavily weighted within 1 year
 - Driven by cashflow schedule for debt service, operating expenses, and capital spending
 - Debt service: \$70M
 - Operating: \$48M
 - Capital: \$338M

Portfolio Composition & Compliance – Maturity Distribution (General Account)⁶



- Total Return account aligns duration with benchmark index
 - Dispersion of maturities—reduces yield curve concentration risk and benchmark tracking error
 - Staggered maturities 3-months to 5-years



- Total return account aligns duration with benchmark index
 - Dispersion of maturities—reduces yield curve concentration risk and benchmark tracking error
 - Staggered maturities, 1-month to 15-years

Portfolio Composition & Compliance – Compliance Report

- Portfolio complied with all legal and policy limitations throughout the reporting period of 1/1/22 through 3/31/22
 - Investment holdings above minimum credit ratings
 - Investment concentrations below required limits
 - Conformed to maturity limitations

Maturity Limits		Longest Maturity (# of years)	Policy Limit (# of years)	Compliance With Investment Policy			
Account Types							
Bond Service Accounts		0.2	1	Yes			
Unrestricted (General) *		3.8	5	Yes			
Unrestricted (M&O)		13.4	15	Yes			
* Maturity Limits measured on Settlement Date basis.							
		Credit Ratings		Market Value (\$)	Market % of Total	Investment Policy Limit	Compliance With Investment Policy
		S&P	Moody's				
Cash				47,734,689	5.89%		
Money Market Mutual Funds							
- Goldman Sachs Financial Square Gov't FGTX		AAAm	Aaa-mf	47,687,447	5.89%	100%	Yes
- MLGIP		AAAm	NR	18,499,035	2.28%	50%	Yes
- Dreyfus Gov't Cash DGCXX		AAAm	Aaa-mf	86,094,624	10.63%	100%	Yes
Sub-Total Money Market Mutual Funds				152,281,106	18.80%	100%	Yes
U.S.Treasuries		AA+	Aaa	206,628,847	25.51%	100%	Yes
Federal Agencies							
- Fannie Mae		AA+	Aaa	81,792,872	10.10%	50%	Yes
- Federal Farm Credit Bank		AA+	Aaa	26,675,156	3.29%	50%	Yes
- Federal Home Loan Bank		AA+	Aaa	148,463,739	18.33%	50%	Yes
- Freddie Mac		AA+	Aaa	30,139,120	3.72%	50%	Yes
Sub-Total Federal Agencies				287,070,887	35.44%	100%	Yes

	Credit Ratings			Market	Investment	Compliance
	S&P	Moody's	Market Value (\$)	% of Total	Policy Limit	With Investment Policy
Municipal Debt						
- Austin, TX Comm Coll	AA+	Aa1	891,130	0.11%	5%	Yes
- Baltimore County, MD	AAA	Aaa	1,519,530	0.19%	5%	Yes
- Boston, City of	AAA	Aaa	1,487,365	0.18%	5%	Yes
- Carroll County, MD	AAA	Aaa	1,027,838	0.13%	5%	Yes
- Chester County, PA	AAA	Aaa	7,460,858	0.92%	5%	Yes
- Collin County, TX	AAA	Aaa	1,298,775	0.16%	5%	Yes
- Delaware, State	AAA	Aaa	2,743,530	0.34%	5%	Yes
- Florida, State	AAA	Aaa	2,263,603	0.28%	5%	Yes
- Harford County, MD	AAA	Aaa	7,128,351	0.88%	5%	Yes
- Hawaii, State	AA+	Aa2	3,338,388	0.41%	5%	Yes
- Marin County, CA	AAA	Aaa	1,109,585	0.14%	5%	Yes
- Maryland, State	AAA	Aaa	4,775,317	0.59%	5%	Yes
- Multnomah County, OR	AAA	Aaa	1,456,160	0.18%	5%	Yes
- Texas, State	AAA	Aaa	16,423,347	2.03%	5%	Yes
- Westchester County, NY	AA+	Aa1	887,150	0.11%	5%	Yes
Sub-Total Municipal			53,810,927	6.64%	20%	Yes
Supranationals						
- Asian Development Bank	AAA	Aaa	8,462,610	1.04%	10%	Yes
- Inter-American Development Bank	AAA	Aaa	27,011,610	3.33%	10%	Yes
Sub-Total Supranationals			35,474,220	4.38%	30%	Yes
Commercial Paper						
- Toyota Motor Credit	A-1+	P-1	26,976,317	3.33%	5%	Yes
Sub-Total Commercial Paper			26,976,317	3.33%	20%	Yes
Grand Total			809,976,992	100.00%		
After reviewing the investment activity for the month ended March 31, 2022, we have not identified any instances of material non-compliance with the Investment Policy.						

Strategy – Previous & Current Quarter

	Strategy for Prior Quarter			Strategy for Current Quarter		
	Benchmarks	Duration	% Target	Benchmarks	Duration	% Target
Unrestricted ⁽¹⁾						
General	50% ML 1-3 YR & 50% ML 3-5 YR	~3 Yrs	100%	50% ML 1-3 YR & 50% ML 3-5 YR	~3 Yrs	100%
M&O Reserve	U.S. Treasury Strips 1-13 YR	~7 Yrs	100%	U.S. Treasury Strips 1-13 YR	~7 Yrs	100%
Capital / Operating	Matched Funding	N/A	N/A	Matched Funding	N/A	N/A

(1) - Unrestricted cash in the combined General & M&O Reserve that exceeds the \$350 million target is transferred to the Capital account to fund capital expenditures.

▪ **Total Return Accounts:** Board Approved Benchmarks

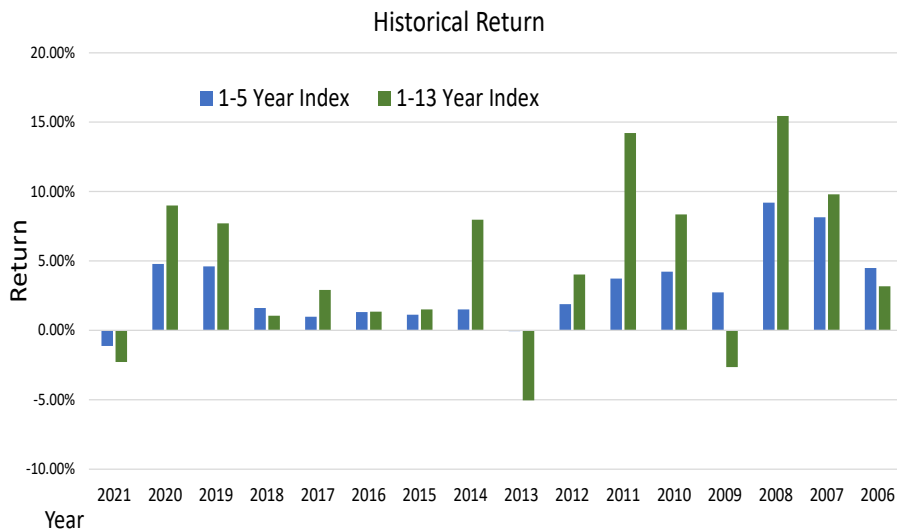
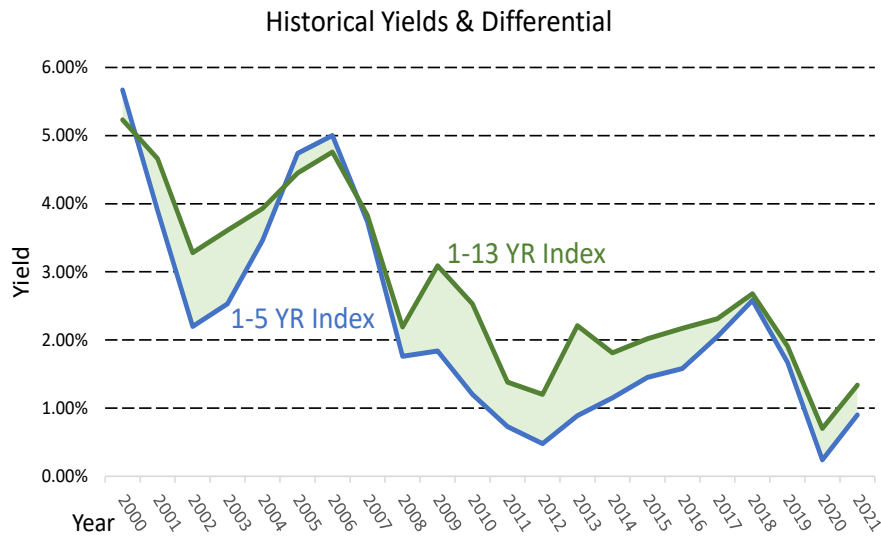
- M&O Reserve – Staggered maturities, 0-15 years
- General Account – Staggered maturities, 0-5-years

Returns: Longer duration indices benefit from higher average annual returns over multiyear periods and experience greater return volatility associated with mark-to-market relative to shorter-term duration indices

▪ **Matched Funding Accounts:** Policy and Trust Agreement Directives/Limitations

- Capital (Pay-Go & Bond Proceeds), Operating & Debt Service Accounts – Investment maturities precede or coincide with expected spending

Returns: Investment returns are a function of prevailing interest rates for short-term investments such as the Maryland Local Government Investment Pool, Money Market Mutual Funds, Corporate Commercial Paper, and Agency/Supranational Discount Notes

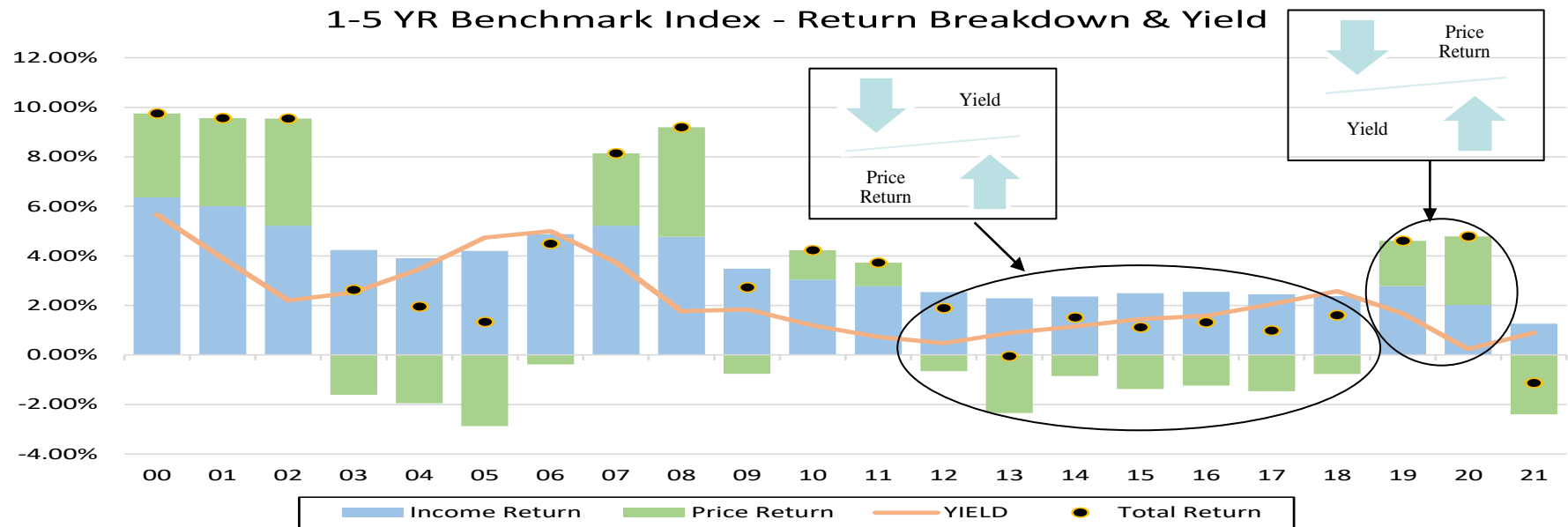


Note: Composite of 1-13 year Treasury Strip indices approximates the effective duration of a laddered portfolio of 0-15-year coupon bearing securities and aligns with chosen strategy.

Ability to Accept Increased Mark-to-Market Swings in Exchange for Higher Average Annual Returns

- \$350M unencumbered/unrestricted cash policy
 - Stable target regardless of bond market conditions
 - Negative return temporarily reduces cash balance
- Benchmarks approved by Board based on risk tolerance to remain within financial policies and achieve reasonable multiyear returns
 - Longer duration and increased volatility accepted for M&O Reserve Account¹
 - 14% of Total Return accounts

¹ Board approved investment strategy and benchmark change to lengthen the average maturity to 7.5-years from 3-years in February 2020. Delayed implementation due to bond market volatility & pandemic associated dislocations. Gradual duration extension began in December 2020, fully achieved October 2021.



Total Return portfolios require:

- A long-term (multiyear) perspective to smooth out short-term volatility and reveal sustained returns
 - Over long-term, duration targeted portfolio returns tend to converge back towards the starting rolling yield (multiyear returns \approx beginning period yields at purchase)
- Discipline to remain committed to strategies adopted based on risk tolerance
 - Shifting strategies during downturns results in missed opportunities for subsequent gains
 - Higher relative yields and decades of data demonstrate higher multiyear average returns for longer duration portfolios

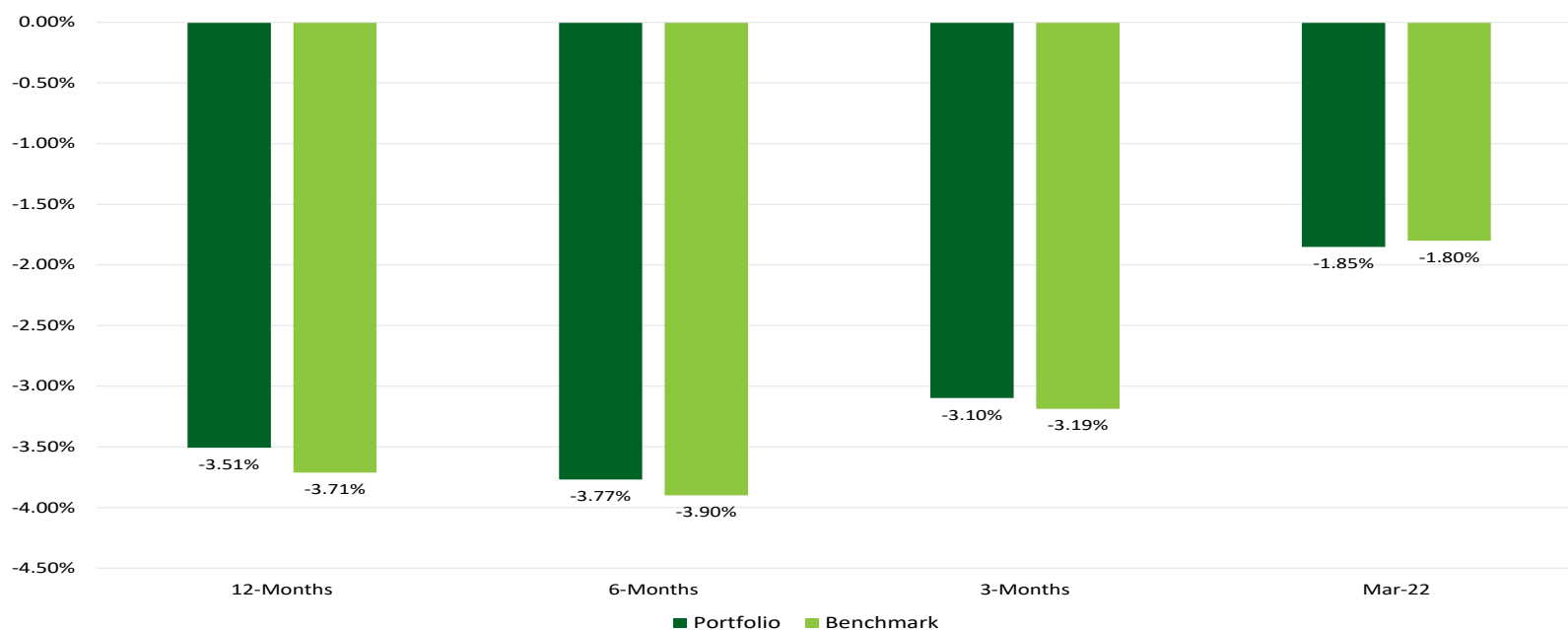
Income Return	=	Coupon Income
Price Return	=	Mark-to-market price changes
Yield	=	Prevailing market rates
Total Return (single years)	=	Income Return +/- Price Return

Total Return Performance - as of 3/31/2022

- Multiyear returns aligns with financial forecast investment earnings assumption (1%)
- Single year trailing negative return manageable
- Convergence of trailing return: 1.40% 5-year trailing General account average annual return approximates February 2017 1.60% portfolio yield, despite mark-to-market total return volatility in single years ranging from negative 1% in 2021 to positive 4.5% in 2019 and 2020

General Account		
Annualized Trailing Multi-year Returns		
	Index	General
1- Year	-3.71%	-3.51%
3-Years	1.14%	1.17%
5-Years	1.39%	1.40%

General Account

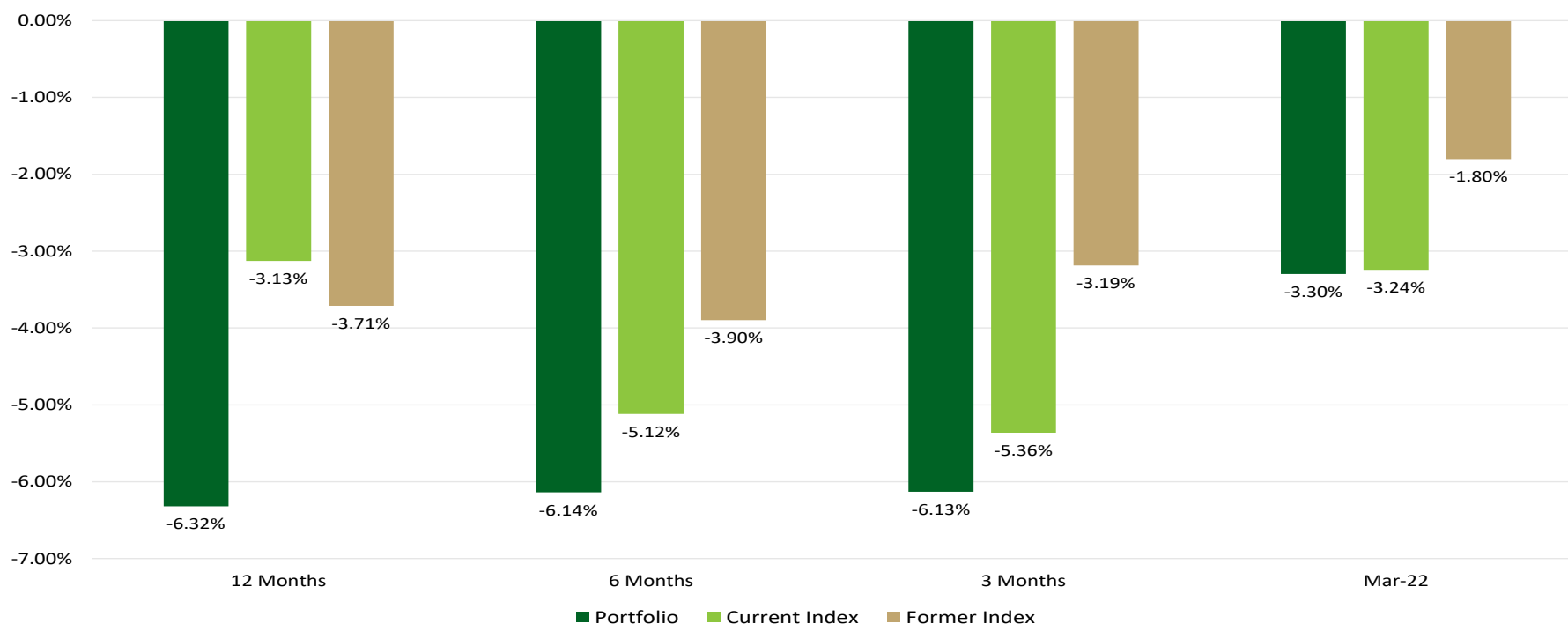


Total Return Performance - as of 3/31/2022 (continued)

- Single year trailing negative return manageable
- The M&O Reserve duration/benchmark transition 12/2020-10/2021. During the duration extension transition period, the portfolio remained short relative to the new index and trailing twelve-month total return performance will not have a good comparable benchmark, though single month returns are now commensurate with the index.

M&O Account Annualized Trailing Multi-year Returns			
	M&O	Current Index	Former Index
1-Year	-6.32%	-3.13%	-3.71%
3-Years	0.06%	1.92%	1.14%
5-Years	0.81%	2.25%	1.39%

M&O Account



Supplemental Information – Investment Considerations

Portfolio

3/31/2022

(\$ in millions at market)

Account	Purpose	Balance (millions)	Maturity Limitations*	Investment Policy Limitations	Bond Indenture Limitations	Recommendation
Operating Checking 2335 / 7654 / 85549	Working Capital	\$47.7	Toll revenue generated working capital for operating expenses, excess funds are swept monthly to bond service & General accounts.	1 Year	1 Year - Section 5.02	N/A - Liquid
General Account 241430	Unencumbered Funds	\$302.6	May provide liquidity to capital program. Cash flow needs subject to timing of bond issuances, capital plan spending rate & Capital account balance.	5 Years - Exceptions with prior approval of the CFO.	No Limitation - Section 5.02	Target effective duration of the Composite ⁽¹⁾ Index.
M&O 241427	Operating & Maintenance	\$51.3	Reserve for extraordinary maintenance. No anticipated liquidity needs.	15 Years	15 Years - Section 5.02	Target effective duration of the Composite ⁽²⁾ Index.
Capital Account 241428	Capital Expenditures	\$116.7	Portion of funds to be spent in current year, high liquidity & matched funding.	5 Years - Exceptions with prior approval of the CFO. Matched Funding	No Limitation - Section 5.02	Maturity profile structured to meet anticipated expenditures.
Construction Account 2021 952838	Bond Proceeds - All Capital Projects	\$221.6	Targeted spend of one year.	In line with Projected Spending	In line with Projected Spending, Section 5.02	Maturity profile structured to meet anticipated expenditures.
Bond Service Subaccounts 241096 / 241308 / 241859 / 241870 / 241874 / 241877 / 486115 / 761410 / 952837 / 984563	Debt Service	\$69.9	Pays debt service semi-annually.	1 Year	Match Funded - Maturity cannot exceed P&I payment dates.	Maturity profile to meet semi-annual debt service payments. Funded monthly in 1/6 & 1/12 increments.
Total		\$810.0				

* Maturity limitations dictated by cash flow needs, Investment Policy & Trust Agreement.

(1) Composite Index is a 50/50 blend of the ML 1-3 Yr Bullet Agency & the 3-5 Yr Bullet Agency indices.

(2) Composite Index is comprised of the 1 -13 year U.S. Treasury STRIPS CMI indices.

Supplemental Information – Trade Allocation by Dealer

Trade Allocation - Trailing 12 Month Period Ended 12/31/2021								
Broker Name	Trades	% Trades	\$ Purchase	% Purchase	\$ Sales	% Sales	\$ Total	% Total
FHN Financial	11	25.0%	\$ 160,667,221.29	28.1%	\$ 13,785,146.67	32.9%	\$ 174,452,367.96	28.5%
Piper Jaffray	8	18.2%	\$ 50,040,073.58	8.8%	\$ 3,925,085.50	9.4%	\$ 53,965,159.08	8.8%
Wells Fargo Securities	6	13.6%	\$ 34,453,398.50	6.0%	\$ 9,964,295.50	23.8%	\$ 44,417,694.00	7.2%
BofA Securities	4	9.1%	\$ 130,540,881.44	22.9%	\$ -	0.0%	\$ 130,540,881.44	21.3%
Non-Competitive (Direct Offer CP)	4	9.1%	\$ 107,917,440.00	18.9%	\$ -	0.0%	\$ 107,917,440.00	17.6%
Cantor Fitzgerald	4	9.1%	\$ 78,940,031.11	13.8%	\$ 3,668,013.50	8.7%	\$ 82,608,044.61	13.5%
Stifel Nicolaus	3	6.8%	\$ 5,082,597.00	0.9%	\$ -	0.0%	\$ 5,082,597.00	0.8%
RBC Capital Markets	2	4.5%	\$ 3,475,340.97	0.6%	\$ 3,696,742.08	8.8%	\$ 7,172,083.05	1.2%
BNY Mellon	1	2.3%	\$ -	0.0%	\$ 2,572,970.60	6.1%	\$ 2,572,970.60	0.4%
MBS Securities	1	2.3%	\$ -	0.0%	\$ 4,319,681.67	10.3%	\$ 4,319,681.67	0.7%
Total	44	100.0%	\$ 571,116,983.89	100.0%	\$ 41,931,935.52	100.0%	\$ 613,048,919.41	100.0%

*** Broker/Dealers are reviewed annually for competitiveness by the Investment Committee. Dealer suspensions and additions may result from trailing twelve-month performance.

Supplemental Reference – Security Types

Relative Value & Benchmark Implications

The securities contained in the current benchmark indices consist of U.S. Treasury and Government Agency debentures. MDTA's allocation to other sectors such as Supranational, Municipal, and Commercial Paper may help performance over time, but may cause tracking errors relative to the indices.

Supranational

- Supranational bonds were added to the Investment Policy in December 2016, with a sector limitation of 30% and a single issuer limitation of 10%.
- At times, Triple-A rated Supranational bonds, such as the World Bank, offer relative value versus comparable maturity agency debentures. Target spreads are approximately 10-15 basis points over comparable maturity agencies.

Municipal

- Municipal bonds are limited by policy to 20% of the portfolio, with a single issuer limitation of 5%.
- Triple-A taxable bonds are sought with spreads near 20 basis points relative to comparable maturity agencies.
- Municipals defeased with treasury securities are not subject to the policy limitation, as they are considered government securities. Target spreads are approximately 15 basis points over comparable maturity agencies.

Commercial Paper

- CP is limited by policy to 20% of the portfolio, with a single issuer limitation of 5%.
- Six-month Tier-1 rated CP offered a 44 bp spread over agencies at the end of the quarter.

TAB 7



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year 2022 Operating Budget vs. Actual Spending Review
DATE: May 19, 2022

PURPOSE

The purpose of the memorandum is to advise the MDTA Board on the status of 3rd Quarter YTD (year-to-date) spending against the Fiscal Year (FY) 2022 Operating Budget.

KEY TAKEAWAYS

Key takeaways regarding YTD spending against the FY 2022 Operating Budget:

- As of March 31, 2021, 52% of the budget was spent compared to a target of 73%.
- Except for Object 13, all other Objects are below the targeted spending level.
- The primary drivers for the reduced spending are personnel vacancies, the seasonality of certain expenses, and the timing of invoices.
- Expenses are expected to become more aligned with the budget as the year progresses.

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) is below budget at 65% spent. Object 01 is at 65% spent and Object 02 is at 10% spent. The ongoing vacancies account for most of the performance in Object 01 & 02
- Communications (Object 03) is below budget at 25% spent.
 - Telecommunications (0303) is at a 44% spend. Vacancies and the timing of invoices drives this performance.
 - State Paid Telecommunications (0305) is at a 0% spend and accounts for most of the performance of Object 03. This line item contains the State Radio System, (\$1.7 million), which is billed once a year.

Fiscal Year 2022 Operating Budget vs. Actual Spending Review
Page Two

- All other sub-objects average a 65% spend, which is slightly below budget.
- Object 4 (Travel) is below budget at a 24% spend. Ongoing COVID-19 effects (more teleworking and telelearning, postponement of in-person conferences) drives the performance.
- Fuel and Utilities (Object 06) is below budget at a 56% spend.
 - Electricity (0620) is below budget at a 48% spend. LED replacements, the timing of when invoices are received, and toll booth removals reduce the electricity needs.
- Motor vehicle operations and maintenance (Object 07) is below budget at a 57% spend. The primary driver of performance is the timing of invoices and the orders for vehicle purchases. Due to the delay in some vehicle orders, the delivery and expense for the remaining vehicle orders will likely occur in FY 2023.
- Contractual Services (Object 08) are below budget target with a 30% spend. Significant spending variances include:
 - Advertising (0801) is at a 33% spend. This is primarily due to seasonality – key expenses do not occur until later in the year. The planned activity for the remainder of the year is expected to bring this line item below budget.
 - Engineers (0807) is at a 36% spend. The timing of the work and invoices accounts for the underspend.
 - Equipment Repairs & Maintenance (0809) is under budget at a 62% spend. Last quarter this was above budget due to the timing of IT storage invoices. As expected, this quarter has brought the targeted spending level back into alignment with the budget.
 - Building/Road Repairs & Maintenance (0812) is below budget at a 38% spend. A combination of the seasonality of expenses, primarily the on-call work, and the reduced cost for the virtual scale maintenance. The on-call work is expected to be on budget while the virtual scale maintenance contract is under review to determine if savings are anticipated.
 - Janitorial Services (0813) is below budget with a 52% spend, primarily due to construction shutting down some buildings for a period of time at the Key Bridge campus, which limited janitorial access to the facilities.
 - Education & Training (0819) is below budget with a 28% spend, primarily due to seasonality and the impact of COVID19 protocols. Some savings are expected.
 - Management Studies (0821) is below budget with a 42% spend, primarily due to the timing of invoices and reduced requests for studies and certain financial advisor services.
 - Security Services (0823) is below budget with a 41% spend. Contractual services are coming in less than budget for Police Headquarters. This is expected to provide savings of approximately \$300,000.
 - Fiscal Services/E-ZPass[®] Retail Fees (0829) is below budget with a 45% spend. Expenses are below budget due to the backlog in processing NOTDs, however as

- more NOTDs continue to be processed, fees are now trending toward budget levels.
 - The primarily IT objects (0841 through 0869) are collectively at a 50% spend to budget. The timing of the invoices account for any variances in these objects. These objects are expected to track to budget for the full year.
 - *E-ZPass* Service Center Costs (0873) is at an 8% spend. The MDTA expects *E-ZPass* Service Center costs to be overbudget pending a modification to the TransCore contract to hire additional customer services representatives and associated AET costs.
 - Other Contractual Services (0899) is at a 48% spend primarily due to the overhead rate for the Maryland State Police. This will catch up to the expected rate by year end.
- Supplies & Materials (Object 09) is at a 65% spend:
 - Roadway Maintenance Materials (0905) is at a 38% spend due to the timing of invoices and the seasonality of the expenses.
 - Salt (0906) is at a 57% spend. The mild winter will provide savings in this account.
 - Ammunition (0934) is at 157% spent. Annual payment for the Taser contract, which occurs in the 1st quarter plus an additional purchase from the Asset Forfeiture account (federal funds) drives this expense.
 - Uniforms (0912) is at 46% spend. Vacancies, supply chain issues, and timing of orders account for the variance.
 - *E-ZPass* Transponders (0951) is 74% spent (on budget). While this line item is currently on budget, it is expected to end the year above budget as there is a greater need for the transponders.
- Replacement Equipment (Object 10) is below budget at a 41% spend, primarily due to the timing of invoices. Also, equipment for the new Nice/Middleton Bridge administration building is delayed. These funds may need to be rolled into next year.
- Additional Equipment (Object 11) is at a 22% spend primarily due to the timing of equipment orders. Orders are in place but some of them are delayed due to supply chain issues due to COVID-19. There will be some underspend that will be rolled into next year.
- Fixed Costs (Object 13) is over target at a 93% spend, primarily due to the Excess Property Liability costs increasing by 30%.

ATTACHMENT

- Budget vs Actual by Object 3rd Qtr. FY22

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Thursday, March 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>
OBJECT 01 Salaries and Wages					
0101 REGULAR EARNINGS	\$6,467,112	\$110,447,746	\$58,640,925	\$51,806,821	53.09%
0102 ADDITIONAL ASSISTANCE		223,251		223,251	0.00%
0104 OVERTIME EARNINGS	355,985	4,957,020	2,578,085	2,378,936	52.01%
0104 OVERTIME EARNINGS - I	133,260	1,721,230	926,184	795,046	53.81%
0105 SHIFT DIFFERENTIAL		1,017,063	43,253	973,809	4.25%
0110 MISCELLANEOUS P/R AI	23,237	2,322,174	3,497,507	(1,175,333)	150.61%
0111 ACCRUED LEAVE PAYM	29,167	64,261	546,208	(481,947)	849.99%
0112 RECLASSIFICATIONS		700,527		700,527	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS		7,829,966	50,569	7,779,397	0.65%
0152 HEALTH INSURANCE		17,264,889	306,161	16,958,728	1.77%
0154 RETIREE'S HLTH INSURANCE PREM		8,632,445	175,413	8,457,032	2.03%
0161 EMPLOYEES RETIREMENT SYSTEM		13,156,858	35,606	13,121,253	0.27%
0165 STATE POLICE RETIREMENT SYSTEM		2,767,772	1,359,064	1,408,708	49.10%
0169 LAW ENFORCEMNT OFF PENSION SYS		19,587,691		19,587,691	0.00%
0171 BURDEN EXPENSE	6,654,399		55,048,018	(55,048,018)	0.00%
0174 UNEMPLOYMENT COMPENSATION		309,419	6,818	302,601	2.20%
0175 WORKERS COMPENSATION		3,510,153	8,544	3,501,609	0.24%
0189 TURNOVER		(5,812,961)		(5,812,961)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		819,858	574,138	245,720	70.03%
Total Object 01	13,663,160	189,519,362	123,796,493	65,722,869	65.32%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	8,000	125,000	77,500	47,500	62.00%
0220 SPECIAL PAYMENTS PAYROLL		648,893		648,893	0.00%
Total Object 02	8,000	773,893	77,500	696,393	10.01%
Object 03 Communications					
0301 POSTAGE	1,876	69,604	14,791	54,812	21.25%
0302 TELEPHONE	24,456	213,680	177,672	36,009	83.15%
0303 TELECOMMUNICATIONS	71,925	767,426	337,782	429,644	44.01%
0305 STATE PAID TELECOMMUNICATIONS		1,725,000		1,725,000	0.00%
0306 CELL PHONE EXPENDIT	29,593	404,050	256,671	147,379	63.52%
Total Object 03	127,850	3,179,760	786,917	2,392,844	24.75%
Object 04 Travel					
0401 IN STATE/ROUTINE OPE	(370)	33,714	5,767	27,947	17.10%
0402 INSTATE/CONF/SEMN	1,276	53,467	15,404	38,063	28.81%
0403 OUTSTATE/ROUTINE OP	821	55,353	4,886	50,467	8.83%
0404 OUTSTATE/CONF/SEMN	15,529	256,479	68,821	187,658	26.83%
Total Object 04	17,255	399,013	94,878	304,136	23.78%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2	32,708	178,415	96,989	81,426	54.36%
0606 FUEL-NATURAL GAS/PR	81,222	214,340	222,739	(8,399)	103.92%
0620 UTILITIES-ELECTRICITY	204,602	3,776,472	1,822,203	1,954,269	48.25%
0621 UTILITIES-WATER/SEW	35,318	321,229	354,264	(33,035)	110.28%
Total Object 06	353,849	4,490,456	2,496,195	1,994,260	55.59%
Object 07 Motor Vehicle Operations and Maintenance					
0701 PURCH VEH-CAR,LIGHT	196,257	3,193,000	1,674,417	1,518,583	52.44%
0702 VEHICLE GAS & OIL	305,694	1,786,601	1,224,887	561,714	68.56%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Thursday, March 31, 2022

		Expenditures		YTD		%
		This Month	Budget	Expense	Balance	Spent
0703	VEHICLE MAINTENANCE	134,678	1,661,742	952,889	708,853	57.34%
0703	VEHICLE MAINTENANCE	167		3,684	(3,684)	0.00%
0704	INSURANCE		407,863		407,863	0.00%
0721	VEHICLE GAS & OIL - W	2,053	39,265	19,124	20,141	48.71%
0722	VEHICLE MAINT & REPA	8,603	53,856	27,828	26,028	51.67%
0724	BOAT SLIP RENTAL/LAUNCHING FEES		4,200	1,532	2,668	36.48%
0730	PURCH VEH-OTHER LAND VEH - DUMP		315,000	1,300	313,700	0.41%
0731	GAS & OIL - OTHER LAN	217,061	864,901	672,572	192,329	77.76%
0732	LG VEHICLE MAINT & R	203,747	1,880,186	1,241,532	638,654	66.03%
0732	LG VEHICLE MAINT & R	(177)		74,241	(74,241)	0.00%
0789	COMMUTER CHARGE	2,029	(5,000)	(11,900)	6,900	237.99%
0799	OTHER MOTOR VEHICLE CHARGES		54,053	3,554	50,499	6.58%
Total Object 07		1,070,113	10,255,667	5,885,661	4,370,006	57.39%

Object 08 Contractual Services

0801	ADVERTISING/LEGAL PR	107,219	3,395,931	1,128,646	2,267,285	33.24%
0802	APPLICATIONS SOFTWARE	3,852	106,960	11,772	95,188	11.01%
0804	PRINTING/REPRODUCTIO	(59)	94,800	1,898	92,902	2.00%
0807	ENGINEERS	348,076	5,500,000	1,759,854	3,740,146	32.00%
0807	ENGINEERS - Environment	193,822	2,495,000	732,979	1,762,021	29.38%
0807	ENGINEERS - Highways (M	92,952	200,000	240,735	(40,735)	120.37%
0807	ENGINEERS - Architectura	3,537	400,000	152,130	247,870	38.03%
0807	ENGINEERS - ITS/Electric	97,852	845,000	202,393	642,607	23.95%
0807	ENGINEERS - Structural (M	72,291	960,000	309,918	650,082	32.28%
0807	ENGINEERS - Traffic (MA	52,091	1,300,000	723,726	576,274	55.67%
0807	ENGINEERS - Asset Mgmt	12,886	550,000	27,380	522,620	4.98%
0807	ENGINEERS - On-Call (All	(370,622)	1,000,000	1,433,711	(433,711)	143.37%
0807	ENGINEERS - Annual Insp	1,208,899	13,500,000	4,116,588	9,383,412	30.49%
0808	EQUIPMENT RENTAL	47,482	500,940	232,615	268,326	46.44%
0809	EQUIPMENT REPAIRS &	4,194	1,614,933	1,007,821	607,112	62.41%
0810	EXTERMINATION		16,771	1,010	15,761	6.02%
0812	BUILDING/ROAD REPAIR	201,067	5,628,156	2,473,293	3,154,863	43.94%
0812	BUILDING/ROAD REPAIR	694,114	8,600,000	2,941,142	5,658,858	34.20%
0813	JANITORIAL SERVICES	133,271	1,657,933	857,629	800,304	51.73%
0814	GROUNDS MAINTENANCE		47,086	3,040	44,046	6.46%
0815	LAUNDRY	170	3,449	989	2,460	28.68%
0817	LEGAL SERVICES	11,354	204,381	59,648	144,733	29.18%
0819	EDUCATION/TRAINING (36,511	1,207,966	340,910	867,056	28.22%
0820	MEDICAL CARE	13,699	271,720	91,673	180,047	33.74%
0821	MGMT STUDIES AND CC	151,657	1,911,658	795,212	1,116,446	41.60%
0823	SECURITY SERVICES	70,245	1,269,230	513,879	755,351	40.49%
0824	LABORATORY SERVICES		45,911	11,630	34,281	25.33%
0825	VETERINARIAN	5,143	27,565	16,226	11,339	58.87%
0826	FREIGHT AND DELIVER'	1,037	18,989	2,873	16,116	15.13%
0827	TRASH AND GARBAGE F	30,373	421,381	306,556	114,825	72.75%
0828	OFFICE ASSISTANCE	864	61,244	8,527	52,717	13.92%
0829	FISCAL SERVICES	1,352,178	19,888,900	8,892,526	10,996,374	44.71%
0841	DP CENTRAL PROCESS S	127,347	1,331,600	439,543	892,057	33.01%
0843	DP COMMUNICATIONS CONTROLLERS		600,000	310,200	289,800	51.70%
0849	TELECOMM LINES, MODEMS & CONTR		97,764	49,956	47,808	51.10%
0854	COMPUTER MAINTENAN	66,816	183,160	164,792	18,368	89.97%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Thursday, March 31, 2022

	<u>Expenditures</u>		<u>YTD</u>	<u>Balance</u>	<u>%</u>
	<u>This Month</u>	<u>Budget</u>	<u>Expense</u>		<u>Spent</u>
0858 SOFTWARE LICENSES		141,894	6,748	135,146	4.76%
0861 APPL SOFTWARE ACQUISITION		100,000	54,636	45,364	54.64%
0862 APPL SOFTWARE MAINT	190,727	2,207,582	1,180,223	1,027,358	53.46%
0863 SYSTEMS SOFTWARE ACQUISITION		100,000		100,000	0.00%
0864 SYSTEMS SOFTWARE M.	(282,230)	945,920	582,623	363,297	61.59%
0865 OUTSIDE SVCS-SYS ANA	110,745	5,160,720	2,818,670	2,342,050	54.62%
0866 OUTSIDE SVCS-PROGRAMMING		408,000	236,172	171,828	57.89%
0869 OUTSIDE SVCS-COMPUTER USAGE		753,005	196,534	556,471	26.10%
0873 OUTSIDE SVC - E-Z PASS	5,889,473	44,977,550	3,455,194	41,522,356	7.68%
0874 OFFICE OF ATTORNEY GENERAL FEE		42,474	42,456	18	99.96%
0875 RETIREMENT AGENCY ADMIN FEE		204,565	200,495	4,070	98.01%
0876 STATEWIDE DOIT SERVICES		51,476		51,476	0.00%
0894 STATEWIDE PERSONNEL SYS ALLOC		55,433		55,433	0.00%
0897 STATE ENTERPRISE BUDGET SYSTEM		27,574		27,574	0.00%
0899 OTHER CONTRACTUAL ;	(37,603)	2,560,607	1,219,143	1,341,464	47.61%
Total Object 08	10,641,429	133,695,229	40,356,315	93,338,914	30.19%

Object 09 Supplies and Materials

0901 AGRICULTURE	162	29,740	11,561	18,179	38.87%
0902 OFFICE SUPPLIES	25,695	395,646	171,125	224,521	43.25%
0903 ELECTRICAL MATERIAL	22,242	440,802	229,823	210,979	52.14%
0904 BUILDING & HOUSEHOL	51,121	398,855	210,320	188,535	52.73%
0905 ROADWAY MAINT MATI	30,059	666,043	253,502	412,542	38.06%
0906 SALT/SNOW MELTING M	87,850	1,436,765	821,884	614,881	57.20%
0908 HOUSEKEEPING SUPPLI	3,578	79,137	30,579	48,558	38.64%
0909 MEDICAL SUPPLIES	642	30,115	7,081	23,034	23.51%
0912 WEARING APPAREL-UNI	102,989	1,118,557	514,928	603,628	46.04%
0915 LIBRARY SUPPLIES	2,197	25,255	21,872	3,383	86.60%
0917 SMALL TOOLS	27,200	387,034	138,879	248,155	35.88%
0918 VETERINARY SUPPLIES	8,024	26,812	13,943	12,869	52.00%
0920 FOOD	7,456	186,182	38,619	147,563	20.74%
0926 DATA PROCESSING SUPI	4,020	33,721	20,079	13,642	59.54%
0932 MICROCOMPUTER OPER SYS SFTWRE		65,000	241,899	(176,899)	372.15%
0934 AMMO GUNS FIRING RA	(69,403)	526,808	825,686	(298,878)	156.73%
0951 E-ZPASS TRANSPONDER	1,215,012	4,014,000	2,965,439	1,048,561	73.88%
0999 OTHER SUPPLIES AND M	5,809	310,666	92,274	218,392	29.70%
Total Object 09	1,524,654	10,171,139	6,609,493	3,561,645	64.98%

Object 10 Replacement Equipment

1002 REPL AUDIO-VISUAL EQUIP			1,466	(1,466)	0.00%
1009 REPL HUMAN ENVIRONMENTAL EQUIP		100		100	0.00%
1013 REPL MAINTENANCE & I	1,337	384,000	26,188	357,812	6.82%
1015 REPL OFFICE EQUIPMEN	(2,612)	38,875	126	38,749	0.32%
1019 REPL RADIOS & ELECTRONIC EQUIPME		196,000	62	195,938	0.03%
1031 REPL DP EQUIP-MAINFRAME		75,000		75,000	0.00%
1033 REPL DP EQUIP-MICROC	17,605	1,042,000	674,535	367,465	64.73%
1036 REPL DP EQUIP-PERIPHE	100		6,414	(6,414)	0.00%
1099 OTHER REPLACEMENT I	2,147	221,806	94,796	127,010	42.74%
Total Object 10	18,576	1,957,781	803,586	1,154,195	41.05%

Object 11 Additional Equipment

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Thursday, March 31, 2022

		Expenditures		YTD		%
		This Month	Budget	Expense	Balance	Spent
1102	ADDT'L AUDIO-VISUAL I	756	2,000	49,524	(47,524)	2476.13%
1109	ADDT'L HUMAN ENVIRONMENTAL EQ		1,000		1,000	0.00%
1113	ADDT'L MAINTENANCE & BUILDING EC		424,000		424,000	0.00%
1115	ADDT'L OFFICE EQUIPM	1,388	60,142	1,388	58,754	2.31%
1119	ADDT'L RADIOS & ELECTRONIC EQUIP		5,500		5,500	0.00%
1133	ADDT'L DP EQUIP-MICROCOMPUTER		100,000	29,938	70,062	29.94%
1199	OTHER ADDITIONAL EQ	59,829	382,776	136,418	246,358	35.64%
Total Object 11		61,973	975,418	217,267	758,150	22.27%
Object 13 Fixed Charges						
1301	RENT		425,000	105	424,895	0.02%
1302	INSURANCE COVERAGE PAID TO STO		450,989		450,989	0.00%
1304	SUBSCRIPTIONS	1,078	26,941	11,042	15,898	40.99%
1305	ASSOCIATION DUES	82,568	257,282	141,598	115,684	55.04%
1308	LICENSES	816	9,577	3,179	6,398	33.19%
1309	INSURANCE (NON STO PAYMENTS)		4,251,822	4,748,963	(497,141)	111.69%
1320	BAD DEBT EXPENSE		950	143,765	(142,815)	15132.52%
Total Object 13		84,462	5,422,561	5,048,652	373,909	93.10%
Total All Objects		27,571,322	360,840,279	186,172,958	174,667,321	51.59%

TAB 8



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Third Quarter Review of Fiscal Year 2022 Capital Budget vs. Actual Spending
DATE: May 19, 2022

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of actual Fiscal Year (FY) 2022 spending against the FY 2022 capital budget in the FY 2022-2027 Draft Consolidated Transportation Program (CTP). This information was presented to the MDTA Finance Committee on May 10, 2022.

SUMMARY

As of March 31, 2022, 51.0% of the FY 2022 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2022 is \$602.9 million. The actual spending through the third quarter was \$307.4 million.

ANALYSIS

Twenty-eight of the 95 projects budgeted in FY 2022 were within the acceptable spending limits of 50% to 100% (plus or minus 25% of the 75% 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 third quarter for eight projects budgeted for more than \$10 million each in FY 2022 was \$210.9 million. The eight projects are detailed in Attachment A.

ATTACHMENT

- Attachment A – FY 2022 Capital Program Spending – Projects with FY 2022 Budget Over \$10 Million

**FY 2022 Capital Program Spending
Compared to Draft FY 2022-2027 CTP Budget
Projects with FY 2022 Budget Over \$10 Million**

Project Name	FY 2022 Budget Draft FY22-27 CTP (\$000)	FY 2022 Actual thru 3/31/2022 (\$000)	Q3 Spend Rate	FY 2022 Amount Remaining (\$000)
Replace Nice/Middleton Bridge	\$227,706	\$132,492	58%	\$95,214
I-95 ETL NBE - Express Toll Lanes to MD 152	\$58,733	\$15,633	27%	\$43,100
I-95 ETL NBE - MD 152 Interchange Reconstruction	\$40,064	\$18,877	47%	\$21,187
William Preston Lane Jr. Memorial Bridge AET Conversion	\$22,869	\$15,012	66%	\$7,857
Replace 5KV Feeder on EB Span and Add Redundant Cable to EB & WB Spans	\$19,916	\$13,015	65%	\$6,901
I-895 Bridge Replacement	\$16,719	\$3,030	18%	\$13,689
Rehabilitate Fort McHenry Tunnel Vent Fans	\$13,000	\$9,274	71%	\$3,726
I-95 ETL NB Extension - Eccelston Mitigation	<u>\$11,750</u>	<u>\$3,527</u>	<u>30%</u>	<u>\$8,223</u>
Total	<u>\$410,757</u>	<u>\$210,859</u>	<u>51%</u>	<u>\$199,898</u>

TAB 9



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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
PREPARED BY: Chief Financial Officer Deb Sharpless, Director of Revenue Cheryl-Lewis Orr, and Revenue Supervisor Walt Laun
PRESENTED BY: Chief Financial Officer Deb Sharpless
SUBJECT: Traffic & Revenue Update
DATE: May 19, 2022

PURPOSE

The purpose of this agenda item is to update the Maryland Transportation Authority (MDTA) Board on fiscal year (FY) 2022 traffic & revenue (T&R) performance through March 31, 2022.

KEY TAKEAWAYS

- Revenue underperformance will not impact the MDTA's ability to significantly exceed its 2.0x debt service coverage policy
- Forward projections anticipate ending the fiscal year underperforming the T&R forecast
- Passenger car traffic levels are nearly back to pre-pandemic levels and commercial vehicle traffic continues to exceed pre-pandemic levels
- Key contributors to underperformance are not expected to impact MDTA's future T&R forecasts, except known revenue reductions from the Customer Assistance Plan

SUMMARY

For the period of July 1, 2021 through March 31, 2022, MDTA's toll revenue received totaled \$601.7 million, \$8.1 million below its official forecast. When adjusting for timing differences in the receipt of toll revenue through March, MDTA is \$1.4 million above its forecast.

FY 2022 Forecasted and Actual Revenue Comparison

July 1, 2021 – March 31, 2022

	Current Year	<i>E-ZPass</i> [®] Prior Year	Total	Video, Administrative ¹ & Pay-By-Plate	Total
Forecast Revenue	\$ 386,681,719	\$ 113,064,281	\$ 499,746,000	\$ 110,040,000	\$ 609,786,000
<i>less</i> Actual Revenue	400,179,900	82,014,811	482,194,712	119,512,599	601,707,311
Unadjusted Difference	13,498,181	(31,049,470)	(17,551,288)	9,472,599	(8,078,689)
<i>plus</i> Timing Differences	(1,096,481)	4,661,744	3,565,263	5,934,609	9,499,872
Adjusted Difference	\$ 12,401,700	\$ (26,387,726)	\$ (13,986,025)	\$ 15,407,208	\$ 1,421,183

¹ 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).

Timing differences are transactions that staff continue to have a reasonable expectation of collection within FY 2022. These transactions, totaling \$9.5 million, were forecasted to be processed and collected by this reporting period.

Change in Unadjusted and Adjusted Differences Compared to the Forecast

MDTA's actual revenue compared to the forecast (unadjusted differences) improved since January 31st by nearly \$10 million. Conversely, when accounting for timing differences, MDTA's revenue above its forecast decreased by \$10.4 million.

		As of 1/31/22	As of 3/31/22	Difference \$
	Forecast Revenue	\$ 476,531,000	\$ 609,786,000	\$ 133,255,000
<i>less</i>	Actual Revenue	458,592,581	601,707,311	143,114,730
	Unadjusted Difference	(17,938,419)	(8,078,689)	9,859,730
<i>plus</i>	Timing Differences	29,800,747	9,499,872	(20,300,875)
	Adjusted Difference	\$ 11,862,328	\$ 1,421,183	\$ (10,441,145)

Key contributors reducing the Adjusted Difference include the continued impact from the overstatement of the forecast (\$6.7 million); the average Video Toll rate being lower than forecasted (\$4.0 million); and lower Pay-by-Plate transactions (\$1.0 million). Additionally, staff removed previously identified timing differences as a measure of conservatism (\$3.4 million). These items were somewhat offset by the average *E-ZPass* toll rate and Video Toll collection rate being higher than forecasted (\$4.3 million); and collected civil penalties higher than forecasted (\$2.1 million).

Through January, the higher than forecasted *E-ZPass* and Video Toll rates, the Video Toll collection rate, and civil penalty collections, offset the items pulling down revenue compared to the forecast. The *E-ZPass* toll rate continues to overachieve the forecast at a consistent rate; however, beginning in mid-February, the average Video Toll rate decreased significantly because the NOTD payments are overweighted by transactions associated with the lower Video Toll rate that was charged at certain facilities when the toll was temporarily reduced to the cash rate. Also, while civil penalty collections would otherwise exceed the forecast, collections are under the forecast due to the Customer Assistance Plan. This trend is expected to continue, and certain Video Toll and *E-ZPass* InterAgency Group (non-Maryland accountholders) revenue that was forecasted to be collected in April through June 2022 will shift to FY 2023.

Financial Forecast

The expected FY 2022 revenue underperformance will not impact the MDTA's ability to maintain its financial standards and any revenue shifting to FY 2023 will increase the current FY2023 revenue forecast. Assuming all other financial forecast inputs remain unchanged (e.g., operating & capital budgets, borrowings, etc.), revenue would need to decline nearly \$300 million before the MDTA would violate its 2.0x debt service coverage.

Customer Assistance Plan

The Customer Assistance Plan was implemented on February 24, 2022 and will run through November 30, 2022. Customers who resolve their unpaid Video Tolls by November 30, 2022 will have all associated civil penalties waived. As of April 30, 2022, \$17.4 million in civil penalties have been waived because of roughly 108,000 customers paying \$10.0 million in outstanding video tolls.

Forecast and Actual Performance Analysis

MDTA's official T&R forecast, issued by CDM Smith, dated November 4, 2021, projects T&R on a cash basis to mirror MDTA's trust agreement revenue recognition requirement¹. Attachment A analyzes toll revenue performance by comparing actual revenue collected (cash basis) to the official forecast. Actual revenue collected was then adjusted for revenue staff expectations. The actual revenue adjustments include: 1) revenues certain to be collected prior to June 30, 2022, and 2) revenues that at the time of the forecast were expected to be processed and collected as of March 31, 2022. Attachment B analyzes the reasons for variances. This analysis has not identified any variances that are concerning or would negatively impact MDTA's subsequent year revenue forecasts.

CDM Smith Traffic & Revenue Report—3rd Quarter

In addition to the T&R analysis performed by MDTA, each quarter CDM Smith conducts a review and summarizes its results in a quarterly report. The quarterly review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts. CDM Smith's review tracks and evaluates the performance of traffic at the lane level and traffic and revenue collected on a cash basis.

For the fiscal year ended March 31, 2022, systemwide transactions totaled 125.5 million and corresponding collected revenue totaled \$601.7 million. This represents an increase of 64.1 million transactions or 104.3 percent over the fiscal year ended March 31, 2021. Revenue increased by \$268.8 million, or 80.8 percent, compared to the same period last year. The third quarter of FY 2022 had the largest increase in transactions and revenue — transactions increased by 24 million transactions, or 127.6 percent, and revenue increased by 89.7 percent or \$102.0 million. The increase is largely due to the ongoing recovery in traffic from the pandemic and collections from NOTDs.

Actual transactions were below forecast by 8.2 million or 6.1 percent, and revenue was below forecast by \$8.1 million or 1.3 percent for the fiscal year ended March 31, 2022. The deviation in actual performance from the forecast assumptions was due to the timing of the processing of the NOTD backlog. During the third quarter of FY 2022, transactions were above forecast by 1.7 million, or 4.0 percent, and revenues were above forecast by \$15.6 million or 7.8 percent. As previously noted, the uptick in NOTD collections during the third quarter yielded this result.

Attachments

- Attachment A: Comparison of Official Forecast to Actual Toll Revenue Performance
- Attachment B: Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
- Attachment C: FY 2022 Forecast vs. Actual Revenue – By Facility
- Attachment D: FY 2022 Forecast vs. Actual Revenue – By Payment Method
- Attachment E: CDM Smith Third Quarter Fiscal Year 2022 Traffic and Revenue Performance Report

¹ MDTA's financial statements recognize revenue on an accrual basis in accordance with generally accepted accounting principles.

Attachment A
Comparison of Official Forecast to Actual Toll Revenue Performance

Toll Revenue Forecast:		\$609,786,000
Actual Revenue:		
<i>E-ZPass</i>	482,194,712	
Pay-By-Plate	1,211,541	
Video Toll	93,972,558	
Administrative Toll	24,328,500	
Total Actual Revenue		601,707,311
Unadjusted Actual Revenue less Forecasted Revenue		(8,078,689)
Timing Difference Estimates:		
<u>E-ZPass FY2022 (Current) Transaction Timing Differences</u>		
Posted Fewer Days than Forecasted, as of January 31, 2022		
▪ All Facilities: IAG File Transfer Lag (5 days, 1 partial days)	(848,370)	
▪ All Facilities: Home Lag (5 days, 1 partial day)	(780,379)	
▪ ICC: Home E-tolls & I-tolls (6 Days)	532,269	
Total Posted Fewer Days than Forecasted, net	(1,096,481)	
Total <i>E-ZPass</i> FY2022 Transaction Timing Differences		(1,096,481)
<u>E-ZPass FY 2021 (Backlog) Transaction Timing Differences:</u>		
Posted Fewer Days than Forecasted, as of January 31, 2022, net		
▪ ICC: IAG, E-tolls (62 days behind)	1,702,039	
▪ All Facilities: IAG, E-tolls (9 days, 7 partial days)	2,933,450	
▪ All Facilities: Home, I-tolls (ICC 20 days, Legacy 18 days)	26,255	
Total Posted Fewer Days than Forecasted, net	4,661,744	
Total <i>E-ZPass</i> FY 2021 Transactions Timing Differences		4,661,744
<u>Video Toll Timing Differences:</u>		
Mailed 1.9M less Transactions than Forecasted (Jul-Feb 2022)	5,934,609	
Total Video Tolls Timing Differences		5,934,609
Total Timing Difference Estimates		9,499,872
Adjusted Actual Revenue less Forecasted Revenue		1,421,183

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

Adjusted Difference (Forecast less Adjusted Actual Revenue) **\$1,421,183**

Forecast Assumption Difference Estimates:

Transactions Not Included in the Forecast (1)	
▪ FY 2021 transactions - posted	4,868,078
▪ FY 2021 transaction– not processed as of 03/31/21	2,933,450
▪ FY 2021 or prior Video Toll Central Collection Unit & Court Collections	307,614
▪ Payments for NOTDs Mailed in Mar 2022	2,510,840
Total Transaction Not Included in the Forecast	10,619,981
FY 2021 Forecast Overstatement (1)	(28,014,890)
IAG I-tolls forecasted, unlikely collectable (1)	(10,237,376)
FY 2021 Daily E-ZPass Actual Average Revenue Higher than Forecasted (1)	4,063,013
FY2022 Daily E-ZPass Actual Average Revenue Higher than Forecasted (2)	12,401,700
Video Toll Actual Average Toll Rate Higher than Forecasted (3)	272,558
Video Toll Collection Rate Higher than Forecasted (2)	6,669,717
Pay-By-Plate Payments Lower than Forecasted (3)	(4,444,755)
Administrative Toll Revenue Higher than Forecasted (3)	11,421,500
Total Forecast Assumption Differences	2,751,448
Unreconciled/Analyzed Difference	\$ 1,330,265

(1) Unlikely to impact future T&R forecast

(2) Some impact to future T&R forecast; further analysis required

(3) Further analysis required to determine if future T&R forecast will be impacted

Attachment C
FY 2022 Forecast vs. Actual Revenue – By Facility

Legacy Facilities												
Video, Pay-By-Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	Jul-Mar
		Forecast	\$ 72,938,000	\$ 47,967,000	\$ 45,000,000	\$ 46,263,000	\$ 44,823,000	\$ 46,162,000	\$ 41,689,000	\$ 39,612,000	\$ 44,550,000	\$ 429,004,000
		Actual	72,675,722	45,750,473	36,455,410	45,876,015	42,783,257	37,914,827	45,591,317	49,665,865	40,038,658	\$ 416,751,545
	Difference	(262,278)	(2,216,527)	(8,544,590)	(386,985)	(2,039,743)	(8,247,173)	3,902,317	10,053,865	(4,511,342)	(12,252,455)	
	Total	Forecast	(656,746)	1,574,599	8,685,429	11,925,731	13,548,618	16,680,216	16,688,498	16,733,498	17,161,029	\$ 102,340,872
		Actual	2,951,075	3,458,629	9,070,975	9,661,659	12,695,448	14,360,914	17,354,155	19,767,703	16,630,465	\$ 105,951,022
		Difference	3,607,821	1,884,030	385,546	(2,264,072)	(853,170)	(2,319,303)	665,658	3,034,205	(530,565)	3,610,151
	Total	Forecast	72,281,254	49,541,599	53,685,429	58,188,731	58,371,618	62,842,216	58,377,498	56,345,498	61,711,029	\$ 531,344,872
		Actual	75,626,798	49,209,102	45,526,385	55,537,674	55,478,705	52,275,741	62,945,472	69,433,568	56,669,122	\$ 522,702,567
Difference		\$ 3,345,543	\$ (332,497)	\$ (8,159,043)	\$ (2,651,057)	\$ (2,892,912)	\$ (10,566,476)	\$ 4,567,974	\$ 13,088,070	\$ (5,041,907)	\$ (8,642,305)	

Intercounty Connector												
Video, Pay-By-Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	Jul-Mar
		Forecast	\$ 8,446,000	\$ 7,023,000	\$ 6,858,000	\$ 7,214,000	\$ 6,837,000	\$ 6,652,000	\$ 6,301,000	\$ 4,947,000	\$ 5,492,000	\$ 59,770,000
		Actual	8,437,820	6,116,460	6,440,834	6,309,779	6,203,961	5,727,699	5,201,993	6,708,546	4,053,012	\$ 55,200,104
	Difference	(8,180)	(906,540)	(417,166)	(904,221)	(633,039)	(924,301)	(1,099,007)	1,761,546	(1,438,988)	(4,569,896)	
	Total	Forecast	(140,254)	69,401	649,571	868,269	1,121,382	1,270,784	1,249,502	1,373,502	1,236,971	\$ 7,699,128
		Actual	519,907	342,663	1,017,336	970,222	1,407,721	1,831,766	2,560,165	2,996,847	1,914,949	\$ 13,561,577
		Difference	660,161	273,261	367,765	101,953	286,339	560,983	1,310,663	1,623,345	677,979	5,862,448
	Total	Forecast	8,305,746	7,092,401	7,507,571	8,082,269	7,958,382	7,922,784	7,550,502	6,320,502	6,728,971	\$ 67,469,128
		Actual	8,957,727	6,459,123	7,458,171	7,280,001	7,611,683	7,559,466	7,762,158	9,705,393	5,967,961	\$ 68,761,681
Difference		\$ 651,981	\$ (633,279)	\$ (49,401)	\$ (802,268)	\$ (346,699)	\$ (363,318)	\$ 211,655	\$ 3,384,891	\$ (761,010)	\$ 1,292,553	

I-95 Express Toll Lanes												
E-Zpass, Video, Pay-By-Plate & Other		July	August	September	October	November	December	January	February	March	Jul-Mar	
	Forecast	\$ 1,804,000	\$ 1,265,000	\$ 1,103,000	\$ 1,317,000	\$ 1,207,000	\$ 1,218,000	\$ 909,000	\$ 1,031,000	\$ 1,118,000	\$ 10,972,000	
	Actual	1,798,957	1,135,674	939,583	1,122,837	1,071,180	972,348	1,101,792	1,109,070	991,623	\$ 10,243,063	
Difference	\$ (5,043)	\$ (129,326)	\$ (163,417)	\$ (194,163)	\$ (135,820)	\$ (245,652)	\$ 192,792	\$ 78,070	\$ (126,377)	\$ (728,938)		

All Facilities												
		July	August	September	October	November	December	January	February	March	Jul-Mar	
Forecast	\$ 82,391,000	\$ 57,899,000	\$ 62,296,000	\$ 67,588,000	\$ 71,983,000	\$ 67,537,000	\$ 71,983,000	\$ 66,837,000	\$ 63,697,000	\$ 69,558,000	\$ 609,786,000	
Actual	86,383,482	56,803,898	53,924,138	63,940,512	64,161,568	60,807,554	71,809,422	80,248,031	63,628,706	\$ 601,707,311		
Difference	\$ 3,992,482	\$ (1,095,102)	\$ (8,371,862)	\$ (3,647,488)	\$ (3,375,432)	\$ (11,175,446)	\$ 4,972,422	\$ 16,551,031	\$ (5,929,294)	\$ (8,078,689)		

Attachment D
FY 2022 Forecast vs. Actual Revenue – By Payment Method

E-ZPass											
Forecast	Legacy	\$ 72,938,000	\$ 47,967,000	\$ 45,000,000	\$ 46,263,000	\$ 44,823,000	\$ 46,162,000	\$ 41,689,000	\$ 39,612,000	\$ 44,550,000	\$ 429,004,000
	ICC	8,446,000	7,023,000	6,858,000	7,214,000	6,837,000	6,652,000	6,301,000	4,947,000	5,492,000	\$ 59,770,000
	ETL	1,804,000	1,265,000	1,103,000	1,317,000	1,207,000	1,218,000	909,000	1,031,000	1,118,000	\$ 10,972,000
	Total	83,188,000	56,255,000	52,961,000	54,794,000	52,867,000	54,032,000	48,899,000	45,590,000	51,160,000	499,746,000
Actual	Legacy	72,675,722	45,750,473	36,455,410	45,876,015	42,783,257	37,914,827	45,591,317	49,665,865	40,038,658	\$ 416,751,545
	ICC	8,437,820	6,116,460	6,440,834	6,309,779	6,203,961	5,727,699	5,201,993	6,708,546	4,053,012	\$ 55,200,104
	ETL	1,798,957	1,135,674	939,583	1,122,837	1,071,180	972,348	1,101,792	1,109,070	991,623	\$ 10,243,063
	Total	82,912,500	53,002,606	43,835,827	53,308,631	50,058,399	44,614,874	51,895,101	57,483,481	45,083,292	482,194,712
Difference		\$ (275,500)	\$ (3,252,394)	\$ (9,125,173)	\$ (1,485,369)	\$ (2,808,601)	\$ (9,417,126)	\$ 2,996,101	\$ 11,893,481	\$ (6,076,708)	\$ (17,551,288)
Video, Pay-By-Plate & Other											
Forecast	Legacy	\$ (656,746)	\$ 1,574,599	\$ 8,685,429	\$ 11,925,731	\$ 13,548,618	\$ 16,680,216	\$ 16,688,498	\$ 16,733,498	\$ 17,161,029	\$ 102,340,872
	ICC	(140,254)	69,401	649,571	868,269	1,121,382	1,270,784	1,249,502	1,373,502	1,236,971	\$ 7,699,128
	Total	(797,000)	1,644,000	9,335,000	12,794,000	14,670,000	17,951,000	17,938,000	18,107,000	18,398,000	110,040,000
Actual	Legacy	2,951,075	3,458,629	9,070,975	9,661,659	12,695,448	14,360,914	17,354,155	19,767,703	16,630,465	\$ 105,951,022
	ICC	519,907	342,663	1,017,336	970,222	1,407,721	1,831,766	2,560,165	2,996,847	1,914,949	\$ 13,561,577
	Total	3,470,982	3,801,292	10,088,311	10,631,880	14,103,169	16,192,680	19,914,320	22,764,550	18,545,414	119,512,599
Difference		\$ 4,267,982	\$ 2,157,292	\$ 753,311	\$ (2,162,120)	\$ (566,831)	\$ (1,758,320)	\$ 1,976,320	\$ 4,657,550	\$ 147,414	\$ 9,472,599
All Revenue											
Forecast	July	\$ 82,391,000	\$ 57,899,000	\$ 62,296,000	\$ 67,588,000	\$ 67,537,000	\$ 71,983,000	\$ 66,837,000	\$ 63,697,000	\$ 69,558,000	\$ 609,786,000
Actual	July	86,383,482	56,803,898	53,924,138	63,940,512	64,161,568	60,807,554	71,809,422	80,248,031	63,628,706	601,707,311
Difference	July	\$ 3,992,482	\$ (1,095,102)	\$ (8,371,862)	\$ (3,647,488)	\$ (3,375,432)	\$ (11,175,446)	\$ 4,972,422	\$ 16,551,031	\$ (5,929,294)	\$ (8,078,689)

Ms. Deborah Sharpless

May 6, 2022

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

Subject: **FINAL** Third Quarter Fiscal Year 2022 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 third quarter of Fiscal Year (FY) 2022, ending March 31, 2022. The historical performance is also compared to the most recent forecast developed by CDM Smith and summarized in the “FY 2022 Traffic and Toll Revenue Forecast Update”, (November 2021 forecast report) dated November 4, 2021. 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 2021, FY 2022 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. Similar reports were provided previously for the prior NG toll collection system. 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.

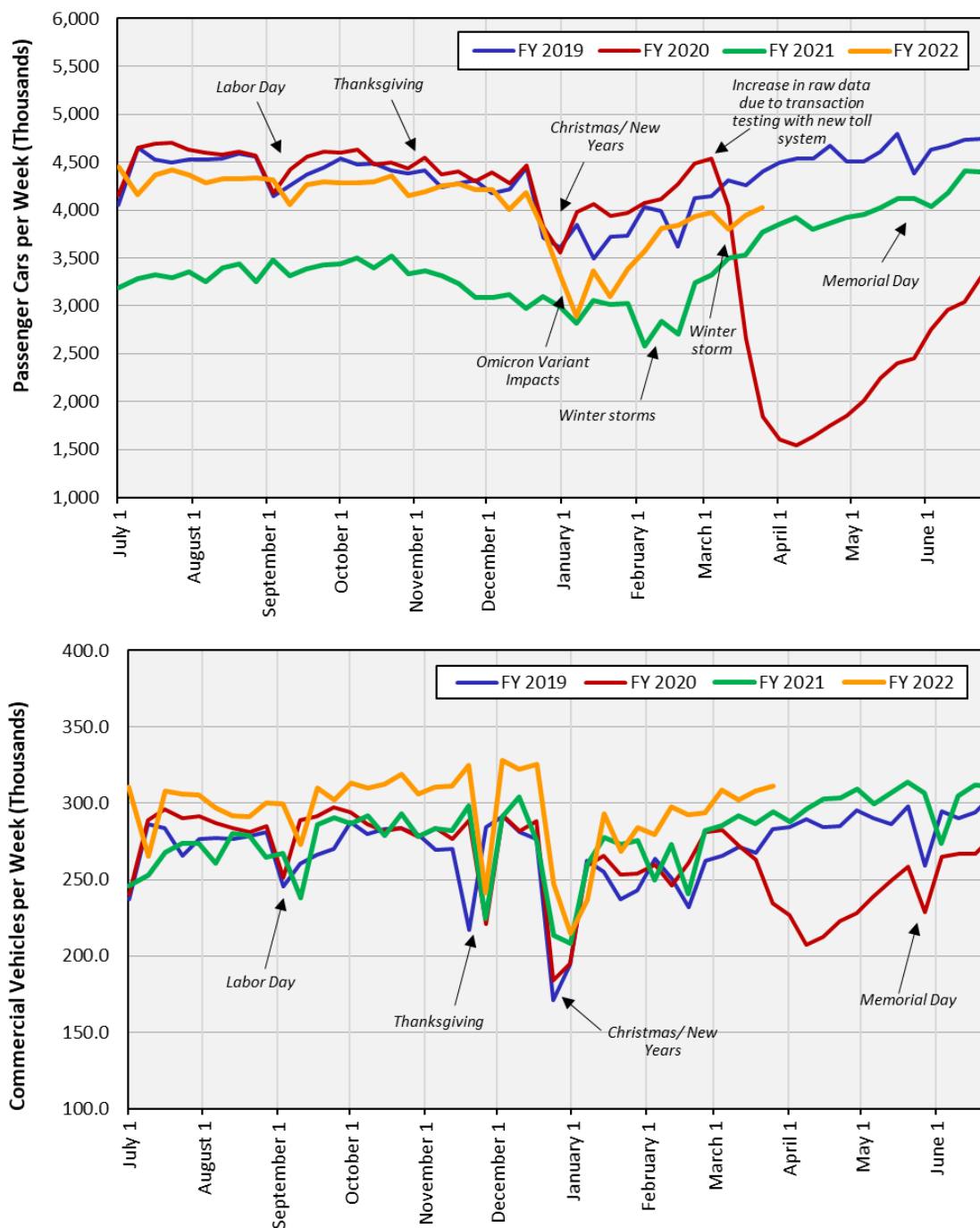
Figure 1 shows the systemwide traffic on the total MDTA system for passenger cars and commercial vehicles from July 2019 through March 2022 using the daily in-lane data. The figure shows that passenger car traffic was negatively impacted in FY 2020 from COVID-19, but FY 2022 traffic levels were nearly back to levels seen prior to the pandemic. Impacts of the omicron variant caused declines through January 2022, but traffic returned close to FY 2019 levels in February and March. Commercial vehicle traffic also declined initially due to impacts from COVID-19, but recovered to pre-pandemic levels by August 2020 and continue to perform well through March 2022.

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Figure 1 – Total Systemwide Traffic Per Week by Fiscal Year



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

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Monthly transactions for FY 2021 and FY 2022 year-to-date (YTD) 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 the TVI report data. Due to ongoing recovery in traffic from the pandemic and collections from the delayed NOTDs, FY 2022 YTD transactions have doubled over the same period in FY 2021. Total transactions increased by 127.6 percent in the third quarter and FY 2022 YTD increased by 104.3 percent. Passenger car transactions increased at a higher rate than commercial vehicles showing return of commuting trips and travel, as well as commercial vehicles being less impacted by the delayed NOTDs from FY 2020 and FY 2021 due to their high E-ZPass marketshare. Although January traffic declined over concerns from omicron, year-over-year growth was highest in the third quarter due to the collection of the delayed NOTDs.

Monthly collected toll revenue for FY 2021 and FY 2022 YTD for the total system are provided in **Table 2**. **Figure 2** provides 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 similar to transaction trends in that they doubled in FY 2022 compared to the same period in FY 2021. The third quarter had the highest growth for passenger car toll revenue at 144.6 percent, largely due to the significant increase in video toll revenue. Commercial vehicle toll revenue also had significant increases in the third quarter and FY 2022 YTD, but the stable E-ZPass trends seen for commercial vehicles in the past two years resulted in an overall commercial vehicle revenue increase of 46.6 percent in the third quarter and 38 percent for FY 2022 through March. Considering the higher toll rates and therefore higher share of toll revenue from commercial vehicles, FY 2022 YTD increased by 81 percent compared to 104.3 percent for transactions in the same period.

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 the collected transactions and revenue and therefore the delayed NOTDs, year-over-year trends vary greatly on a monthly basis.



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Table 1 - Systemwide Collected Transactions by Month

Passenger Car Transactions								
Month	ETC			Video (1)			Total	
	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022
July	7,371,680	15,778,040	114.0	190,545	216,710	13.7	7,562,226	15,994,749
August	6,504,132	11,444,771	76.0	154,195	526,446	241.4	6,658,327	11,971,217
September	5,739,237	9,841,606	71.5	220,138	1,164,573	429.0	5,959,375	11,006,179
October	5,948,608	11,663,042	96.1	308,750	1,523,444	393.4	6,257,358	13,186,486
November	5,305,381	11,030,046	107.9	508,177	1,680,798	230.8	5,813,558	12,710,845
December	5,217,072	9,811,114	88.1	945,444	1,779,346	88.2	6,162,515	11,590,460
January	4,947,920	11,124,020	124.8	705,115	2,366,321	235.6	5,653,035	13,490,340
February	4,228,235	12,142,455	187.2	413,559	2,819,346	581.7	4,641,794	14,961,801
March	5,935,169	8,957,281	50.9	544,736	2,172,697	298.9	6,479,905	11,129,978
April	2,941,259	-	-	398,211	-	-	3,339,469	-
May	9,132,333	-	-	235,781	-	-	9,368,113	-
June	11,951,590	-	-	167,326	-	-	12,118,916	-
Q1 Total	19,615,050	37,064,417	89.0	564,878	1,907,729	237.7	20,179,927	38,972,145
Q2 Total	16,471,060	32,504,203	97.3	1,762,371	4,983,588	182.8	18,233,431	37,487,791
Q3 Total	15,111,324	32,223,756	113.2	1,663,410	7,358,363	342.4	16,774,734	39,582,119
FY YTD	51,197,434	101,792,376	98.8	3,990,658	14,249,680	257.1	55,188,092	116,042,056

Commercial Vehicle Transactions								
Month	ETC			Video (1)			Total	
	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022
July	718,412	1,542,993	114.8	5,152	4,559	(11.5)	723,564	1,547,552
August	705,487	977,866	38.6	3,611	19,917	451.5	709,099	997,783
September	674,417	825,232	22.4	5,299	40,908	672.0	679,716	866,140
October	721,642	1,004,144	39.1	7,570	42,908	466.8	729,212	1,047,052
November	649,671	944,843	45.4	19,018	45,330	138.4	668,689	990,173
December	682,831	806,059	18.0	43,439	55,668	28.2	726,270	861,727
January	647,054	924,797	42.9	24,482	71,542	192.2	671,536	996,339
February	572,906	1,127,716	96.8	16,706	79,228	374.3	589,611	1,206,943
March	728,817	873,275	19.8	23,277	105,128	351.6	752,095	978,403
April	242,381	-	-	15,774	-	-	258,156	-
May	751,739	-	-	9,370	-	-	761,109	-
June	688,718	-	-	5,457	-	-	694,175	-
Q1 Total	2,098,317	3,346,090	59.5	14,062	65,384	365.0	2,112,379	3,411,475
Q2 Total	2,054,144	2,755,045	34.1	70,027	143,906	105.5	2,124,171	2,898,952
Q3 Total	1,948,777	2,925,787	50.1	64,465	255,898	297.0	2,013,242	3,181,685
FY YTD	6,101,238	9,026,923	48.0	148,554	465,188	213.1	6,249,792	9,492,111

Total Transactions								
Month	ETC			Video (1)			Total	
	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022
July	8,090,093	17,321,033	114.1	195,697	221,269	13.1	8,285,790	17,542,301
August	7,209,620	12,422,637	72.3	157,806	546,363	246.2	7,367,426	12,969,000
September	6,413,654	10,666,838	66.3	225,437	1,205,481	434.7	6,639,091	11,872,319
October	6,670,250	12,667,186	89.9	316,320	1,566,352	395.2	6,986,570	14,233,538
November	5,955,051	11,974,889	101.1	527,195	1,726,129	227.4	6,482,247	13,701,018
December	5,899,903	10,617,174	80.0	988,883	1,835,014	85.6	6,888,785	12,452,188
January	5,594,974	12,048,816	115.4	729,597	2,437,862	234.1	6,324,571	14,486,679
February	4,801,140	13,270,171	176.4	430,265	2,898,574	573.7	5,231,405	16,168,745
March	6,663,986	9,830,555	47.5	568,014	2,277,825	301.0	7,232,000	12,108,380
April	3,183,640	-	-	413,985	-	-	3,597,625	-
May	9,884,072	-	-	245,151	-	-	10,129,222	-
June	12,640,308	-	-	172,783	-	-	12,813,091	-
Q1 Total	21,713,366	40,410,507	86.1	578,940	1,973,113	240.8	22,292,306	42,383,620
Q2 Total	18,525,204	35,259,249	90.3	1,832,398	5,127,495	179.8	20,357,602	40,386,743
Q3 Total	17,060,101	35,149,543	106.0	1,727,875	7,614,261	340.7	18,787,976	42,763,804
FY YTD	57,298,671	110,819,299	93.4	4,139,213	14,714,868	255.5	61,437,884	125,534,167

⁽¹⁾ Pay-by-plate transactions are included with video transactions.



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Table 2 - Systemwide Collected Toll Revenue by Month

Passenger Car Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change
July	\$ 21,094,182	\$ 49,235,597	133.4	\$ 690,994	\$ 1,183,201	71.2	\$ 21,785,176	\$ 50,418,798	131.4
August	19,598,972	32,805,852	67.4	532,231	3,078,648	478.4	20,131,203	35,884,500	78.3
September	16,667,517	27,169,087	63.0	976,900	6,952,731	611.7	17,644,418	34,121,819	93.4
October	17,272,479	32,514,945	88.2	1,436,265	9,057,896	530.7	18,708,743	41,572,841	122.2
November	15,640,867	30,154,657	92.8	2,134,162	10,141,698	375.2	17,775,028	40,296,355	126.7
December	15,369,955	27,125,564	76.5	4,658,386	10,563,313	126.8	20,028,341	37,688,877	88.2
January	14,339,588	31,882,436	122.3	3,823,079	13,438,438	251.5	18,162,667	45,320,873	149.5
February	12,207,903	32,626,281	167.3	2,458,082	15,679,222	537.9	14,665,985	48,305,503	229.4
March	17,678,469	25,428,270	43.8	3,360,986	12,732,098	278.8	21,039,456	38,160,368	81.4
April	7,905,653	-	-	2,600,096	-	-	10,505,749	-	-
May	23,741,881	-	-	1,544,986	-	-	25,286,867	-	-
June	27,330,106	-	-	966,825	-	-	28,296,931	-	-
Q1 Total	57,360,672	109,210,537	90.4	2,200,125	11,214,580	409.7	59,560,797	120,425,117	102.2
Q2 Total	48,283,301	89,795,166	86.0	8,228,812	29,762,907	261.7	56,512,113	119,558,073	111.6
Q3 Total	44,225,961	89,936,987	103.4	9,642,148	41,849,757	334.0	53,868,108	131,786,744	144.6
FY YTD	149,869,933	288,942,689	92.8	20,071,085	82,827,244	312.7	169,941,018	371,769,933	118.8

Commercial Vehicle Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change
July	\$ 16,480,240	\$ 33,671,097	104.3	\$ 124,992	\$ 98,037	(21.6)	\$ 16,605,232	\$ 33,769,134	103.4
August	16,704,523	20,179,396	20.8	92,136	607,270	559.1	16,796,659	20,786,666	23.8
September	16,003,293	16,623,164	3.9	133,370	1,208,327	806.0	16,136,663	17,831,490	10.5
October	17,090,936	20,737,327	21.3	187,582	1,198,806	539.1	17,278,518	21,936,133	27.0
November	15,501,479	19,843,452	28.0	463,728	1,220,859	163.3	15,965,207	21,064,312	31.9
December	16,327,944	17,413,995	6.7	1,333,505	1,484,747	11.3	17,661,449	18,898,742	7.0
January	15,496,771	19,915,598	28.5	736,238	1,824,934	147.9	16,233,009	21,740,531	33.9
February	13,833,821	24,737,926	78.8	552,590	2,100,956	280.2	14,386,411	26,838,882	86.6
March	17,252,633	19,539,032	13.3	778,740	3,203,955	311.4	18,031,374	22,742,987	26.1
April	5,315,867	-	-	539,262	-	-	5,855,128	-	-
May	15,122,648	-	-	317,749	-	-	15,440,397	-	-
June	11,826,863	-	-	182,830	-	-	12,009,693	-	-
Q1 Total	49,188,055	70,473,657	43.3	350,499	1,913,633	446.0	49,538,554	72,387,290	46.1
Q2 Total	48,920,360	57,994,774	18.5	1,984,814	3,904,413	96.7	50,905,174	61,899,187	21.6
Q3 Total	46,583,225	64,192,556	37.8	2,067,569	7,129,845	244.8	48,650,794	71,322,401	46.6
FY YTD	144,691,640	192,660,987	33.2	4,402,882	12,947,891	194.1	149,094,523	205,608,878	37.9

Total Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change
July	\$ 37,574,422	\$ 82,906,694	120.6	\$ 815,986	\$ 1,281,238	57.0	\$ 38,390,408	\$ 84,187,932	119.3
August	36,303,495	52,985,249	46.0	624,367	3,685,918	490.3	36,927,862	56,671,166	53.5
September	32,670,810	43,792,251	34.0	1,110,271	8,161,058	635.1	33,781,081	51,953,309	53.8
October	34,363,415	53,252,272	55.0	1,623,846	10,256,702	531.6	35,987,261	63,508,974	76.5
November	31,142,346	49,998,109	60.5	2,597,890	11,362,558	337.4	33,740,236	61,360,667	81.9
December	31,697,900	44,539,558	40.5	5,991,891	12,048,060	101.1	37,689,791	56,587,619	50.1
January	29,836,359	51,798,033	73.6	4,559,317	15,263,372	234.8	34,395,677	67,061,405	95.0
February	26,041,724	57,364,207	120.3	3,010,673	17,780,177	490.6	29,052,397	75,144,385	158.7
March	34,931,102	44,967,302	28.7	4,139,727	15,936,053	285.0	39,070,829	60,903,355	55.9
April	13,221,520	-	-	3,139,358	-	-	16,360,877	-	-
May	38,864,529	-	-	1,862,735	-	-	40,727,264	-	-
June	39,156,969	-	-	1,149,655	-	-	40,306,624	-	-
Q1 Total	106,548,727	179,684,194	68.6	2,550,624	13,128,213	414.7	109,099,351	192,812,407	76.7
Q2 Total	97,203,660	147,789,939	52.0	10,213,627	33,667,320	229.6	107,417,287	181,457,259	68.9
Q3 Total	90,809,186	154,129,543	69.7	11,709,717	48,979,602	318.3	102,518,903	203,109,145	98.1
FY YTD	294,561,573	481,603,676	63.5	24,473,967	95,775,135	291.3	319,035,541	577,378,812	81.0

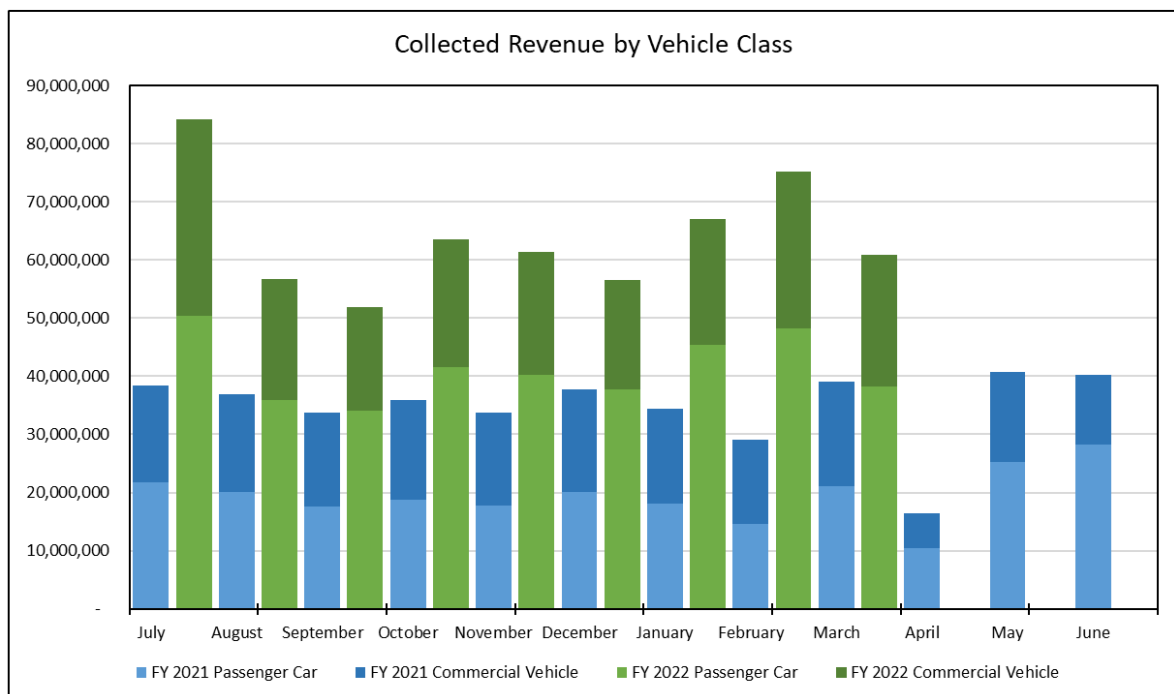
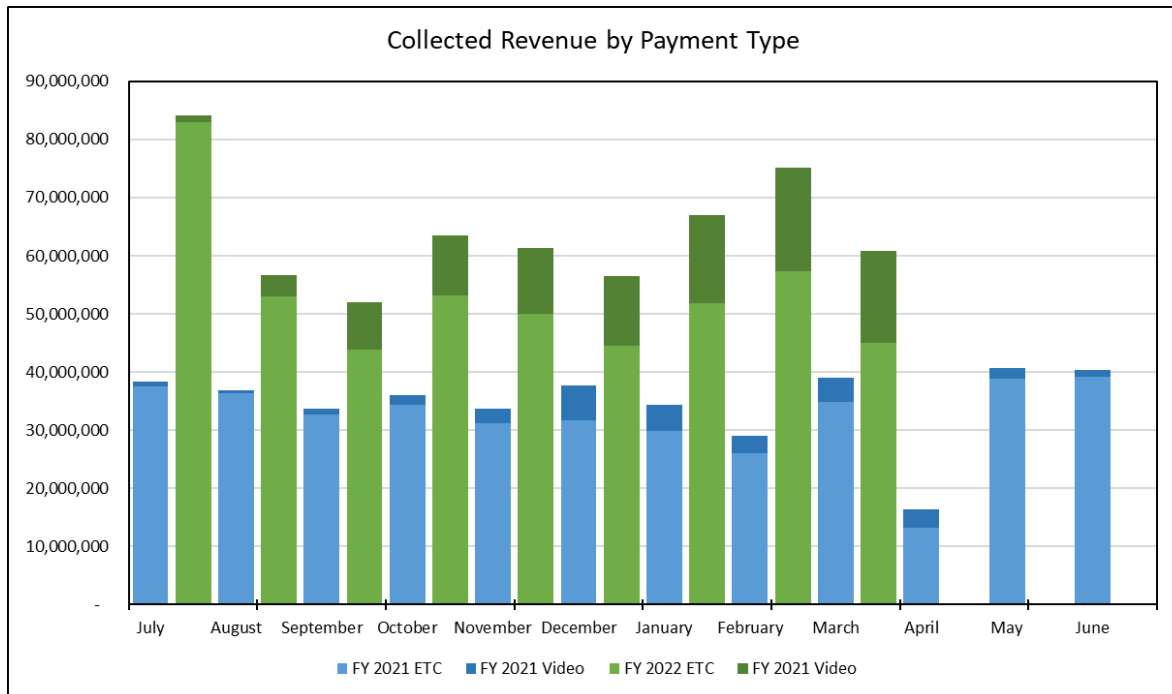
⁽¹⁾ Pay-by-plate revenue is included with video revenue.

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



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Table 3 – Other Revenue Trends by Month

Month	Service Fees and Sales ⁽¹⁾			Violation Recovery ⁽²⁾			Commercial Vehicles ⁽³⁾			Total Other Revenue		
	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change	FY 2021	FY 2022	% Change
July	\$ 360,456	\$ 140,056	(61.1)	\$ 676,329	\$ 1,997,861	195.4	\$ (702,783)	\$ 57,633	(108.2)	\$ 334,002	\$ 2,195,550	557.3
August	359,705	124,052	(65.5)	510,510	1,122,871	120.0	(647,622)	(1,114,191)	72.0	222,593	132,732	(40.4)
September	366,556	1,209,421	229.9	425,536	846,086	98.8	(688,746)	(84,677)	(87.7)	103,346	1,970,829	1,807.0
October	317,680	1,445,585	355.0	454,388	1,489,347	227.8	(723,489)	(2,503,394)	246.0	48,579	431,538	788.3
November	288,209	1,491,780	417.6	216,623	3,024,869	1,296.4	(730,110)	(1,715,748)	135.0	(225,279)	2,800,901	(1,343.3)
December	315,382	1,389,602	340.6	801,517	3,602,653	349.5	(633,675)	(772,320)	21.9	483,223	4,219,935	773.3
January	1,495,183	1,413,421	(5.5)	1,227,171	4,146,765	237.9	(735,196)	(812,169)	10.5	1,987,157	4,748,017	138.9
February	1,412,416	1,523,593	7.9	2,470,808	4,220,168	70.8	(671,529)	(640,115)	(4.7)	3,211,695	5,103,646	58.9
March	1,684,189	610,277	(63.8)	3,979,848	2,922,553	(26.6)	(684,070)	(807,480)	18.0	4,979,966	2,725,351	(45.3)
April	904,832	-	-	2,615,725	-	-	(535,338)	-	-	2,985,219	-	-
May	227,982	-	-	(482,138)	-	-	104,647	-	-	(149,509)	-	-
June	140,885	-	-	5,008,504	-	-	94,472	-	-	5,243,861	-	-
Q1 Total	1,086,718	1,473,529	35.6	1,612,375	3,966,818	146.0	(2,039,151)	(1,141,236)	(44.0)	659,941	4,299,111	551.4
Q2 Total	921,270	4,326,966	369.7	1,472,527	8,116,869	451.2	(2,087,274)	(4,991,462)	139.1	306,524	7,452,374	2,331.3
Q3 Total	4,591,787	3,547,291	(22.7)	7,677,826	11,289,486	47.0	(2,090,796)	(2,259,763)	8.1	10,178,817	12,577,014	23.6
FY YTD	6,599,775	9,347,787	41.6	10,762,728	23,373,173	117.2	(6,217,221)	(8,392,461)	35.0	11,145,282	24,328,500	118.3

(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 2021 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, strong collections of delayed NOTDs in the third quarter of FY 2022, specifically in January and February, yielded transactions in the third quarter that were 7.3 percent above forecast. Passenger cars were 6.8 percent above forecast and commercial vehicles were 12.4 percent above forecast. For FY 2022 YTD, total transactions are still 2.9 percent lower than forecast due to impacts from the first and second quarter. The first and second quarter were largely impacted by deviations in forecast assumptions related to the processing of the delayed NOTDs. The November 2021 forecast included assumptions provided by MDTA on the timing of processing images and mailing the NOTDs from the backlog along with current transactions. Through FY 2022, reduced mailings of NOTDs and delayed posting of the E-ZPass transactions included in the backlog contributed to the underperformance of actuals compared to forecast. These processes impact E-ZPass transactions as well as video transactions when an in-lane transponder-based transaction is not recorded and the license plate of the vehicle must be matched to an account. These types of transactions are referred to as itolls and most commonly occur when the driver does not have his or her transponder in the vehicle or mounted properly and are only a portion of all E-ZPass transactions.

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Table 4 - Comparison of FY 2022 Forecast and Actual Transactions - Legacy System

FY 2022 Passenger Car Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	10,395,094	10,400,544	0.1	234,027	156,631	(33.1)	10,629,121	10,557,174	(0.7)
August	7,995,420	7,748,299	(3.1)	413,902	400,961	(3.1)	8,409,323	8,149,260	(3.1)
September	7,345,296	6,257,684	(14.8)	1,249,116	892,046	(28.6)	8,594,412	7,149,730	(16.8)
October	7,675,981	7,904,722	3.0	1,682,882	1,174,421	(30.2)	9,358,862	9,079,143	(3.0)
November	7,428,628	7,331,532	(1.3)	1,765,629	1,323,052	(25.1)	9,194,257	8,654,585	(5.9)
December	7,546,820	6,368,329	(15.6)	1,853,567	1,351,825	(27.1)	9,400,388	7,720,154	(17.9)
January	6,826,816	7,717,233	13.0	1,829,030	1,712,433	(6.4)	8,655,846	9,429,665	8.9
February	6,522,681	8,234,710	26.3	1,799,565	2,021,095	12.3	8,322,246	10,255,805	23.2
March	7,146,845	6,462,044	(9.6)	1,873,099	1,624,249	(13.3)	9,019,944	8,086,293	(10.4)
April	7,346,179	-	-	1,905,564	-	-	9,251,743	-	-
May	7,299,954	-	-	1,979,912	-	-	9,279,866	-	-
June	7,247,331	-	-	2,023,583	-	-	9,270,914	-	-
Q1 Total	25,735,810	24,406,527	(5.2)	1,897,045	1,449,638	(23.6)	27,632,855	25,856,164	(6.4)
Q2 Total	22,651,429	21,604,584	(4.6)	5,302,078	3,849,298	(27.4)	27,953,507	25,453,882	(8.9)
Q3 Total	20,496,342	22,413,987	9.4	5,501,694	5,357,776	(2.6)	25,998,036	27,771,763	6.8
FY YTD	68,883,581	68,425,098	(0.7)	12,700,817	10,656,712	(16.1)	81,584,399	79,081,810	(3.1)
FY 2022 Commercial Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	1,293,452	1,289,892	(0.3)	212,155	3,181	(98.5)	1,505,607	1,293,073	(14.1)
August	791,180	807,518	2.1	13,750	18,153	32.0	804,930	825,671	2.6
September	777,343	651,808	(16.1)	47,550	36,278	(23.7)	824,893	688,086	(16.6)
October	775,823	834,232	7.5	61,750	37,668	(39.0)	837,573	871,900	4.1
November	751,715	787,487	4.8	60,552	40,061	(33.8)	812,267	827,548	1.9
December	797,121	661,024	(17.1)	58,595	47,716	(18.6)	855,716	708,740	(17.2)
January	733,332	778,871	6.2	63,865	57,971	(9.2)	797,197	836,842	5.0
February	686,828	953,960	38.9	55,335	66,377	20.0	742,164	1,020,336	37.5
March	796,170	757,699	(4.8)	71,464	91,623	28.2	867,634	849,322	(2.1)
April	774,781	-	-	70,855	-	-	845,636	-	-
May	765,575	-	-	74,593	-	-	840,168	-	-
June	773,684	-	-	78,969	-	-	852,653	-	-
Q1 Total	2,861,975	2,749,217	(3.9)	273,455	57,612	(78.9)	3,135,430	2,806,830	(10.5)
Q2 Total	2,324,659	2,282,742	(1.8)	180,897	125,445	(30.7)	2,505,557	2,408,188	(3.9)
Q3 Total	2,216,331	2,490,529	12.4	190,664	215,971	13.3	2,406,995	2,706,500	12.4
FY YTD	7,402,965	7,522,489	1.6	645,016	399,028	(38.1)	8,047,981	7,921,517	(1.6)
FY 2022 All Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	11,688,546	11,690,436	0.0	446,182	159,812	(64.2)	12,134,728	11,850,247	(2.3)
August	8,786,601	8,555,817	(2.6)	427,652	419,114	(2.0)	9,214,253	8,974,931	(2.6)
September	8,122,640	6,909,492	(14.9)	1,296,665	928,324	(28.4)	9,419,305	7,837,816	(16.8)
October	8,451,804	8,738,954	3.4	1,744,632	1,212,089	(30.5)	10,196,435	9,951,043	(2.4)
November	8,180,343	8,119,019	(0.7)	1,826,181	1,363,114	(25.4)	10,006,524	9,482,133	(5.2)
December	8,343,941	7,029,354	(15.8)	1,912,163	1,399,541	(26.8)	10,256,104	8,428,895	(17.8)
January	7,560,148	8,496,103	12.4	1,892,895	1,770,403	(6.5)	9,453,043	10,266,507	8.6
February	7,209,509	9,188,670	27.5	1,854,901	2,087,472	12.5	9,064,409	11,276,142	24.4
March	7,943,016	7,219,742	(9.1)	1,944,563	1,715,872	(11.8)	9,887,579	8,935,614	(9.6)
April	8,120,961	-	-	1,976,419	-	-	10,097,379	-	-
May	8,065,529	-	-	2,054,504	-	-	10,120,033	-	-
June	8,021,015	-	-	2,102,552	-	-	10,123,567	-	-
Q1 Total	28,597,786	27,155,744	(5.0)	2,170,500	1,507,250	(30.6)	30,768,286	28,662,994	(6.8)
Q2 Total	24,976,088	23,887,327	(4.4)	5,482,975	3,974,744	(27.5)	30,459,064	27,862,070	(8.5)
Q3 Total	22,712,672	24,904,516	9.7	5,692,358	5,573,747	(2.1)	28,405,031	30,478,263	7.3
FY YTD	76,286,547	75,947,587	(0.4)	13,345,834	11,055,740	(17.2)	89,632,380	87,003,327	(2.9)

⁽¹⁾ Pay-by-plate transactions are included with video transactions.



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Table 5 - Comparison of FY 2022 Forecast and Actual Toll Revenue - Legacy System

FY 2022 Passenger Car Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$40,837,109	\$40,665,920	(0.4)	\$ 88,281	\$1,029,916	1066.6	\$40,925,390	\$41,695,835	1.9
August	29,290,697	26,731,779	(8.7)	2,299,964	2,755,852	19.8	31,590,661	29,487,630	(6.7)
September	26,685,303	21,186,608	(20.6)	6,962,033	6,253,145	(10.2)	33,647,336	27,439,753	(18.4)
October	27,822,093	26,263,743	(5.6)	9,456,541	8,145,567	(13.9)	37,278,634	34,409,310	(7.7)
November	26,941,323	23,985,992	(11.0)	10,025,624	9,178,737	(8.4)	36,966,947	33,164,729	(10.3)
December	27,332,315	21,437,209	(21.6)	12,404,950	9,413,972	(24.1)	39,737,265	30,851,181	(22.4)
January	24,390,206	26,360,036	8.1	12,324,302	11,671,492	(5.3)	36,714,508	38,031,528	3.6
February	23,348,376	26,043,557	11.5	12,575,919	13,508,895	7.4	35,924,295	39,552,452	10.1
March	25,787,553	21,251,528	(17.6)	12,520,591	11,261,723	(10.1)	38,308,145	32,513,251	(15.1)
April	27,621,750	-	-	12,735,605	-	-	40,357,355	-	-
May	27,870,667	-	-	12,910,865	-	-	40,781,532	-	-
June	22,280,323	-	-	13,549,681	-	-	35,830,004	-	-
Q1 Total	96,813,109	88,584,306	(8.5)	9,350,278	10,038,912	7.4	106,163,386	98,623,218	(7.1)
Q2 Total	82,095,731	71,686,944	(12.7)	31,887,115	26,738,276	(16.1)	113,982,846	98,425,220	(13.6)
Q3 Total	73,526,136	73,655,120	0.2	37,420,812	36,442,110	(2.6)	110,946,948	110,097,230	(0.8)
FY YTD	252,434,975	233,926,370	(7.3)	78,658,205	73,219,298	(6.9)	331,093,180	307,145,669	(7.2)

FY 2022 Commercial Vehicle Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$32,100,626	\$32,008,823	(0.3)	\$ 342,444	\$ 89,997	(73.7)	\$32,443,069	\$32,098,820	(1.1)
August	18,676,064	19,018,718	1.8	348,464	592,050	69.9	19,024,528	19,610,769	3.1
September	18,314,163	15,268,802	(16.6)	1,213,302	1,174,092	(3.2)	19,527,466	16,442,895	(15.8)
October	18,442,052	19,612,272	6.3	1,597,738	1,156,175	(27.6)	20,039,790	20,768,447	3.6
November	17,881,442	18,797,265	5.1	1,596,215	1,180,665	(26.0)	19,477,657	19,977,930	2.6
December	18,829,178	16,477,618	(12.5)	1,834,107	1,427,374	(22.2)	20,663,285	17,904,992	(13.3)
January	17,297,971	19,244,949	11.3	1,985,041	1,722,658	(13.2)	19,283,012	20,967,607	8.7
February	16,264,102	23,608,648	45.2	1,777,716	2,002,195	12.6	18,041,817	25,610,843	42.0
March	18,763,419	18,787,158	0.1	2,222,852	3,095,707	39.3	20,986,271	21,882,865	4.3
April	18,344,826	-	-	2,182,435	-	-	20,527,262	-	-
May	18,792,412	-	-	2,246,431	-	-	21,038,843	-	-
June	18,760,325	-	-	2,421,956	-	-	21,182,281	-	-
Q1 Total	69,090,852	66,296,343	(4.0)	1,904,210	1,856,140	(2.5)	70,995,063	68,152,483	(4.0)
Q2 Total	55,152,672	54,887,156	(0.5)	5,028,060	3,764,214	(25.1)	60,180,732	58,651,369	(2.5)
Q3 Total	52,325,492	61,640,755	17.8	5,985,609	6,820,560	13.9	58,311,100	68,461,315	17.4
FY YTD	176,569,016	182,824,254	3.5	12,917,879	12,440,913	(3.7)	189,486,895	195,265,167	3.0

FY 2022 All Vehicle Revenue									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$72,937,734	\$72,674,742	(0.4)	\$ 430,725	\$1,119,913	160.0	\$73,368,459	\$73,794,655	0.6
August	47,966,761	45,750,497	(4.6)	2,648,428	3,347,902	26.4	50,615,188	49,098,399	(3.0)
September	44,999,466	36,455,410	(19.0)	8,175,335	7,427,237	(9.2)	53,174,802	43,882,647	(17.5)
October	46,264,145	45,876,015	(0.8)	11,054,279	9,301,742	(15.9)	57,318,424	55,177,757	(3.7)
November	44,822,765	42,783,257	(4.6)	11,621,839	10,359,402	(10.9)	56,444,604	53,142,660	(5.8)
December	46,161,493	37,914,827	(17.9)	14,239,057	10,841,346	(23.9)	60,400,550	48,756,173	(19.3)
January	41,688,176	45,604,984	9.4	14,309,343	13,394,150	(6.4)	55,997,519	58,999,134	5.4
February	39,612,478	49,652,205	25.3	14,353,635	15,511,090	8.1	53,966,113	65,163,295	20.7
March	44,550,973	40,038,686	(10.1)	14,743,443	14,357,430	(2.6)	59,294,416	54,396,117	(8.3)
April	45,966,576	-	-	14,918,041	-	-	60,884,617	-	-
May	46,663,079	-	-	15,157,296	-	-	61,820,375	-	-
June	41,040,648	-	-	15,971,637	-	-	57,012,284	-	-
Q1 Total	165,903,961	154,880,650	(6.6)	11,254,488	11,895,052	5.7	177,158,449	166,775,701	(5.9)
Q2 Total	137,248,403	126,574,100	(7.8)	36,915,175	30,502,490	(17.4)	174,163,578	157,076,589	(9.8)
Q3 Total	125,851,627	135,295,875	7.5	43,406,421	43,262,670	(0.3)	169,258,048	178,558,545	5.5
FY YTD	429,003,991	416,750,624	(2.9)	91,576,083	85,660,212	(6.5)	520,580,075	502,410,836	(3.5)

⁽¹⁾ Pay-by-plate revenue is included with video revenue.

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Table 5 shows collected toll revenue had relatively similar trends to transactions. Commercial vehicles performed well in the third quarter at 17.4 percent above forecast, while passenger cars fell below forecast by 0.8 percent. Overall, FY 2022 YTD collected toll revenue was 3.5 percent below forecast.

Table 6 provides the comparison for trips and collected toll revenue on the ICC by method of payment, and The Intercounty Connector trended similar to the Legacy system with trips and revenue. As shown in Table 6, FY 2022 third quarter trips were 2.3 percent below forecast and collected revenue was 11.4 percent above forecast. The strong collections in February yielded FY 2022 YTD revenue that was around one percent lower than forecast. However, the total trips were 12.3 percent below forecast, indicating there could be deviation in the average toll that has been paid to date. The mix of current and delayed transactions being paid will have an influence on the average toll for each month.

Table 7 shows the comparison for total transactions and collected toll revenue for the I-95 ETLs. The I-95 ETLs FY 2022 transactions and revenue were below forecast by 13.9 and 6.7 percent, respectively, however it is important to keep in mind that total revenue collected on this system is much smaller than the Legacy or ICC. The 6.7 percent difference in revenue is equivalent to less \$0.8 million. The third quarter had the best performance throughout the fiscal year, with revenues at 4.7 percent above forecast.

Table 8 provides a summary of this comparison for the total MDTA system including all facilities and other revenue. When considering the systemwide performance, transactions in the third quarter were 4.0 percent above forecast, but FY 2022 YTD is still 6.1 percent below forecast due to the first and second quarters falling below forecast by nearly 10 percent in each quarter. The associated collected toll and other revenue in the third quarter was 7.8 percent above forecast, and FY 2022 YTD was only 1.3 percent below forecast. This variation in differences indicates that the transactions being paid in the fiscal year thus far have a higher toll rate than forecasted due to overperformance of the video toll collections and the ratio of current transactions being paid compared to older transactions.



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Table 6 – Comparison of FY 2022 Forecast and Actual Monthly Collected Trips and Toll Revenue, Intercounty Connector

Month	FY 2022 Trips								
	ETC			Video ⁽¹⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	4,437,791	4,377,171	(1.4)	30,030	58,391	94.4	4,467,821	4,435,562	(0.7)
August	4,097,103	3,113,611	(24.0)	107,763	119,320	10.7	4,204,866	3,232,931	(23.1)
September	4,024,011	3,167,877	(21.3)	211,103	257,881	22.2	4,235,115	3,425,758	(19.1)
October	4,226,763	3,238,253	(23.4)	268,777	329,075	22.4	4,495,540	3,567,328	(20.7)
November	4,013,526	3,218,487	(19.8)	285,785	336,290	17.7	4,299,312	3,554,777	(17.3)
December	3,907,246	3,003,438	(23.1)	266,475	402,150	50.9	4,173,721	3,405,588	(18.4)
January	3,724,620	2,897,306	(22.2)	259,460	625,545	141.1	3,984,080	3,522,851	(11.6)
February	2,883,227	3,483,364	20.8	291,616	759,310	160.4	3,174,843	4,242,674	33.6
March	3,165,294	2,053,826	(35.1)	254,461	513,945	102.0	3,419,756	2,567,771	(24.9)
April	3,169,124	-	-	257,341	-	-	3,426,465	-	-
May	3,070,110	-	-	285,862	-	-	3,355,972	-	-
June	2,998,291	-	-	301,961	-	-	3,300,252	-	-
Q1 Total	12,558,905	10,658,659	(15.1)	348,897	435,592	24.9	12,907,801	11,094,251	(14.1)
Q2 Total	12,147,535	9,460,178	(22.1)	821,037	1,067,515	30.0	12,968,572	10,527,693	(18.8)
Q3 Total	9,773,141	8,434,496	(13.7)	805,537	1,898,800	135.7	10,578,678	10,333,296	(2.3)
FY YTD	34,479,581	28,553,333	(17.2)	1,975,470	3,401,907	72.2	36,455,051	31,955,240	(12.3)

Month	FY 2022 Collected Toll Revenue								
	ETC			Video ⁽¹⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,446,005	8,438,534	(0.1)	75,696	155,519	105.5	8,521,701	8,594,053	0.9
August	7,022,832	6,116,460	(12.9)	282,693	320,634	13.4	7,305,525	6,437,094	(11.9)
September	6,858,462	6,440,834	(6.1)	547,788	690,245	26.0	7,406,250	7,131,079	(3.7)
October	7,214,652	6,309,779	(12.5)	694,822	898,601	29.3	7,909,473	7,208,380	(8.9)
November	6,837,155	6,203,961	(9.3)	738,179	942,866	27.7	7,575,334	7,146,827	(5.7)
December	6,651,752	5,727,699	(13.9)	784,748	1,131,399	44.2	7,436,500	6,859,098	(7.8)
January	6,300,935	5,188,325	(17.7)	775,865	1,772,154	128.4	7,076,800	6,960,479	(1.6)
February	4,947,355	6,722,208	35.9	899,708	2,149,814	139.0	5,847,063	8,872,022	51.7
March	5,491,942	4,053,017	(26.2)	755,726	1,462,632	93.5	6,247,668	5,515,650	(11.7)
April	5,507,427	-	-	755,017	-	-	6,262,444	-	-
May	5,353,045	-	-	823,493	-	-	6,176,537	-	-
June	5,266,347	-	-	887,233	-	-	6,153,580	-	-
Q1 Total	22,327,299	20,995,828	(6.0)	906,177	1,166,398	28.7	23,233,475	22,162,226	(4.6)
Q2 Total	20,703,559	18,241,440	(11.9)	2,217,749	2,972,866	34.1	22,921,308	21,214,306	(7.5)
Q3 Total	16,740,231	15,963,550	(4.6)	2,431,299	5,384,600	121.5	19,171,531	21,348,150	11.4
FY YTD	59,771,089	55,200,818	(7.7)	5,555,225	9,523,863	71.4	65,326,314	64,724,682	(0.9)

⁽¹⁾ Pay-by-Plate is included in video trips and revenue.



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Table 7 – Comparison of FY 2022 Forecast and Actual Monthly Collected Transactions and Toll Revenue, I-95 Express Toll Lanes

Month	Transactions			Revenue		
	Forecast	Actual	% Change	Forecast	Actual	% Change
July	1,237,197	1,256,492	1.6	1,803,752	1,799,224	(0.3)
August	890,465	761,138	(14.5)	1,265,317	1,135,674	(10.2)
September	765,614	608,745	(20.5)	1,102,918	939,583	(14.8)
October	924,473	715,167	(22.6)	1,316,717	1,122,837	(14.7)
November	845,432	664,108	(21.4)	1,207,329	1,071,180	(11.3)
December	848,121	617,705	(27.2)	1,218,331	972,348	(20.2)
January	629,115	697,321	10.8	908,875	1,101,792	21.2
February	726,136	649,929	(10.5)	1,031,430	1,109,068	7.5
March	772,328	604,995	(21.7)	1,118,341	991,589	(11.3)
April	937,357	-	-	1,326,454	-	-
May	923,737	-	-	1,320,206	-	-
June	911,585	-	-	1,305,897	-	-
Q1 Total	2,893,276	2,626,375	(9.2)	4,171,987	3,874,480	(7.1)
Q2 Total	2,618,027	1,996,980	(23.7)	3,742,377	3,166,364	(15.4)
Q3 Total	2,127,579	1,952,245	(8.2)	3,058,647	3,202,449	4.7
FY YTD	7,638,882	6,575,600	(13.9)	10,973,011	10,243,294	(6.7)

Table 8 – Comparison of FY 2022 Forecast and Actual Monthly Collected Transactions and Total Revenue, Total Systemwide

Month	Transactions				Total Revenue ⁽¹⁾			
	Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%
July	17,839,746	17,542,301	(297,445)	(1.7)	82,391,189	86,383,482	3,992,293	4.8
August	14,309,583	12,969,000	(1,340,584)	(9.4)	57,898,848	56,803,898	(1,094,950)	(1.9)
September	14,420,034	11,872,319	(2,547,715)	(17.7)	62,296,195	53,924,138	(8,372,057)	(13.4)
October	15,616,448	14,233,538	(1,382,911)	(8.9)	67,589,052	63,940,512	(3,648,540)	(5.4)
November	15,151,268	13,701,018	(1,450,250)	(9.6)	67,537,194	64,161,568	(3,375,626)	(5.0)
December	15,277,946	12,452,188	(2,825,758)	(18.5)	71,981,941	60,807,554	(11,174,387)	(15.5)
January	14,066,238	14,486,679	420,441	3.0	66,835,976	71,809,422	4,973,446	7.4
February	12,965,388	16,168,745	3,203,357	24.7	63,697,873	80,248,031	16,550,158	26.0
March	14,079,662	12,108,380	(1,971,282)	(14.0)	69,558,827	63,628,706	(5,930,120)	(8.5)
April	14,461,202	-	-	-	71,630,328	-	-	-
May	14,399,742	-	-	-	73,047,875	-	-	-
June	14,335,404	-	-	-	68,473,908	-	-	-
Q1 Total	46,569,363	42,383,620	(4,185,743)	(9.0)	202,586,233	197,111,518	(5,474,714)	(2.7)
Q2 Total	46,045,663	40,386,743	(5,658,919)	(12.3)	207,108,187	188,909,633	(18,198,554)	(8.8)
Q3 Total	41,111,288	42,763,804	1,652,516	4.0	200,092,676	215,686,159	15,593,483	7.8
FY YTD	133,726,313	125,534,167	(8,192,146)	(6.1)	609,787,096	601,707,311	(8,079,785)	(1.3)

⁽¹⁾ Total revenue includes toll revenue and other revenue.

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To further understand the difference in forecast versus actual through FY 2022 YTD, the deviations from assumptions in the forecast related to billing and collections mentioned previously were further analyzed by CDM Smith and MDTA staff. In the November 2021 forecast, assumptions were made regarding the processing, mailing, and payment rate of the delayed NOTDs from the customer-focused business rule changes that were implemented during the COVID-19 pandemic.

Table 9 shows a comparison of the actual revenue to forecast when accounting for these timing differences in assumptions. The timing differences shown in the table account for delays in posting the E-ZPass transactions to out-of-state customer accounts as well as a reduced rate of mailing NOTDs through February 2022.

As shown in Table 9, revenue is just above forecast by 0.2 percent when accounting for the timing differences, with E-ZPass revenue below forecast by just under three percent and video and other revenue collections surpassing forecast by 14 percent. The revenue associated with these timing differences is assumed to be collected later, but within FY 2022.

Table 9 – FY 2022 Forecast Timing Differences (\$ millions)

	Revenue Reconciliation Summary		
	E-ZPass	Video & Other	Total
Actual Revenue	\$ 482.18	\$ 119.51	\$ 601.70
Timing Differences	\$ 3.57	\$ 5.93	\$ 9.50
Adjusted Actual	\$ 485.75	\$ 125.45	\$ 611.20
Forecast	\$ 499.75	\$ 110.04	\$ 609.79
Adjusted Actual	\$ 485.75	\$ 125.45	\$ 611.20
Difference	\$ (14.0)	\$ 15.4	\$ 1.4
% Difference	-2.8%	14.0%	0.2%

Source: MDTA Revenue Department



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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



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Consolidated Transportation Program (CTP) Process/Additions
DATE: May 19, 2022

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to provide the MDTA Board with an overview of the Consolidated Transportation Program (CTP) Process and an update on the additions to the capital program. This information was presented to the Capital Committee on May 5, 2022.

SUMMARY

Every year the Maryland Department of Transportation (MDOT) issues the Consolidated Transportation Program (CTP) report which is Maryland's six-year capital budget for transportation projects. The MDTA portion of the CTP presents ongoing and new capital projects for a six-year period for MDTA facilities.

The CTP is updated twice a year. After approval by the MDTA Board Members in June, the Draft CTP is presented as part of the Maryland Department of Transportation (MDOT) CTP Tour. During the CTP Tour from September 15 to November 15, the Secretary of Transportation visits each of the counties and Baltimore City to present the Draft CTP. These meetings provide the local legislators and the public an opportunity to communicate their priorities and concerns in person. Representatives from each of the MDOT business units are available to answer questions at the CTP Tour meetings.

The Draft CTP is revised and submitted, after MDTA Board approval in November, as the Final CTP. The Final CTP is included in the Governor's budget to the Maryland General Assembly in January. This process is required by statute and applies to MDTA as well as the other MDOT business units.

The CTP is divided into three parts: Construction Program – Major Projects, Development and Evaluation (D&E) Program – Major Projects, and System Preservation – Minor Projects.

The Construction Program – Major Projects program includes ongoing projects and those projects which are scheduled to begin construction within the six-year period. Only those

projects that the MDTA can afford to complete, given the most recent revenue forecast, are included in the CTP.

The Maryland Transportation Code requires that the CTP include a report that identifies each major capital project. Specified information about each major project in the development or construction phase is required, including,

- Amount of funds requested for the six-year period;
- Total estimated cost of the project;
- Explanation of significant changes in cost, scope, design, or schedule; and
- Purpose and need summary statement that includes a general description, why the project is necessary, how it satisfies State goals, and the location.

The information is provided in a Project Information Form (PIF) for each major capital project. The PIF's are included in the published Draft and Final CTP. Attachments A and B are PIF's from the MDTA FY 2022-2027 Final CTP.

Funding availability is based on the MDTA's six-year financial forecast which considers estimates of traffic and revenue, the operating budget and capital budget, debt service payments, the potential need for future bond sales and toll increases, and compliance with financial standards (Trust Agreement rate covenant, debt service coverage, unrestricted cash balance).

New projects originate from five sources.

- Long-Range Capital Needs
- Inspection Findings
- Regulatory Compliance
- Increased Capacity Needs
- Local Priority Letters/Legislative Requests - Local priorities are established through the afore-mentioned priority letters received each year from the counties and Baltimore City and the input received at the CTP Tour meetings.

The FY 2023-2028 Draft CTP, to be presented for approval in June, includes three new projects.

Northbound Over Height Vehicle Detection System (OHVDS) Improvements

Baltimore Harbor Tunnel (Pin 2578)

\$47,900 (Engineering only)

This project to deploy enhancements to the Baltimore Harbor Tunnel Northbound Over Height Vehicle Detection System (OHVDS) will begin with assessment of the existing operations and investigation of the available technologies and operational schemes to improve the detection and notification of over height vehicles. Funding is requested for Preliminary Engineering only.

Fort McHenry Tunnel Box Girder Preservation

Fort McHenry Tunnel (Pin 2580)

\$150,000 (Engineering only)

Preserve existing steel bridge structures throughout the Fort McHenry Tunnel facility by cleaning, painting, and repairing deteriorated portions of the box girders, especially the supporting girder ends.

Generator Replacement at Various Facilities

Multi-Area (Pin 2583)

\$240,000 (Engineering only)

Replace four MDTA facility generators that are approaching end of life. The generators are located at the Bay Bridge Administration Building, Baltimore Harbor Tunnel Automotive Shop, Kennedy Highway Substation, and Hatem Bridge Administration Building.

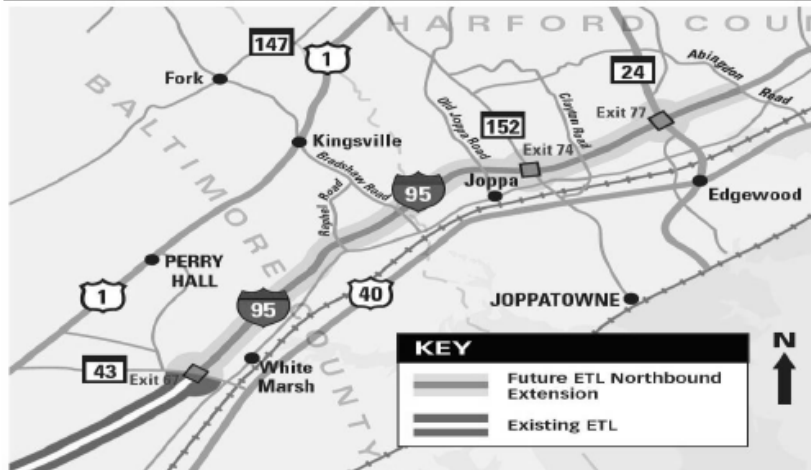
ATTACHMENTS

- Attachment A – I-95 Express Toll Lanes Northern Extension Project Information Form
- Attachment B – Bay Bridge Suspension Span Rehabilitation Project Information Form

Attachment A – I-95 Express Toll Lanes Northern Extension Project Information Form (PIF)

MARYLAND TRANSPORTATION AUTHORITY – Line 1

Primary Construction Program



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

SMART GROWTH STATUS:	<input type="checkbox"/> Project Not Location Specific	<input checked="" type="checkbox"/> Not Subject to PFA Law
<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered	
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required	
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted	

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:											
						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	90,302	69,777	12,857	9,276	6,647	3,418	1,066	117	0	20,524	0
Right-of-way	8,117	2,747	609	4,520	750	100	0	0	0	5,370	0
Utility	320	0	0	320	0	0	0	0	0	320	0
Construction	971,565	83,187	41,223	114,284	215,709	178,457	116,985	106,249	81,427	813,111	75,267
Total	1,070,304	155,712	54,689	128,400	223,106	181,975	118,051	106,366	81,427	839,325	75,267
Federal-Aid										0	
TOLL	1,070,304	155,712	54,689	128,400	223,106	181,975	118,051	106,366	81,427	839,325	75,267
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

Attachment B – Bay Bridge Suspension Span Rehabilitation Project Information Form (PIF)

MARYLAND TRANSPORTATION AUTHORITY – Line 24

Primary Construction Program



PROJECT: US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

DESCRIPTION: Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

PURPOSE & NEED SUMMARY STATEMENT: The main suspension cable investigation of the westbound Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:

- ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,308	2,308	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	40,822	40,772	3,925	50	0	0	0	0	0	50	0
Total	43,129	43,079	3,925	50	0	0	0	0	0	50	0
Federal-Aid										0	
TOLL	43,129	43,079	3,925	50	0	0	0	0	0	50	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Cost decreased by \$2.9 million due to less than anticipated costs for structural steel, testing, maintenance-of-traffic, and the Miscellaneous Allowance item.

TAB 11



Maryland
Transportation
Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., 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, PE, Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Program Manager Joseph Quattrone
SUBJECT: Third Generation Electronic Toll Collection (3G ETC) System Current Operations Update
DATE: May 19, 2022

PURPOSE

To brief the Maryland Transportation Authority (MDTA) Board on the 3G ETC ongoing operations.

SUMMARY

TransCore and Kapsch's systems went live on April 29, 2021. Post-transition and software development activities and risk management continue. Implementation of the plan to address the backlog of unprocessed transactions is ongoing.

ATTACHMENTS

- 3G ETC System Update Presentation

Electronic Tolling

Current Operations Update

MDTA Board Meeting

May 19, 2022

Schedule Update

- The lane-side Contractor (Kapsch) has achieved conditional SAT approval as of 2/28 and is working on punch list items.
- The back-office Contractor (TransCore) has delivered all agreed upon software releases and has entered the 30-day System Acceptance Test (SAT) period as of 4/25.
 - Once approved, the Contractor will complete punch list items.
- Negotiations are complete for contract modifications with Contractor(s) and is moving through the MDTA approval process.

Key Focus Areas

QA/QC & Lane Maintenance Improvements

- Coordinating the AET conversion for FMT
 - FMT planning is in-progress, tentatively targeting early fall 2022
 - BHT conversion is a few years out
- Accountability for timeliness of resolution for identified issues
- Enforcement of contractual requirements
- Emphasizing a pro-active approach to the maintenance tasks & fine tuning the process

Contract Administration & Operational Functions

- Coordinating responsibilities & communication across IT, Operations and Finance
- Standing up tools & processes for independent validation and auditing processes for the lane side and back office

Post Go-Live Risk Tracking

Call Center

	February	March	April	May (5/1 to 5/13)
Total CSC Agents	146	274	375	371
% Call Out vs. Total Staff	15%	3%	3%	3%
Avg Call Wait Time (hours)	55:00	07:00	00:27	00:10
IVR Call Volume Handled	234,933	147,883	101,623	22,305
Call Volume Queued for CSRs	174,717	164,943	122,551	23,805

- The Customer Assistance Plan continues working as planned
- Call wait times are meeting the KPI measurement for May (MTD)
- Call volumes continue to decrease since the CPW announcement on 2/24/22
- Additional CSC staff has contributed to lower call wait times
- NOTD's (Notice of Toll Due) is still the #1 reason for customer calls to CSC

Post Go-Live Risk Tracking

Transaction & Backlog Processing

- Transactions released manually based on a pre-defined schedule
 - Tight coordination with MDTA and vendors to maintain processing
 - Actively metering NOTDs at 65,000 envelopes per day with an average of 3-4 transactions per envelope
- Escalations as of 5/11/22
 - Approximately 55 million video transactions posted to customer accounts
 - Several notices sent to alert customers to proactively pay electronically to receive early payment discounts
 - Proactive mailer to customers with more than 25 transactions is complete
 - 31 million NOTD transactions have been mailed, since resuming
 - Image certifications and citations fully resumed

Backlog Status

- Update reported this month with the financial forecast

QA/QC

- Actively onboarding KPI reporting and tracking to ensure meeting Contract
- Striving for continuous improvement to address any anomalies found, even if meeting the KPI

TAB 12

VERBAL