



Maryland Transportation Authority

BOARD MEETING

THURSDAY, MAY 25, 2023

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

2310 Broening Highway * Training Room – 2nd Floor * Baltimore, MD 21224

MAY 25, 2023 9:00 AM

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

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcomed to watch the meeting at the link above.
- *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to smckissick1@mdta.state.md.us no later than 5:00 p.m. on Tuesday, May 23. You **MUST** pre-register and attend the meeting in person in order to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|--|-----------------|---------|
| 1. <u>Approval</u> – <u>Open Session Meeting Minutes of April 27, 2023</u> | Chairman | 5 min. |
| 2. <u>Approval</u> – <u>Closed Session Meeting Minutes of April 27, 2023</u> | Chairman | 5 min. |
| 3. <u>Approval</u> – <u>Contract Award</u> <ul style="list-style-type: none">• MR-3031-0000 – On-Call Electrical and ITS Repairs and Services | Donna DiCerbo | 5 min. |
| 4. <u>Update</u> – <u>Procurement Report on All Open Contracts</u> – Verbal | Donna DiCerbo | 5 min. |
| 5. <u>Update</u> – <u>New Section (Section 200) of the I-95 Express Toll Lanes (ETL) Northbound and I-695 Ramps</u> – Review of Comments Received During Second Comment Period | Carl Chamberlin | 10 min. |
| 6. <u>Approval</u> – <u>Code of Maryland Regulations (COMAR) Amendments</u> – Amendments to COMAR 11.04.02.05 – Movement of Oversize and Overweight Vehicles on Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge | Bradley Ryon | 10 min. |
| 7. <u>Approval</u> – <u>Board Resolution 23-01</u> – BWI PFC Refinancing | Allen Garman | 10 min. |
| 8. <u>Approval</u> – <u>Quarterly Review of Investment Strategy and Benchmarks</u> – Approval to Continue with the Current Investment Strategy | Allen Garman | 5 min. |
| 9. <u>Update</u> – <u>3rd Quarter Operating Budget Comparison</u> – Review of Actual vs. Projected Fiscal Year 2023 Operating Budget Spending | Jeffrey Brown | 5 min. |
| 10. <u>Update</u> – <u>3rd Quarter Capital Budget Comparison</u> – Review of Actual vs. Projected Fiscal Year 2023 Capital Budget Spending | Jennifer Stump | 5 min. |
| 11. <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, 2023 | Deb Sharpless | 5 min. |

MDTA BOARD MEETING

MAY 25, 2023 9:00 AM

AGENDA

PAGE 2

- | | | |
|---|----------------------------|---------|
| 12. <u>Update</u> – <u>Consolidated Transportation Program (CTP) Process and Additions</u> | Jeanne Marriott | 10 min. |
| 13. <u>Update</u> – <u>MDTA's Travel Plazas</u> – Annual Update on the Operations and Maintenance of the Travel Plazas | Simon Najar | 10 min. |
| 14. <u>Update</u> – <u>Bay Bridge Travel Campaign 2023</u> | John Sales
Kelly Mundle | 10 min. |
| 15. <u>Update</u> – <u>HR Committee Update</u> – Verbal | Member Gaines | 10 min. |
| 16. <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 27, 2023
9:00 A.M.

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

OPEN SESSION

Paul J. Wiedefeld, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Col. Kevin Anderson	LaToya Lewis
Darryl Campbell	Selena McKissick
Carl Chamberlin	Kelly Melhem
Helen Dale	Kimberly Millender, Esq.
Donna DiCerbo	Diana Mondoua
Tonya Dorsey	Ebony Moore
Choshena Farmer	Stacey Newton
Angelique Gladden	Mary O’Keeffe
David Goldsborough	William Pines
Chantelle Green	Captain Donnae Reedy
James Harkness	LaSonia River-Delaney
Natalie Henson	Bradley Ryon
Tareva Joseph	Joseph Sagal
Arathi Kemparaju	John Sales
Trina Kennedy	Deb Sharpless
James Kittleman	

OTHERS ATTENDING:

Samantha Biddle, MDOT Deputy Secretary
Dawn Stower, MDTA Retiree
Bob Stower, Husband of MDTA Retiree
12 School Aged Minor Children Participating in MDTA’s
Bring Your Child to Work Day Program

At 9:01 a.m. Chairman Paul J. Wiedefeld called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page. Chairman Wiedefeld started the meeting by welcoming the 12 school age minor children who were in attendance because of the MDTA's Bring Your Child To Work Day Program.

APPROVAL – OPEN SESSION MEETING MINUTES OF MARCH 30, 2023

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the open session meeting minutes of the MDTA Board meeting held on March 30, 2023 were unanimously approved.

RESOLUTION – YEARS OF SERVICE RECOGNITION

Mr. Will Pines read and presented a Years of Service Recognition Resolution to Ms. Dawn Stower.

On the occasion of Ms. Stower's retirement from her distinguished career of service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to her their most sincere appreciation for her excellence and commitment.

APPROVAL – CONTRACT AWARDS

- **KH-3030-0000 – I-95 Express Toll Lanes Northbound Extension Southbound I-95 Noise Wall – MD 24 Woodsdale**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. KH-3030-0000 – I-95 Express Toll Lanes Northbound Extension Southbound I-95 Noise Wall – MD 24 Woodsdale with Allan Myers MD, Inc. in the amount of \$6,485,000.00.

Ms. DiCerbo explained that the work to be performed under this contract is located adjacent to I-95 in Harford County. The scope of work includes constructing a noise barrier along the I-95 southbound ramp to MD 24 westbound for approximately 0.44 miles. The noise barrier is needed to attenuate noise coming from vehicular traffic on the existing and planned future expansion of I-95.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Dontae Carroll, the Members unanimously gave contingent approval to execute Contract No. KH-3030-0000 – I-95 Express Toll Lanes Northbound Extension Southbound I-95 Noise Wall – MD 24 Woodsdale.

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

Mr. Carl Chamberlin requested approval from the MDTA Board to proceed with the second public comment period for the recommended action (recommended toll rate ranges) for the I-95

Express Toll Lanes (ETL) Northbound Extension (Section 200) and I-695 Ramps Toll Rate Range Setting.

Mr. Chamberlin explained to the MDTA Board that after presenting the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range proposal at two in-person public hearing sessions and one virtual call-in public hearing session and providing 75 days of open public comment on the proposal, the MDTA had a total of 38 persons who provided 36 comments, 29 statements of support/opposition/neutrality regarding the proposed Tolling Plan, and/or 34 survey responses related to their use of the MDTA facilities.

He further explained that at this time MDTA staff recommends that the MDTA Board approve a second public comment period, as stipulated in Transportation Article §4-312 of the Annotated Code of Maryland and Code of Maryland Regulations (COMAR) Title 11 Department of Transportation, Subtitle 07 MDTA, Chapter 05 Public Notice of Toll Schedule Revisions (11.07.05), to solicit comments on the recommended action.

Mr. Chamberlin further explained that at this point MDTA staff are not seeking approval of the proposal today, rather they are seeking to continue the toll rate range setting process by moving forward with a second comment period.

Upon motion by Member John F. von Paris and seconded by Member William H. Cox, Jr., the Members unanimously approved to continue the toll rate range setting process by moving forward with a second comment period for the I-95 Express Toll Lanes (ETL) Northbound Extension (Section 200) and I-695 Ramps Toll Rate Range Setting.

UPDATE – LEGISLATIVE SESSION

Mr. Bradley Ryon and Mr. James Kittleman gave a final update to the MDTA Board wrapping up the 2023 legislative session and its impacts to the MDTA.

Chairman Paul J. Wiedefeld and Executive Director William Pines thanked Mr. Ryon and Mr. Kittleman for all their work during Session. Mr. Ryon thanked everyone who helped to make this year's Session run so smoothly.

UPDATE – EXECUTIVE DIRECTOR'S REPORT

Mr. William Pines gave the Executive Director's Report. Mr. Pines then gave updates on the following items: Bicycle System Informational Open House at the Nice/Middleton Bridge; Spring *E-ZPass* Email to Customers; April 25th Central Region hiring Event for Highway Maintenance Workers; MDTA Programs and Tools to help Employees Succeed in their Positions and Advance their Careers; April 7th Operations Team Leadership Development Training; the upcoming MDTA Leadership Advance scheduled for mid-May; and the upcoming MDTA Police Fallen Heroes Ceremony scheduled for May 5.

Mr. Pines thanked several MDTA employees for their outstanding work and dedication over the past month for several events including Hot Dog Day, Earth Day, the upcoming Shoreline Clean-Up Day, and the Maryland Charity Campaign.

Mr. Pines updated the MDTA Board on the MDTA Police Awards and Training Ceremony that took place on April 25. More than 50 officers and civilians were honored with Lifesaving Awards, Service Awards, DUI Enforcement Awards, Chief's Commendations, and Officer of the Year Award. Five-year member of the force, Officer Justin Insley was named the 2022 MDTA Police Officer of the Year. Assigned to the Central Command Detachment, Officer Insley was honored for mentoring less-experienced officers and excellence in DUI enforcement. During 2022, Officer Insley removed 136 impaired drivers from busy interstates in the Baltimore metropolitan area including I-95, I-895, and I-695.

Mr. Pines final employee recognition was to present the Employee of the Quarter for the 1st Quarter of 2023 to Ms. Trina Kennedy. Ms. Kennedy was nominated by our Recruitment and Examinations Manager Kristi Metzger.

Ms. Kennedy started with the MDTA on September 19, 2012 as a Personnel Associate III and has since been promoted many times. She currently serves as the Lead Recruitment and Examinations Analyst.

She provides critical service to MDTA employees and potential new employees by regularly adjusting her working hours to meet the needs of coworkers throughout the MDTA and new hires. Since 2017, she has continuously taken the lead on large scale initiatives such as Job Fairs and FMT Hiring Events. She spearheaded the creation of a new marketing campaign which uses restaurant place mats to encourage candidates to apply for work at the MDTA.

Ms. Kennedy is dedicated to providing exemplary customer service to her peers and though her position keeps her very busy, she never hesitates to stop what she's doing when she is asked to train new team members. She is dedicated to the success and growth of the Recruitment team through her guidance and leadership, and is always available to answer questions, review someone's work, or follow-up on a request.

VOTE TO GO INTO CLOSED SESSION

At 9:48 a.m., upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., 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 Paul J. Wiedefeld; Members Carroll, Cox, Ensor, Gaines (via phone), Gangemi, Penny-Ardinger (via phone), Rosen, and von Paris; Will Pines; Kimberly Millender; Col. Kevin Anderson; and Natalie Henson. David Goldsborough was in attendance for Agenda Item # 7 (Cyber Security) only.

VOTE TO ADJOURN CLOSED SESSION

At 10:45 a.m., a motion was made by Member William H. Cox, Jr. 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 Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members unanimously voted to adjourn the meeting at 10:48 a.m.

The next MDTA Board Meeting will be held on Thursday, May 25, 2023 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

Paul J. Wiedefeld, Chairman

TAB 2

CLOSED SESSION MINUTES

VERBAL

TAB 3



Maryland
Transportation
Authority

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

Board Members:

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: Authority Board
FROM: Director of Procurement Donna DiCerbo, CPPO, CPPB
SUBJECT: MR-3031-0000, On-Call Electrical and ITS Repairs and Services
DATE: May 25, 2023

PURPOSE

To seek contingent approval to execute Contract No. MR-3031-0000, On-Call Electrical and ITS Repairs and Services.

SUMMARY

This project is a multi-award, task -based contract to provide the labor, equipment, and materials necessary in performing miscellaneous electrical, ITS and other types of repairs, upgrades, replacements, and new construction as directed by the Engineer. This work may be required on any MDTA assets (bridges, tunnels, highways, buildings, and all ancillary structures) or any of the MDTA's facilities.

RECOMMENDATION

To provide contingent approval to execute Contract No. MR-3031-0000, On-Call Electrical and ITS Repairs and Services.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

MR-3031-On-Call Electrical and ITS Repairs and Services

PIN PIN

MDTAPRJ000228

CONTRACT NUMBER

MR-3031-0000

CONTRACT TITLE

On-Call Electrical and ITS Repairs and Services

PROJECT SUMMARY

This project is a multi-award, task -based contract to provide the labor, equipment, and materials necessary in performing miscellaneous electrical, ITS and other types of repairs, upgrades, replacements, and new construction as directed by the Engineer. This work may be required on any MDTA assets (bridges, tunnels, highways, buildings, and all ancillary structures) or any of the MDTA's facilities.

SCHEDULE

ADVERTISEMENT DATE

1/19/2023

ANTICIPATED NOTICE TO PROCEED DATE

Jul-23

DURATION (CALENDER DAYS)

1,095

ENGINEER'S ESTIMATE (EE)

\$4,047,745.99

BID PROTEST

YES

NO ☒

FUNDING SOURCE

100% TOLL REVENUE

BID RESULTS

BID AMOUNT (\$)

% VARIANCE TO EE

Dvorak, LLC

\$3,877,000.00

-4%

Mona Electric Group, Inc

\$4,707,620.71

16%

Brawner Builders, Inc

\$4,878,647.99

21%

RECOMMENDED AWARD

CONTRACT AMOUNT

Dvorak, LLC	\$6,500,000
Mona Electric Group, Inc	\$4,500,000

ADVERTISED GOAL(%)

PROPOSED GOAL(%)

Proposed GOAL (%)

Dvorak, LLC

Mona Electric

OVERALL MBE

16.00%

16.00%

16.14%

AFRICAN AMERICAN

0.00%

ASIAN AMERICAN

0.00%

HISPANIC AMERICAN

0.00%

WOMEN

0.00%

VSBE

1.00%

1.00%

1.00%

TAB 4

VERBAL

TAB 5



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul Wiedefeld, 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: Project Manager Carl Chamberlin
SUBJECT: I-95 Express Toll Lanes (ETL) Northbound Extension (Section 200) & I-695 Ramps Toll Rate Range Setting Update
DATE: May 20, 2023

PURPOSE OF MEMORANDUM

MDTA staff is providing an update on the second public comment period for the recommended action (recommended toll rate ranges) for the I-95 ETL Northbound Extension (Section 200) & I-695 Ramps toll rate range setting. During the second comment period, no additional comments were received.

Enclosed in your mailout materials, you will find the “I-95 ETL Northbound Extension (Section 200) & I-695 Ramps Toll Rate Range Setting” information that includes the updated public comment summary report, that reflects all of the comments received during both public comment periods.

I-95 Express Toll Lanes Northbound Extension
Project (Section 200) & I-695 Ramps
Toll Rate Range Setting Process
Public Comment Summary Report - Update
May 16, 2023



Maryland
Transportation
Authority

Executive Summary

On December 15, 2022, the Maryland Transportation Authority (MDTA) Board unanimously approved proceeding with holding public hearings and seeking public comment on the I-95 Express Toll Lanes (ETL) Northbound Extension Project (Section 200) and I-695 Ramps to Northbound I-95 ETL Tolling Plan as part of the toll rate range setting process. The toll rate range setting process establishes the toll rates based on vehicle size (motorcycle to 6+ axles), travel period (peak, off-peak, and overnight), distance traveled (miles), and the toll payment method (*E-ZPass*®, Pay-by-Plate, and Video Tolling). The toll rate ranges proposed for Section 200 are the same as those in operation for the existing I-95 ETL in Baltimore.

The public comment period began on January 26, 2023, and closed on April 13, 2023. Two in-person public hearings and one virtual public hearing were conducted between February 27th and March 6th. The in-person public hearings were conducted in Baltimore and Harford counties, where the toll rate ranges are proposed to be implemented.

Public comments for the official record were submittable through a number of methods, including verbal testimony during the public hearings, hard copy comment form at the in-person public hearings, online comment form, and U.S. mail. During the comment period, a total of 38 persons provided 36 comments, 29 statements of support/opposition/neutrality regarding the proposed Tolling Plan, and/or 34 survey responses related to their use of MDTA facilities.

UPDATE: At the April 27, 2023 MDTA Board meeting, MDTA staff presented the recommended toll rate ranges for the I-95 ETL Northbound Extension (Section 200) and I-695 Ramps. In accordance with Transportation Article 4-312, Annotated Code of Maryland, a second comment period was held to accept written comments on the recommended toll rate ranges. The second comment period occurred between April 27, 2023 and May 11, 2023. During this time, no additional public comments were received.

At the May 25, 2023 MDTA Board Meeting, the MDTA Staff will present a summary of any public comments received during the second comment period at an open meeting. The Toll Hearing Summary Report will be posted on the MDTA webpage: mdta.maryland.gov/I95ETLNB-Section200. There is a third opportunity to comment on the toll rate ranges during the Board Meeting. At the June 29, 2023 MDTA Board Meeting, the Board will vote on the final toll rate range recommendation.

The following report covers in greater detail the process MDTA utilized to gather public comments and a summary of the comments received.



Contents

I. Public Hearings and Comment Period Process 4

II. Respondent Data Analysis 7

III. Comment Summary and Analysis 10

IV. Other Public Comments..... 11

V. Records Management 11

Appendix A: Equitable Outreach Flyer Distribution - Locations and County and Community Organizations

Appendix B: Comment Form

Appendix C: Public Comments Received during the Comment Period

I. Public Hearings and Comment Period Process

On December 15, 2022, the MDTA Board unanimously approved proceeding with holding public hearings and seeking public comment on the I-95 ETL Northbound Extension Project (Section 200) and I-695 Ramps to Northbound I-95 ETL Tolling Plan (referred to herein as Section 200 Toll Rate Plan) as part of the toll rate range setting process. These toll rate ranges are being proposed only for the section of the ETL Northbound Extension project currently being designed and built, including all phases of the project from MD 43 to north of MD 24 on I-95 and the I-695 ramps to northbound ETL.

The proposed tolling plan presented to the public includes the toll rate ranges for three different time periods (peak, off-peak, and overnight), vehicle classification, and toll payment method (*E-ZPass*, Pay by Plate, Video Tolling). The toll rate ranges proposed for Section 200 match the existing Section 100 ETL rate ranges. **Table 1** provides a breakdown of the proposed toll rate ranges based on these variables.

Table 1: Proposed Toll Rate Ranges

Vehicle Classification	Payment Method	Peak	Off-Peak	Overnight
Motorcycle	<i>E-ZPass</i>	\$0.11 - \$0.18	\$0.09 - \$0.15	\$0.04 - \$0.15
	Pay-By-Plate	\$0.14 - \$0.22	\$0.11 - \$0.19	\$0.04 - \$0.19
	Video	\$0.17 - \$0.26	\$0.13 - \$0.23	\$0.05 - \$0.23
2-Axle	<i>E-ZPass</i>	\$0.22 - \$0.35	\$0.17 - \$0.30	\$0.07 - \$0.30
	Pay-By-Plate	\$0.28 - \$0.44	\$0.21 - \$0.38	\$0.09 - \$0.38
	Video	\$0.33 - \$0.53	\$0.26 - \$0.54	\$0.11 - \$0.45
3-Axle Light	<i>E-ZPass</i>	\$0.33 - \$0.53	\$0.26 - \$0.45	\$0.11 - \$0.45
	Pay-By-Plate	\$0.41 - \$0.66	\$0.32 - \$0.56	\$0.13 - \$0.56
	Video	\$0.50 - \$0.79	\$0.38 - \$0.68	\$0.16 - \$0.68
3-Axle Heavy	<i>E-ZPass</i>	\$0.44 - \$0.70	\$0.34 - \$0.60	\$0.14 - \$0.60
	Pay-By-Plate	\$0.55 - \$0.88	\$0.43 - \$0.75	\$0.18 - \$0.75
	Video	\$0.66 - \$1.05	\$0.51 - \$0.90	\$0.21 - \$0.90
4-Axle Light	<i>E-ZPass</i>	\$0.55 - \$0.88	\$0.43 - \$0.75	\$0.18 - \$0.75
	Pay-By-Plate	\$0.69 - \$1.09	\$0.53 - \$0.94	\$0.22 - \$0.94
	Video	\$0.83 - \$1.31	\$0.64 - \$1.13	\$0.26 - \$1.13
4-Axle Heavy	<i>E-ZPass</i>	\$0.66 - \$1.05	\$0.51 - \$0.90	\$0.21 - \$0.90
	Pay-By-Plate	\$0.83 - \$1.31	\$0.64 - \$1.13	\$0.26 - \$1.13
	Video	\$0.99 - \$1.58	\$0.77 - \$1.35	\$0.32 - \$1.35
5-Axle	<i>E-ZPass</i>	\$1.32 - \$2.10	\$1.02 - \$1.80	\$0.42 - \$1.80
	Pay-By-Plate	\$1.65 - \$2.63	\$1.28 - \$2.25	\$0.53 - \$2.25
	Video	\$1.98 - \$3.15	\$1.53 - \$2.70	\$0.63 - \$2.70
6+-Axle	<i>E-ZPass</i>	\$1.65 - \$2.63	\$1.28 - \$2.25	\$0.53 - \$2.25
	Pay-By-Plate	\$2.06 - \$3.28	\$1.59 - \$2.81	\$0.66 - \$2.81
	Video	\$2.84 - \$3.94	\$1.91 - \$3.38	\$0.79 - \$3.38

Note: 1) Total unregistered video surcharge (difference between ETC/E-ZPass® toll and unregistered video toll amount) cannot exceed \$15 per trip.
 2) The minimum trip toll (not per mile) by payment type for all vehicle types would be \$0.40 for customers using E-ZPass, \$0.50 for customers using Pay-By-Plate (Registered Video), and \$1.00 for customers using Video Tolling (Unregistered Video).
 3) Customers can receive an early payment discount of 15% off their toll up to \$5 for unregistered video trips if paid before notice is mailed.

Three public hearings were held virtually and in-person from 5:30 to 8:00 PM at the following locations:

- February 27, 2023– Perry Hall High School (Baltimore County)
- March 2, 2023– Virtual Hearing
- March 6, 2023– Joppatowne High School (Harford County)

At the public hearings, a quorum of MDTA Board Members and the MDTA Acting Chairman were in attendance. Two comments were received during the public hearings: one from Harford County Councilman, Dion Guthrie, during the Harford County public hearing and one from a member of the public during the virtual hearing. A local broadcast TV station attended and covered the Baltimore County hearing.

Advertisements of Public Hearings and Comment Periods

The public hearings and first comment period were announced to elected officials and the public by the following approaches: MDTA press release, email blast to elected officials, email blasts to the project mailing database, newspaper print ads, online digital ads, social media posts, and updates to the MDTA project website (<https://mdta.maryland.gov/I95ETLNB-Section200>). Print advertisements were placed in the following daily and weekly newspapers: *Dundalk Eagle*, *Avenue News*, *Cecil Whig*, *Susquehanna Press*, *Afro American*, *Baltimore Sun*, *Aegis*, and *Washington Hispanic*. Digital advertisements were run on the following news websites: *DundalkEagle.com*, *AvenueNews.com*, *CecilDaily.com*, *BaltimoreSun.com*, *Aegis.com*, *Afro.com*, *WashingtonHispanic.com*, and *LatinOpinionBaltimore.com*. The Maryland Department of Transportation (MDOT) also announced the public hearings through its Facebook and Instagram accounts.

Equitable Outreach

The MDTA conducted outreach targeted to traditionally underserved populations close to the study corridor in Baltimore and Harford counties. A flyer announcing the public hearings and public comment period was printed in both English and Spanish and hard copies of the flyer were distributed to schools, churches, affordable/subsidized housing complexes, libraries, community centers, food pantries, and grocery stores within one mile of the project corridor. MDTA delivered the flyers, asking location staff to either leave a stack for customers to take and/or post where community information is displayed. Additionally, MDTA emailed the flyer to Baltimore County and Harford County outreach coordinators and advisory groups with a request for them to distribute the flyer to their respective community listservs.

See **Appendix A** for a list of the hard copy flyer distribution locations and a list of the county and community advisory groups to which the flyer was emailed.

Comment Period #1

Public comments were accepted from January 26, 2023, through April 13, 2023. Public comments for the official record were submittable through a number of methods, including verbal testimony during the

public hearings, hard copy comment form at the in-person public hearings, online comment form, and U.S. mail. All methods were advertised to the public.

The online and hard copy comment form prompted respondents to select (via check box) whether they supported, were in opposition to, or were neutral toward the proposed Section 200 toll rate ranges. The form included space for respondents to provide their written comments on the Section 200 Tolling Plan as well as other comments. To improve data quality and analysis, the comment form also included three multiple-choice survey questions on the respondent's use of MDTA facilities. See **Appendix B** for a copy of the comment form.

MDTA distributed a press release on April 5th reminding the public of the end of the comment period. During the comment period, a total of 38 persons provided 36 comments, 29 statements of support/opposition/neutrality regarding the proposed Section 200 Tolling Plan, and/or 34 survey responses related to their use of MDTA facilities. See **Appendix C** for the public comments received during the comment period. See the following sections for respondent data analysis and comment summary and analysis.

Comment Period #2

At the April 27, 2023 MDTA Board meeting, MDTA staff presented the recommended toll rate ranges for the I-95 ETL Northbound Extension (Section 200) and I-695 Ramps. In accordance with Transportation Article 4-312, Annotated Code of Maryland, a second comment period was held to accept written comments on the recommended toll rate ranges. The recommendation was available for review at <https://mdta.maryland.gov/I95ETLNB-Section200>. Written comments were accepted for the official record during the comment period via two methods:

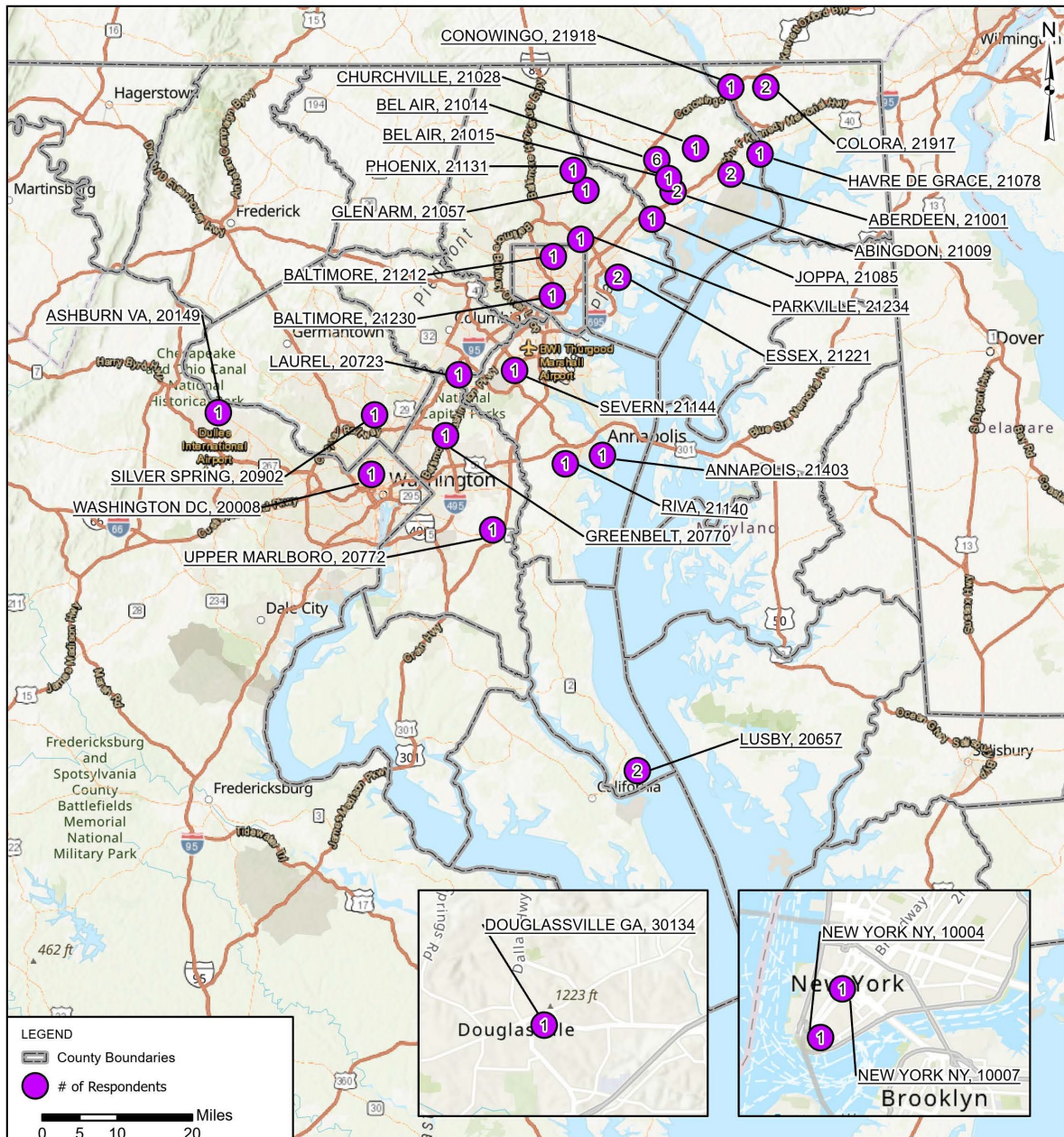
- Visiting mdta.maryland.gov/I95ETLNB-Section200, or
- Writing to MDTA I-95 Express Toll Lanes Northbound Extension Project Toll Comment, 2310 Broening Highway, Baltimore, MD 21224.

The second comment period occurred between April 27, 2023 and May 11, 2023. During this time, no additional public comments were received. The final vote on the recommendation will occur at the June 29, 2023 MDTA Board Meeting.

II. Respondent Data Analysis

Commenters from 30 different zip codes submitted feedback during the comment period. **Figure 1** provides a breakdown of the comments received by Zip Code.

Figure 1: Commenters by Zip Code



Of the 38 total persons who submitted feedback during the comment period, 34 responded to the three survey questions related to their use of MDTA facilities. **Figures 2-4** summarize the survey responses.

Figure 2: Respondents’ Use of MDTA Facilities - Comment Form Question 1

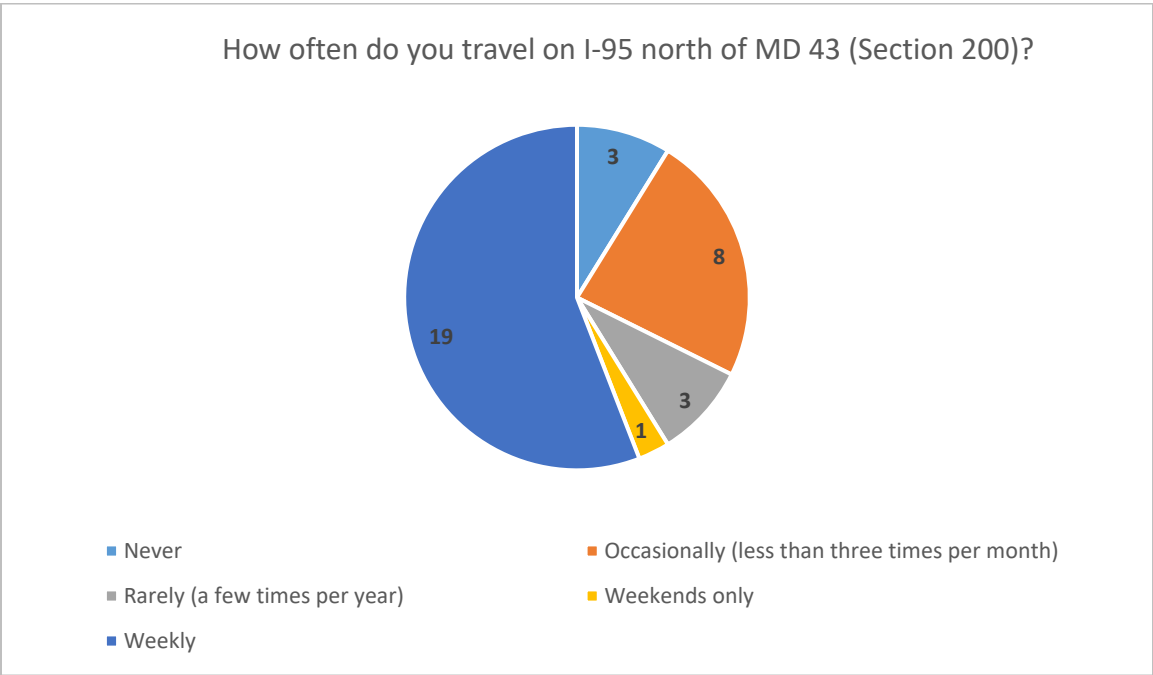


Figure 3: Respondents’ Use of MDTA Facilities - Comment Form Question 2

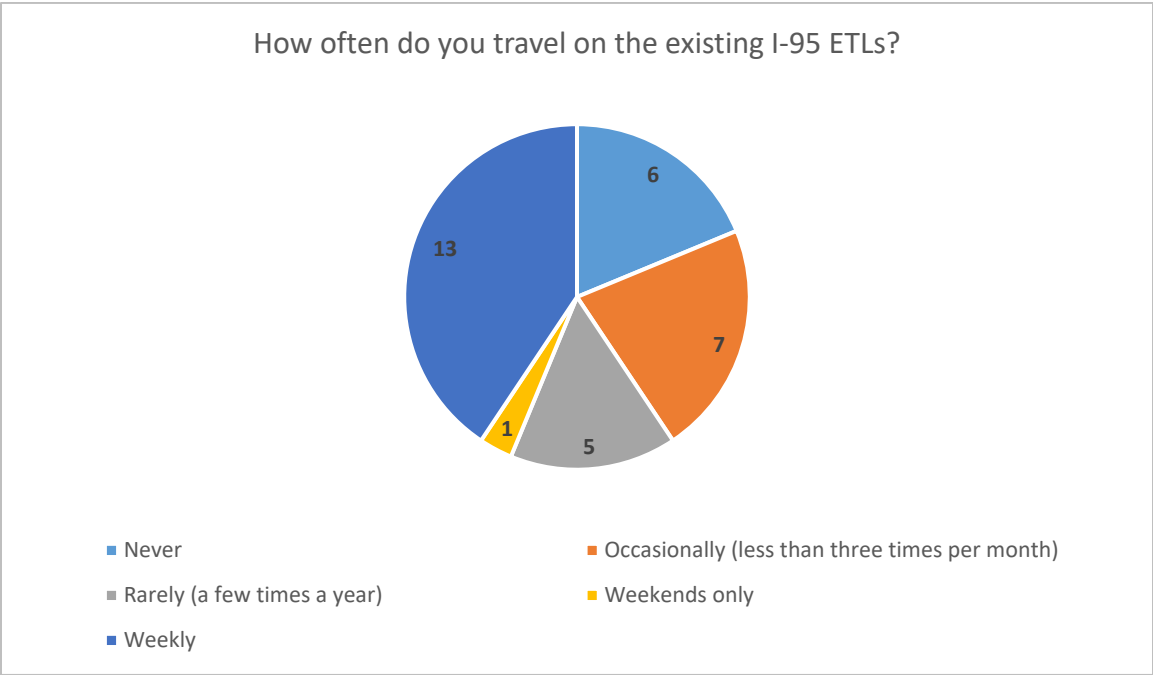
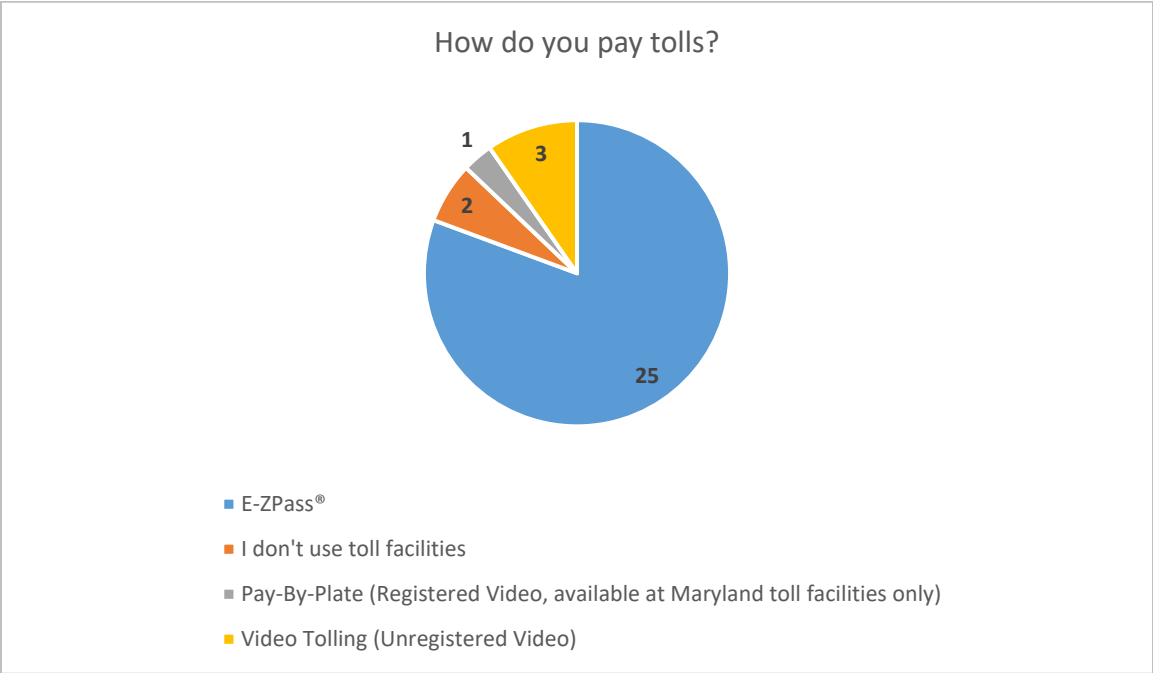


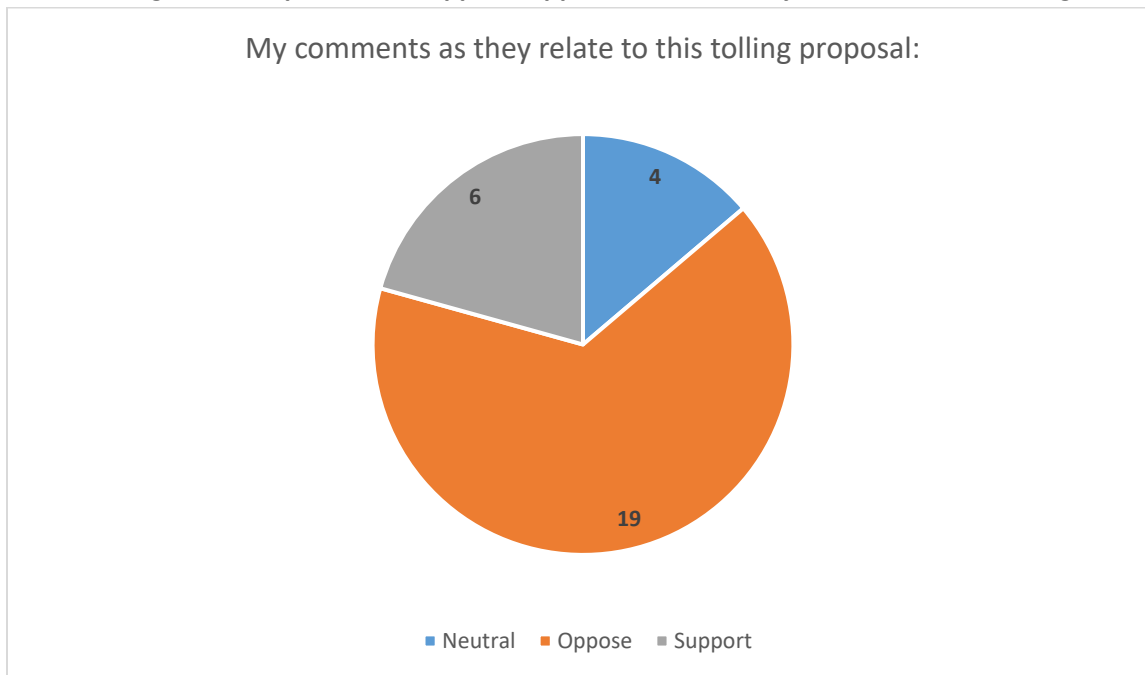
Figure 4: Respondents’ Use of MDTA Facilities - Comment Form Question 3



III. Comment Summary and Analysis

Overall public response to the toll rate range proposal was relatively low. Of the 29 people who responded to the multiple-choice question on their general sentiment about the Section 200 Tolling Plan, the majority oppose the Plan; see **Figure 5**.

Figure 5: Respondents' Support/Opposition/Neutrality for Section 200 Tolling Plan



As provided in **Appendix C**, the 36 written comments were categorized by their common general theme, including the Section 200 Tolling Plan and general tolling. The following select comments are representative of these themes.

Commenters 4 and 12 expressed concern about the proposed Tolling Plan rates:

"I travel to 543 every weekday. Use the bridge toll to Cecil count once in a while. I work at Hopkins and would use express but would certainly not be able to afford \$8.00 or more a day. Forget it. I'll sit in traffic."

"Ridiculously high rates. No thank you, I will sit in the traffic or use route 7 or route 40. I would be willing to pay 5 cents per mile MAX FOR peak EZ pass."

Commenters 17 and 20 provided statements regarding tolling in general:

"Maryland should not fund projects that reduce highway congestion or increase highway usage. Such projects recommit Maryland to overreliance on automobiles, which contradict the state's goals

regarding greenhouse gas emissions and climate change. Instead of funding or planning such projects, Maryland and MDTA should invest in transit infrastructure across the state and bicycle/pedestrian infrastructure in and around cities.”

“Tolls should have no place in public transportation plans. They both complicate travel and favor the rich. Tolls are an unnecessary nuisance. In a sane and decent world you would not impose them. I know I will not be heard but I have to speak up in response to this invitation. Thank you for all the good work you do, but not for all the annoying tolls.”

A copy of all comments is provided in **Appendix C**.

IV. Other Public Comments

Many comments received were outside the scope of the Section 200 Tolling Plan. Several were associated with billing and payment issues and others were associated with tolling specific to the Millard E. Tydings Memorial Bridge (I-95) and Thomas J. Hatem Memorial Bridge (US-40). Two comments noted concern about natural resources impacts and noise impacts near Aberdeen. One commenter asked if toll revenue was being distributed equitably for public needs.

V. Records Management

Public comments will be retained for further review and analysis as required. All 36 public comments submitted during the public comment period are available for review during normal business hours at the MDTA office located at 2310 Broening Highway, Baltimore, MD 21224. Please contact the Division of Communications at 410-537-1017, for further information. In addition, all comments are attached to this report, which is posted online at the project website.

Appendix A

Flyer Distribution Locations

Potential locations for targeted outreach were identified within mapped EJ areas within a two-mile buffer of the corridor. Using a variety of sources,¹ MDTA identified schools with above-average Free and Reduced-Price (F&R) Lunch program participation, places of worship, affordable housing, libraries, community centers, food pantries, and international markets/grocery stores within two miles of the corridor. Locations where MDTA was unable to deliver the flyers due to no staff present at the location, etc. are identified in the tables.

Schools

The following schools were identified that have above-average participation in the F&R Lunch program. Based on statistics for the 2018-2019 school year (the latest available data), total Free and Reduced-Price Lunch participation was 42.7% for the State of Maryland, 43.5% for Baltimore County, and 29.9% for Harford County.

Schools with Above-Average F&R Lunch Participation within 2 Miles of the Study Corridor

Name	Address	County	% F&R Lunch Participation	Delivery Status
Shady Spring Elementary School	8868 Goldenwood Rd Baltimore, MD 21237	Baltimore	69.7%	Delivered on 2/23
Golden Ring Middle School	6700 Kenwood Ave Baltimore, MD 21237	Baltimore	64.3%	Delivered on 2/23
Overlea High School	5401 Kenwood Ave Baltimore, MD 21206	Baltimore	51.5%	Delivered on 2/23
William Paca / Old Post Road Elementary School	2706 Philadelphia Rd Abingdon, MD 21009	Harford	69.9%	Delivered on 2/27
Church Creek Elementary School	4299 Church Creek Rd Belcamp, MD 21017	Harford	36.4%	Delivered on 2/27
Joppatowne High School	555 Joppa Farm Rd Joppatowne, MD 21085	Harford	61.0%	Delivered on 2/27

Places of Worship

Places of Worship within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Evangel Cathedral Church / Life Source International Church (?)	7000 Rossville Blvd Rosedale, MD 21237	Baltimore	Delivered on 2/23
Central Christian Assembly	7411 Rossville Blvd Baltimore, MD 21237	Baltimore	Delivered on 2/23
Living Water Evangel Lutheran Church	8912 Philadelphia Rd Rosedale, MD 21237	Baltimore	Undeliverable
Kingsway Christian Center	7403 Gum Spring Rd Rosedale, MD 21237	Baltimore	Undeliverable

¹ Sources include Environmental Protection Agency (EPA) EJSscreen, the University of Maryland/Maryland Institute for Applied Health EJSscreen, and Federal Highway Administration (FHWA) Planning and Equity mapping, US Department of Housing and Urban Development (HUD) Multifamily Assistance & Section 8 Database, Maryland Public Schools Free and Reduced-Price Meal Statistics, and Google Maps.

Kenwood Presbyterian Church	4601 Fullerton Ave Nottingham, MD 21236	Baltimore	No answer, dropped copies in mail slot
Community Christian Church	8009 Corporate Dr Nottingham, MD 21236	Baltimore	Delivered on 2/23
Redeemed Christian Church of God City of Baltimore	5022 Campbell Blvd Suite E Nottingham, MD 21236	Baltimore	Undeliverable
Echo Community Church	5020 Campbell Blvd Suite E Nottingham, MD 21236	Baltimore	Delivered on 2/23
Rosedale Baptist Church	9202 Philadelphia Rd Baltimore, MD 21237	Baltimore	Delivered on 2/23
Immanuel Baptist Church	5041 Bucks School House Rd Baltimore, MD 21237	Baltimore	Delivered on 2/23
In the Light Baltimore	8710 Honeygo Blvd A Perry Hall, MD 21128	Baltimore	Undeliverable
Perry Hall Family Worship Center	5125 E Joppa Rd Perry Hall, MD 21128	Baltimore	Delivered on 2/23
Cowenton United Methodist Church	10838 Red Lion Rd White Marsh, MD 21162	Baltimore	Undeliverable
Masjid An-Nur Foundation	10801 Philadelphia Rd White Marsh, MD 21162	Baltimore	No answer, dropped copies in mail slot
Camp Chapel United Methodist Church	5000 E Joppa Rd Perry Hall, MD 21128	Baltimore	Undeliverable
New Life Baptist Church	5501 Lloyd Ave White Marsh, MD 21162	Baltimore	Undeliverable
Saint Stephen Catholic Church	8030 Bradshaw Rd Kingsville, MD 21087	Baltimore	Delivered on 2/24
Zion Temple Church	1304 Business Center Way Edgewood, MD 21040	Harford	Delivered on 2/27
Connecting Church	1700 Van Bibber Rd Edgewood, MD 21040	Harford	Undeliverable
Sovereign Grace Church	416 Constant Friendship Blvd Abingdon, MD 21009	Harford	Undeliverable
Mountain Christian Church Abingdon Campus	3465 Box Hill Corporate Center Dr Abingdon, MD 21009	Harford	Delivered on 2/27
Truth House Ministry Church	3303 Emmorton Rd Abingdon, MD 21009	Harford	Undeliverable
Faith Baptist Church	1305 Joppa Rd Joppatowne, MD 21085	Harford	Delivered on 2/27
The Love of Christ Church of God	513 Philadelphia Rd Joppatowne, MD 21085	Harford	No answer, dropped copies in mailbox
Community Baptist Church	303 Philadelphia Rd Joppatowne, MD 21085	Harford	Undeliverable
Trinity Lutheran Church	1100 Philadelphia Rd Joppatowne, MD 21085	Harford	Delivered on 2/27
Cornerstone Community Church	2907 Mountain Rd Joppatowne, MD 21085	Harford	Undeliverable

Cokesbury Memorial United Methodist Church	1302 Cokesbury Rd Abingdon, MD 21009	Harford	Undeliverable
Saint Francis De Sales Church	1450 Abingdon Rd Abingdon, MD 21009	Harford	Delivered on 2/27
John Wesley United Methodist	3817 Philadelphia Rd Abingdon, MD 21009	Harford	Undeliverable
Harford County Education Society (HCES – Masjid Al Falaah)	3014 Philadelphia Rd Abingdon, MD 21009	Harford	Delivered on 2/27

Affordable/Subsidized Housing Complexes

Affordable/Subsidized Housing Complexes within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Riverwoods at Tollgate II	3803 Monument Cir Abingdon, MD 21009	Harford	Delivered on 2/27
Village Crossroads II Senior Housing	4313B Fitch Ave Baltimore, MD 21236	Baltimore	Delivered on 2/24

Libraries

Libraries within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Rosedale Branch of the Baltimore County Public Library	6501 Kenwood Ave Baltimore, MD 21237	Baltimore	Delivered on 2/24
White Marsh Branch of the Baltimore County Public Library	8133 Sandpiper Cir Baltimore, MD 21236	Baltimore	Delivered on 2/24

Community Centers

Community Centers within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Loreley Community Center	11530 Philadelphia Rd White Marsh, MD 21162	Baltimore	Delivered on 2/24
The EPICENTER at Edgewood	1918 Pulaski Hwy Edgewood, MD 21040	Harford	Delivered on 2/27

Food Pantries

Food Pantries within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Life Source Impact Church	7000 Rossville Blvd Rosedale, MD 21237	Baltimore	Delivered on 2/23
Rosedale Baptist Church Food Pantry	9202 Philadelphia Rd Rosedale, MD 21237	Baltimore	Delivered on 2/23
Trinity Lutheran Church Food Distribution Center	1100 Philadelphia Rd Joppatowne, MD 21085	Harford	Undeliverable
Harford Community Action Agency Food Bank – Food Distribution Center	1231-B Woodbridge Station Way Edgewood, MD 21040	Harford	Delivered on 2/27
The EPICENTER at Edgewood – Monthly Food Giveaway	1918 Pulaski Hwy Edgewood, MD 21040	Harford	Delivered on 2/27

International Markets and Grocery Stores

International Markets/Grocery Stores within 2 Miles of the Study Corridor

Name	Address	County	Delivery Status
Perez International Foods	1812 Pulaski Hwy #A1 Edgewood, MD 21040	Harford	Delivered on 2/27
All Nations International Food Market	6401 Kenwood Ave #A Rosedale, MD 21237	Baltimore	No place to display
All African Delights	6326 Kenwood Ave Rosedale, MD 21237	Baltimore	No place to display
Punjab Supermarket & Halal Meat	8767 Philadelphia Rd Rosedale, MD 21237	Baltimore	No place to display
ALDI	1312 Business Center Way Edgewood, MD 21040	Harford	Delivered on 2/27
ALDI	3430 Emmorton Rd Abingdon, MD 21009	Harford	Delivered on 2/27

Digital Flyer Distribution

The flyer was emailed to the following locations with a request to distribute to their respective community listservs.

- Baltimore County Outreach Coordinators for District 5 and District 6
- **Baltimore County Advisory Groups:**
 - Affordable Housing Workgroup
 - Aging Commission
 - Disabilities Commission
 - Diversity, Inclusion and Equity Community Advisory Councils
 - Baltimore County Minority and Women's Business Enterprise (MBE and WBE)
 - Women Commission
 - Workforce Development Board
- **Harford County Community Advisory Boards:**
 - Joppa-Joppatowne
 - Abingdon-Emmorton
 - Edgewood
 - Bush River
 - Churchville-Creswell

Appendix B



Maryland
Transportation
Authority

I-95 EXPRESS TOLL LANES NORTHBOUND EXTENSION



TOLL RATE RANGE SETTING COMMENT FORM

1. I wish to comment on the tolling proposal, as presented, for the toll rate ranges for the I-95 ETL Northbound Extension project currently being designed and built, including all phases of the project from MD-43 to north of MD-24 and the I-695 ramps.

My comments as they relate to this proposal: ☐ Support ☐ Oppose ☐ Neutral

Additional Comments:

2. Other Comments:

The comment form continues on the back side.

3. How often do you travel on I-95 north of MD 43 (Section 200)?

- ☐ Weekly
- ☐ Weekends only
- ☐ Occasionally (Less than three times per month)
- ☐ Rarely (A few times a year)
- ☐ Never

4. How often do you travel on the existing I-95 ETLs?

- ☐ Weekly
- ☐ Weekends only
- ☐ Occasionally (Less than three times per month)
- ☐ Rarely (A few times a year)
- ☐ Never

5. How do you pay tolls?

- ☐ E-ZPass®
- ☐ Pay-By-Plate (Registered Video, available at Maryland toll facilities only)
- ☐ Video Tolling (Unregistered Video)
- ☐ I don't use toll facilities

Optional: Please provide the following information:

Comments may be submitted anonymously; however, please consider providing your zip code as that will help MDTA identify locations where communities may have similar concerns.

Name: _____

E-mail Address: _____

Community/Organization (if applicable): _____

Street Address: _____

City: _____ State: _____ Zip: _____

Thank you for your comments! Comments may be submitted in a variety of ways during the comment period: by completing this form at the public hearing or mailing it to the MDTA; by writing to MDTA I-95 ETL Northbound Extension Project Toll Comment, 2310 Broening Highway, Baltimore, MD 21224; visiting **mdta.maryland.gov/I95ETLNB-Section200** and completing an online comment form; or providing testimony at a public hearing. ALL COMMENTS received, whether at the hearing or through other methods, will be given EQUAL CONSIDERATION. The comment period ends on April 13, 2023.

Appendix C



Commenter Code	Comment	General Theme
Commenter_1	My name is [redacted]. My current address is [redacted]. The last few months I have been in the process of moving and traveling as well. I've been going up to Virginia the last few months, visiting family, and those tolls have been sent to me by mail and paid, but the Baltimore toll was never sent to me in the mail. It could have gotten lost between my past address, but I hadn't received the toll ticket until I got the email to testify.	MDTA payment collection
Commenter_2	After closing the toll booths except on Interstates, increasing the tolls, and the easy pass/toll debacle that still has rippeling effects I believe enough is enough. The state is passing everything on to the public as the bureaucracy keeps on growing thru the use of contractors picking up the slack at the expense of state employees being removed. See it in many state agencies. Some improvements are just an excuse to keep on adding to the complexity at the expense of efficiency.	General tolling
Commenter_3	MD has lots of money. The state should be looking to ease tolls and/or not raise them.	General tolling
Commenter_4	Almost 4.00 one way if I read this correctly! Then anther 4:00 to go over bridge! This is robbery! Will never use it. I guess it is made for the rich!	Section 200
Commenter_4	I travel to 543 every week day. Use the bridge toll to Cecil count once in a while. I work at Hopkins and would use express but would certainly not be able to afford 8.00 or more a day. Forget it. I'll sit in traffic.	Section 200
Commenter_5	Ezpass itself is a mess	MDTA payment collection
Commenter_5	Certain bridges with excessive fees such as the Tydings bridge should have passes for locals who live within a certain radius of the bridge. People are overwhelming small towns like Havre de Grace and Perryville by forcing cars to use the Hatem bridge as an alternative! Think smarter. There is no reason not to alleviate some of the traffic that is caused by people purposely avoiding the Tydings toll and its ridiculous fee!	Other MDTA ETL sections/facilities
Commenter_6	Keep the rates low. Below \$2.	Section 200
Commenter_7	When will the state of Maryland give its residents a break? Enough is enough.	Section 200
Commenter_8	1. NOTD correspondence - stop sending 3 pages with totals on each as if you owe 3 amounts, when in fact you only owe 1 total- this is clearly a waist of paper and confusing to those who may not know! 2. Website to pay online - after you've entered your information, there's is no "submit payment" button - .then there's chat which is of not assistance!! Get it together MDTA,	MDTA payment collection
Commenter_9	I disagree with the tolling proposal. With the current state of the economy, it would be devastating for commuters who need to use I-95 to travel to work to have additional tolls to pay in this region. Our public transportation is non-existent, so you force us to commute in our vehicles. I recommend you start thinking about reliable and efficient public transportation so that you don't have to build these monstrosities of roads.	Section 200
Commenter_10	Work to make roads toll free - it saves lives.	General tolling
Commenter_11	I think all the ETL lanes should be free for all users. We paid for them with our taxes and we should not discriminate as to which persons can use them - those who can afford it and those who cannot. Toll lanes are anachronistic. Pull down the barriers and let everyone use them.	General tolling
Commenter_12	Ridiculously High rates. No thank you, I will sit in the traffic or use route 7 or route 40. I would be willing to pay 5 cents per mile MAX FOR peak EZ pass.	Section 200
Commenter_13	Maryland has all kinds of revenue coming in from gambling, tolls, etc, but how much of the revenue is being used to equally fund schools? Prince George's County schools are falling behind all other county districts for funding and it would be nice to see some of this money going toward PG County in addition to the other school districts and projects that will be funded.	Toll revenue
Commenter_14	With the amount of trees and natural habitat removed, how is the state going to replace, replant what it has destroyed?	Environmental impacts
Commenter_15	Where can go to see the details and renderings of the project. I live in Harford County and would like a visualization of the exits. As far as tolling I would like to have them no more than an additional \$1 from MD 24 to the existing entrance at White Marsh. I believe the extension wil help alleviate traffic up to MD 24 but will not address the bottleneck that occurs from MD24 to the Maryland House.	Section 200
Commenter_16	Please remove the "Hatem" plan and make all vehicles pay the same as if they remained on 95 North. The tolls on this stretch will force drivers onto other St Routes and across Hatem. Hatem cannot carry the volume nor weight	Other MDTA ETL sections/facilities
Commenter_17	Maryland should not fund projects that reduce highway congestion or increase highway usage. Such projects recommit Maryland to overreliance on automobiles, which contradict the state's goals regarding greenhouse gas emissions and climate change. Instead of funding or planning such projects, Maryland and MDTA should invest in transit infrastructure across the state and bicycle/pedestrian infrastructure in and around cities.	General tolling

Commenter Code	Comment	General Theme
Commenter_18	After listening to whole presentation online (thanks for providing that, though I'm sure most people don't sit through it all), I cannot help but leave it with the idea that this toll rate is uncomfortably large for the length of travel we are discussing. I had to screenshot the total cost (using the cheapest option of EZ Pass) because my brain just couldn't understand why only 18+ miles of road could cost \$4.11 at peak travel and so much more for other forms of payment. As a Maryland resident, the toll corridor of our state and that of neighboring Delaware (not your problem) is truly becoming prohibitive to travel. The costs are mounting and as someone currently in a tough financial spot, it really makes me have to plan different routes and make financial decisions. I know I don't have to utilize express lanes, though traffic flow might say differently sometimes. However, I'd like for costs to actually head downward and eventually disappear. I am uncertain if anyone has ever entertained such an idea and I would put forward the suggestion that we make the system self-sustainable at the most minuscule level required for materials and maintenance. Thank you for listening.	Section 200
Commenter_18	I would urge you to research how to lower travel costs for the average Maryland resident, as well as for those just passing through this wonderful state. Thank you for your time and contributions.	Section 200
Commenter_19	Councilman Dion Guthrie, of course from Harford County. I bring well wishes from the Harford County Council and Pat, our President. I told him I was coming here tonight to cover for the Council. This certainly is an area that I've lived in for 57 years in Joppatowne. I moved here in 1966 and this school wasn't even built yet. I'm taking you back, how far that is cause the school was built in '73. Me and Bill went back a long way, we were at camp <i>[inaudible]</i> together and doing some other things that we can't report online but that's okay. But it's a pleasure to be here. I'm sorry for the light turnout. I did at the last Council meeting - I did mention about this event and was hoping that it would get out in the airways and people would come but I guess if, with this light turnout, they're happy. Because usually when you go to these kind of town hall meetings you get, it's either packed or it's not. You know if it's packed, watch out because they're all ticked off at something. Just like the last week we went to one at the Southern Precinct Police Station for the Perryman Project <i>[inaudible]</i> . If you're not familiar with the project, it's a huge project for more homes and more buildings up there and people were upset about it. And so they had a town hall meeting up at the Southern Precinct. And I've been to probably 100 meetings there and usually all the Joppatowne Community Council Meetings and the Edgewood Community Council Meetings are held there. I've been to all of them, probably easily over 100. Well that place was packed, there was more people at that meeting than any meeting I've ever been to. And of course I didn't hear any people speaking in favor of the project. But anyway, I wanted to thank you all for taking the time to come here and setting this all up and sorry for the light turn out, but again, they must be happy. Okay thank you.	Section 200
Commenter_20	Tolls should have no place in public transportation plans. They both complicate travel and favor the rich.; Tolls are an unnecessary nuisance. In a sane and decent world you would not impose them. I know I will not be heard but I have to speak up in response to this invitation. Thank you for all the good work you do, but not for all the annoying tolls.	General tolling
Commenter_21	I approve and support MDTA's toll rate ranges for the I-95 Express Toll Lanes Northbound Extension Project.	Section 200
Commenter_22	Please know you are hurting those folks who drive long distances to keep a job to support their families while staying in a residence in another zip code or county so they can be with family, care for family or other important personal reason. Respectfully, you can cut your bloated state budget and stop hurting the driver who is keeping a job or travels to see family, or shop at a mall in another county. We will just all ask to be able to work from home, quit our jobs and get state benefits, retire early or another way to not give you our hard earned money. Certainly this high tax state is chasing us out of Maryland. Fact is my husband and I have given up on MD and just today put in a contract to buy a house in FL, where some of our family has already moved to. Keep this tax and spend philosophy going and you will lose more of us to the south. Cut your budgets and save MD. taxpayers from more of your burdensome policies. Respectfully submitted! [Offensive language redacted.]	General tolling
Commenter_23	PLEASE MAKE AVAILABLE E-A-S-Y instructions for those of us who use 95 daily and who are losing windshield after windshield due to rocks from the construction destroying our windshields. I have had to replace mine FIVE (yes--5!!!) TIMES!!!!!!!	MDTA payment collection
Commenter_23	I would like to see the commuter rates adjusted to account for daily use customers who commute to work. If it is possible for Maryland residents to be given a cheaper rate than out-of-state, infrequent EZ-Pass customers that would be idea. I would be using this every, single day, traveling from Exit 80, all the way down to Columbia, MD. I am not alone in this. I believe we should pay a fair rate, but it should take into consideration the frequency of use.	Section 200
Commenter_24	Highway noise from I-95 by Aberdeen city is annoying 24/7. I hope the construction plans include a sound barrier wall going past Aberdeen.	Environmental impacts
Commenter_25	I oppose the tolling proposal because tolling is economically regressive for low income people.	Section 200
Commenter_26	This website did not record some of my responses.	Comment issue
Commenter_26	Tolls are a fee that everybody pays equally. The emphasis on tolls harms the working class in this state the most. These people have to travel to work and often travel at work. Tolls are a burden on the worker and are passed on from the employer to the consumer. We need more people working in this State and making a living wage. When you tax something you activity discourage that activity. Support the working man and the work he does. Money in government is so often just lost to corruption. Leave this money to the people.	General tolling
Commenter_27	You guys CAN apparently NOT function properly. You have no idea how to collect tolls. Your website is a disaster and makes it almost impossible to find the pay section. I have a bill now.. WHICH I PAID and its shown coming out of my bank account but EZPASS did not record it and is threatening my registration. You are totally inept at this and need to hire professionals or just get rid of it. Why do we pay, property, state, city and gas taxes and THEN TOLLS anyway? Talk about a money grab.	MDTA payment collection



Commenter Code	Comment	General Theme
Commenter_28	I paid threw credit card cause it was not me driving my brother drove my car there	MDTA payment collection
Commenter_28	I had to pay with my card cause my brother did not pay	MDTA payment collection
Commenter_29	I already pay Maryland taxes, and pay taxes on every gallon of gas I purchase. When did it become customary to toll every road being built, or extended. Maryland is getting ridiculous with their taxation. One trip over the Francis Scott Key bridge is \$6.00. This state makes me want to move elsewhere more and more.	General tolling
Commenter_30	If my Maryland state taxes are being used to build this "public" toll road, then I am adamantly against any tolls what-so-ever. I was under the impression that state roads were paid for by state rewsidents for our use to traverse the state of Maryland. Roads designed to reduce congestion should be free to drive on as they are state roads. If there are tolls, which there will be, why then should our hard-earned money be used to build a road that we will then have to pay to drive on in perpituity? I've heard the old scheme of "tolls are needed to pay for the additional construction of roads, and will end after that debt has been paid." That's a lie, of course. Most of these tolls/toll roads take the money and pocket into a private developer's pocket who designed the toll readers. I also believe that some of the money goes back to the state, although it somehow never finds it's destination to "roads and bridges". IT goes to other areas of the Maryland budget that have shortfalls, I'm certain. In conclusion, I am against these tolls for what I believe are state-funded roads.	General tolling

TAB 6



**Maryland
Transportation
Authority**

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

Board Members:

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Manager of Government Relations Bradley Ryon
SUBJECT: Proposed COMAR Changes
DATE: May 25, 2023

PURPOSE

To seek approval from the MDTA Board to proceed with proposed changes to the Code of Maryland Regulations (COMAR).

SUMMARY

A proposed action to amend COMAR 11.04.02.05 is needed for the new Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge to accommodate the movement of any oversize or overweight vehicle. COMAR changes are needed to remove the existing restrictions for oversize vehicles. It is important to note that oversize vehicles would still be required to utilize the Maryland One permitting system and comply with existing state law and COMAR for hauling permits with oversized loads.

RECOMMENDATION

MDTA Board approval to proceed with proposed changes to the Code of Maryland Regulations (COMAR) 11.04.02.05.

ATTACHMENT

- COMAR 11.04.02.05 Proposed Changes

.05 Movement on or Across Toll Facilities.

A. The following restrictions apply to the movement of any oversize or overweight vehicle on or through the following Authority highways:

- (1) Baltimore Harbor Tunnel Thruway (I-895);
- (2) Thomas J. Hatem Memorial Bridge (U.S. 40);
- (3) Governor Harry W. Nice Memorial/~~Senator Thomas "Mac" Middleton~~ Bridge (U.S. 301);
- (4) William Preston Lane Jr. Memorial Bridge (U.S. 50/301);
- (5) Francis Scott Key Bridge (MD I-695);
- (6) John F. Kennedy Memorial Highway (I-95);
- (7) Fort McHenry Tunnel (I-95, I-395);
- (8) Intercounty Connector (MD 200); and
- (9) Any other Authority highway operated by the Authority on which the permittee may travel.

B. Any oversize or overweight vehicle and any vehicle and load together exceeding 96 inches (8 feet) in width or 13 feet 6 inches in height is prohibited from entering the Baltimore Harbor Tunnel and its approaches (I-895).

C. Any oversize vehicle and load together exceeding 14 feet 6 inches in height or 11 feet in width is prohibited from entering the I-95 Fort McHenry Tunnel and its approaches unless, in the case of vehicles and loads exceeding 11 feet in width, special written permission is obtained from the Administrator of the Tunnel.

~~D. Any vehicle and load together exceeding 12 feet in width, or 14 feet, 6 inches in height is prohibited from crossing the Harry W. Nice Memorial Bridge (Potomac River Bridge, U.S. 301), unless in the case of vehicles and loads exceeding 12 feet in width, special written permission is obtained in advance from the superintendent of the bridge.~~

~~E~~D. Unless otherwise approved by the Authority, a permittee or user may move an oversize or overweight vehicle on or across an Authority highway only during daylight hours between 9 a.m. Monday and 12 noon Friday.

~~F~~E. When moving any oversize or overweight vehicle on or across an Authority highway, the permittee or user shall comply with all regulations issued by the Authority to regulate the use of an Authority highway, and with the direction of the Transportation Authority Police, including directions requiring that the vehicle be escorted during its move.

~~G~~F. The permittee or user shall notify the Facility Administrator or the Transportation Authority Police assigned to a particular Authority highway, as specified on the permit at least 1 hour before beginning movement of an oversize or overweight vehicle on or across the project. This does not include any permit vehicle waiting area provided by the Authority.

~~H~~G. Regardless of any other provision of the regulations under COMAR 11.04.01—11.04.04, the movement of any oversize or overweight vehicle on or across an Authority highway may be delayed or prohibited if, in the opinion of the Facility Administrator or the Transportation Authority Police assigned to the project, the movement of the oversize or overweight vehicle would endanger life or property or result in undue interference or interruption of traffic at that project.

TAB 7



Maryland Transportation Authority

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

Board Members:

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Treasury and Debt Allen Garman
SUBJECT: PFC Bonds Refinancing Board Resolution 23-01
DATE: May 25, 2023

PURPOSE OF MEMORANDUM

Request approval of Board Resolution 23-01 to authorize the issuance of BWI Passenger Facility Charge (PFC) revenue bonds or alternative financing options (bank loan) to refinance portions of the Series 2012 and 2014 bonds for economic savings, apply cash from the PFC Facility Improvement Fund to reduce principal outstanding, and introduce a springing amendment to the PFC Trust that will change the issuer to MDOT from the MDTA.

SUMMARY

The PFC airport bonds are non-recourse to the MDTA and are issued for the Maryland Department of Transportation, Maryland Aviation Administration (MDOT MAA) to finance projects at the Baltimore Washington International Marshall Airport (BWI Marshall Airport).

Resolution 23-01 authorizes:

1. \$100 million of bonds to refinance the PFC Series 2012 A/B and 2014 bonds for economic savings and refinance the Series 2012 C variable rate bonds to fixed rate.
2. Application of up to \$40 million in the PFC Facility Improvement Fund to reduce principal outstanding.
3. PFC Trust Agreement springing amendment to change the issuer to MDOT from the MDTA, with an expected effective date around June 1, 2029.

Of the \$241 million in Series 2012/2014/2019 PFC bonds currently outstanding, a combined \$128 million of the Series 2012 A/B/C and 2014 bonds are currently callable or will be callable on 6/1/23. Per IRS rules, *current refunding* bonds may be issued up to 90-days before the call date.

1. Refinancing Savings

Anticipated savings of approximately \$2.8 million for the Series 2012A and 2014 refinancing component will be realized over an eleven-year period. Importantly, the resolution sets a minimum \$1 million Net Present Value savings threshold for the fixed-rate aggregate refinancings (Series 2012A, 2012B, 2014) and prohibits any single fixed-rate maturity refinancing unless it is individually economic.

2. Cash Defeasance Component

Portion of PFC Improvement Fund that is not needed near term for the PFC capital program will be utilized to reduce principal outstanding, which lowers net carryings costs and improves debt service coverage.

3. Springing Amendment PFC Trust Agreement

As a function of its financing authority granted in legislation, the MDTA served as the nonrecourse or conduit bond issuer (not obligor) since the inception of the PFC financing program and trust. In recent years, MDOT has been granted conduit financing authority. From a functional reporting lines perspective between MAA and MDOT, it is now administratively appropriate to convert the issuer to MDOT from the MDTA. This issuer change will be accomplished in several years through a springing amendment that becomes effective when supplemental trusts accompanying each new financing effectively vote in favor of the amendment. The amendment will spring into effect when the new *consenting* bondholders are greater than the *legacy* bondholders. This greater than 50% majority threshold is expected to be reached by 6/1/29 or sooner with additional refinancings or new money issuances.

The Executive Director and Chief Financial Officer (CFO) will have the authority to manage the bond sale and closing, including the award of the 2023 bonds to the successful underwriting firm(s) or negotiation of terms for a private placement. The resolution also provides for authority to select other service providers and to prepare and execute all closing documents, certificates, and bond forms.

Key Points:

1. Call Dates Series 2012A, 2012B, 2012C, 2014	Current, Current, Current, 6/1/23
2. Callable Par Combined 6/1/22	\$127.86 million
3. Int. Cost IRR Eff. 6/1/23 Series 2012A, 2014	4.40%, 3.74%
4. Expected New Issue Interest Cost 2012A, 2014	≈ 3.2%
5. Expected Savings % Par Series 2012A, 2014	5%, 2%
6. Expected Nominal Savings Series 2012A, 2014	\$1.9 million, \$0.9 million
7. Potential Sale Date	Late July or Early August

Resolution contains the following limiting provisions:

1. Par Amount – Limited to \$100 million.
2. Final Maturity Date – In compliance with IRS regulations, no later than the final June 1, 2034 maturity date of the Series 2014 bonds.
3. NPV Savings of at least \$1 million in aggregate and individual fixed-rate maturities must be economic.
4. Bond Sale Date – No later than December 31, 2023.
5. Bond Sale Report on Results – Provided by the Executive Director and CFO at the first Board meeting after the sale date.

RECOMMENDATION

MDTA Board approval of Resolution 23-01.

ATTACHMENTS

- Series 2012A Amortization Table
- Series 2012A Refinancing Savings Example
- MDTA Board Resolution 23-01

MDTA PFC Series 2012A Bonds

Period	Pincipal	Coupon	Interest	Debt Service	Annual Debt Service
6/1/2012			235,872.50	235,872.50	235,872.50
12/1/2012			1,179,362.50	1,179,362.50	
6/1/2013	1,795,000	4.00%	1,179,362.50	2,974,362.50	4,153,725.00
12/1/2013			1,143,462.50	1,143,462.50	
6/1/2014	1,835,000	4.00%	1,143,462.50	2,978,462.50	4,121,925.00
12/1/2014			1,106,762.50	1,106,762.50	
6/1/2015	1,870,000	4.00%	1,106,762.50	2,976,762.50	4,083,525.00
12/1/2015			1,069,362.50	1,069,362.50	
6/1/2016	1,905,000	5.00%	1,069,362.50	2,974,362.50	4,043,725.00
12/1/2016			1,021,737.50	1,021,737.50	
6/1/2017	1,965,000	5.00%	1,021,737.50	2,986,737.50	4,008,475.00
12/1/2017			972,612.50	972,612.50	
6/1/2018	2,025,000	5.00%	972,612.50	2,997,612.50	3,970,225.00
12/1/2018			921,987.50	921,987.50	
6/1/2019	2,085,000	5.00%	921,987.50	3,006,987.50	3,928,975.00
12/1/2019			869,862.50	869,862.50	
6/1/2020	2,165,000	5.00%	869,862.50	3,034,862.50	3,904,725.00
12/1/2020			815,737.50	815,737.50	
6/1/2021	2,255,000	5.00%	815,737.50	3,070,737.50	3,886,475.00
12/1/2021			759,362.50	759,362.50	
6/1/2022	2,345,000	5.00%	759,362.50	3,104,362.50	3,863,725.00
12/1/2022			700,737.50	700,737.50	
6/1/2023	2,440,000	5.00%	700,737.50	3,140,737.50	3,841,475.00
12/1/2023			639,737.50	639,737.50	
6/1/2024	2,560,000	5.00%	639,737.50	3,199,737.50	3,839,475.00
12/1/2024			575,737.50	575,737.50	
6/1/2025	2,690,000	5.00%	575,737.50	3,265,737.50	3,841,475.00
12/1/2025			508,487.50	508,487.50	
6/1/2026	2,820,000	5.00%	508,487.50	3,328,487.50	3,836,975.00
12/1/2026			437,987.50	437,987.50	
6/1/2027	2,965,000	5.00%	437,987.50	3,402,987.50	3,840,975.00
12/1/2027			363,862.50	363,862.50	
6/1/2028	3,110,000	5.00%	363,862.50	3,473,862.50	3,837,725.00
12/1/2028			286,112.50	286,112.50	
6/1/2029	3,265,000	4.00%	286,112.50	3,551,112.50	3,837,225.00
12/1/2029			220,812.50	220,812.50	
6/1/2030	3,430,000	4.00%	220,812.50	3,650,812.50	3,871,625.00
12/1/2030			152,212.50	152,212.50	
6/1/2031	3,600,000	4.13%	152,212.50	3,752,212.50	3,904,425.00
12/1/2031			77,962.50	77,962.50	
6/1/2032	3,780,000	4.13%	77,962.50	3,857,962.50	3,935,925.00
Total	50,905,000		27,883,672.50	78,788,672.50	78,788,672.50

SAVINGS
Maryland Transportation Authority - Passenger Facility Charge
Revenue Bonds Series 2023, Refunding of 2012A

						<i>Present Value to 06/01/2023 @ 3.0590514%</i>
<i>Date</i>	<i>Prior Debt Service</i>	<i>Prior Receipts</i>	<i>Prior Net Cash Flow</i>	<i>Refunding Debt Service</i>	<i>Savings</i>	
06/01/2024	4,479,212.50	639,737.50	3,839,475.00	3,631,250.00	208,225.00	201,874.05
06/01/2025	3,841,475.00		3,841,475.00	3,629,500.00	211,975.00	199,285.58
06/01/2026	3,836,975.00		3,836,975.00	3,627,000.00	209,975.00	191,416.72
06/01/2027	3,840,975.00		3,840,975.00	3,628,500.00	212,475.00	187,822.30
06/01/2028	3,837,725.00		3,837,725.00	3,628,500.00	209,225.00	179,326.56
06/01/2029	3,837,225.00		3,837,225.00	3,626,750.00	210,475.00	174,918.40
06/01/2030	3,871,625.00		3,871,625.00	3,663,000.00	208,625.00	168,304.28
06/01/2031	3,904,425.00		3,904,425.00	3,695,000.00	209,425.00	164,023.79
06/01/2032	3,935,925.00		3,935,925.00	3,727,500.00	208,425.00	158,468.68
	35,385,562.50	639,737.50	14,745,825.00	32,857,000.00	1,888,825.00	1,625,440.36
			0	0	0	

Savings Summary

PV of savings from cash flow	1,625,440.36
Plus: Refunding funds on hand	1,878.30
Net PV Savings	1,627,318.66

**MARYLAND TRANSPORTATION AUTHORITY
RESOLUTION 23-01**

A RESOLUTION REGARDING THE ISSUANCE BY THE MARYLAND TRANSPORTATION AUTHORITY (THE “MDTA”) OF ONE OR MORE SERIES OF ITS SPECIAL OBLIGATION PASSENGER FACILITY CHARGE REVENUE BONDS, SERIES 2023 BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT (QUALIFIED AIRPORT BONDS-AMT) (THE “SERIES 2023 PFC BONDS”) FOR THE PURPOSE OF (I) REFUNDING CERTAIN OUTSTANDING OBLIGATIONS OF THE MDTA ISSUED FOR THE PURPOSE OF FINANCING AND REFINANCING THE ACQUISITION, CONSTRUCTION AND EQUIPPING OF CERTAIN AIRPORT FACILITY PROJECTS, (II) FUNDING DEBT SERVICE RESERVE FUNDS, AND (III) PAYING THE COSTS RELATED TO THE ISSUANCE OF THE SERIES 2023 PFC BONDS; APPROVING THE PREPARATION AND DISTRIBUTION OF THE PRELIMINARY AND FINAL OFFICIAL STATEMENTS, A SUPPLEMENTAL TRUST AGREEMENT, AN ESCROW DEPOSIT AGREEMENT AND ANY OTHER NECESSARY AND APPROPRIATE TRANSACTION DOCUMENTS; AUTHORIZING THE SOLICITATION AND SELECTION OF PROVIDERS OF PROFESSIONAL SERVICES; AUTHORIZING CERTAIN OFFICERS TO DETERMINE MATTERS PERTAINING TO THE SALE AND ISSUANCE OF THE SERIES 2023 PFC BONDS, INCLUDING THE FINANCING STRUCTURE AND TERMS; AUTHORIZING, SPECIFYING, DETERMINING AND APPROVING CERTAIN OTHER MATTERS PERTAINING TO THE SERIES 2023 PFC BONDS; AND AUTHORIZING THE USE OF UP TO FORTY MILLION (\$40,000,000) OF LEGALLY AVAILABLE FUNDS TO PROVIDE FOR THE ADVANCE PAYMENT OF ALL OR A PORTION OF THE DEBT SERVICE PAYMENTS ON THE MDTA’S OUTSTANDING PRIOR BONDS.

WHEREAS, the Maryland Transportation Authority, an agency of the State of Maryland (the “**MDTA**”) is authorized under Sections 4-101 through 4-406 of the Transportation Article of the Annotated Code of Maryland (2020 Replacement Volume, as amended and supplemented from time to time) (the “**Act**”) to finance “transportation facilities projects” (as defined in the Act), to issue revenue bonds for the purpose of financing the cost of transportation facilities projects (which includes airport facilities), to issue revenue bonds for the purpose of financing and refinancing transportation facilities projects, to issue revenue bonds for the purpose of refunding any of its outstanding revenue bonds, and to perform any actions necessary or convenient to carry out the powers granted in the Act; and

WHEREAS, the Maryland Aviation Administration, an agency of the State of Maryland and a unit within the Maryland Department of Transportation (the “**MDOT MAA**”) is authorized pursuant to Section 5-404 of the Transportation Article of the Annotated Code of Maryland (2020 Replacement Volume, as amended and supplemented from time to time) to establish or operate airports and airport facilities utilizing funds available under the Act; and

WHEREAS, the MDOT MAA requested that the MDTA issue one or more series of its special obligation Passenger Facility Charge Revenue Bonds, Series 2023 Baltimore/Washington International Thurgood Marshall Airport (Qualified Airport Bonds-AMT) (the “**Series 2023 PFC Bonds**”) for the purpose of refunding certain outstanding revenue bonds issued for airport facilities; and

WHEREAS, the MDTA entered into the Trust Agreement dated as of December 1, 2003 (as previously amended and supplemented, the “**PFC Trust Agreement**”), with Manufacturers and

RESOLUTION 23-01

Page 2

Traders Trust Company, as trustee (the “**Trustee**”), to issue revenue bonds secured by a portion of the passenger facility charge revenues generated from the operation of the airport facilities at Baltimore/Washington International Thurgood Marshall Airport (the “**PFC Revenues**”); and

WHEREAS, pursuant to Sections 2.01 and 2.05 of the PFC Trust Agreement, the MDTA has issued its Passenger Facility Charge Revenue Bonds, Series 2012A, dated April 25, 2012 (the “**Series 2012A PFC Bonds**”), its Passenger Facility Charge Revenue Bonds, Series 2012B, dated December 13, 2012 (the “**Series 2012B PFC Bonds**”), its Variable Rate Passenger Facility Charge Revenue Bonds, Series 2012C, dated December 13, 2012 (the “**Series 2012C PFC Bonds**”), its Passenger Facility Charge Revenue Bonds, Series 2014, dated December 18, 2014 (the “**Series 2014 PFC Bonds**”) and its Passenger Facility Charge Revenue Bonds, Series 2019, dated June 19, 2019 (the “**Series 2019 PFC Bonds**” and, together with the Series 2012A PFC Bonds, the Series 2012B PFC Bonds, the Series 2012C PFC Bonds and the Series 2014 PFC Bonds, the “**Outstanding Prior Bonds**”) for the purpose of financing improvements to certain Airport Facilities Projects (as defined in the PFC Trust Agreement); and

WHEREAS, Section 2.05 of the PFC Trust Agreement provides that the MDTA may from time to time issue Additional Bonds (as defined in the PFC Trust Agreement) in accordance with the terms and conditions set forth in the PFC Trust Agreement for the purpose, among others, of (i) paying all or any part of the cost of any additional Airport Facilities Projects (as defined in the PFC Trust Agreement) or (ii) providing funds for refunding all or a portion of the bonds then outstanding of any or all series, whether or not such bonds are then subject to redemption, including providing for the payment of any redemption premium due or to become due thereon, interest to accrue to the selected redemption or maturity date, any serial maturities to become due prior to the selected redemption or maturity date and any expenses in connection with such refunding; and

WHEREAS, the MDTA desires to adopt this Resolution to authorize the execution and delivery of a supplement and amendment to the PFC Trust Agreement (the “**Supplemental PFC Trust Agreement**”) that will include, among other provisions, (i) the terms of the Series 2023 PFC Bonds as Additional Bonds and (ii) the pledge of PFC Revenues as security for the Series 2023 PFC Bonds, such pledge to include other legally available revenues generated from the operation of the airport facilities at Baltimore/Washington International Thurgood Marshall Airport (“BWI Marshall Airport”) as deemed appropriate by the Executive Director of the MDTA (the “**Executive Director**”); and

WHEREAS, the MDTA desires to authorize the issuance of the Series 2023 PFC Bonds for the purpose of (i) refunding all or a portion of the Outstanding Prior Bonds or all or a portion of any principal maturities thereof (collectively, the “**Refunded Bonds**”), (ii) funding a debt service reserve fund, and (iii) paying the costs related to issuance of the Series 2023 PFC Bonds, provided that certain conditions set forth in this Resolution are met; and

WHEREAS, interest on the Outstanding Prior Bonds is payable semiannually on June 1 and December 1 (each, an “**Interest Payment Date**”) in each year until the respective final maturity dates of each series of the Outstanding Prior Bonds; and

WHEREAS, the Outstanding Prior Bonds mature in annual installments on June 1 in each year until the respective final maturity dates of each series of the Outstanding Prior Bonds; and

WHEREAS, pursuant to the PFC Trust Agreement, the Trustee holds and maintains a Bond Fund for each series of the Outstanding Prior Bonds, from which, immediately prior to each Interest Payment Date, the Trustee is required to withdraw the amounts required for paying the interest on the bonds secured thereby as such interest becomes due and payable and the amounts required for paying the principal of the bonds secured thereby as such principal becomes due and payable; and

WHEREAS, in order to provide for the payment of all or a portion of the principal amount of and interest on the Outstanding Prior Bonds, the MDTA hereby desires to authorize the advance deposit of its legally available funds into the respective Bond Fund for each series of Outstanding Prior Bonds; and

WHEREAS, Section 4.08 of the PFC Trust Agreement authorizes MDTA to transfer or deposit to the credit of any bond fund created under the PFC Trust Agreement any moneys on deposit in the Facilities Improvement Fund (the “**Facilities Improvement Fund**”) created under the PFC Trust Agreement to address any deficiency in such bond funds and to make other authorized deposits, including the use of the moneys to pay costs permitted under Applicable Law after satisfying the required deposits and transfers.

NOW, THEREFORE, BE IT RESOLVED BY THE MARYLAND TRANSPORTATION AUTHORITY, as follows:

Section 1. The MDTA hereby authorizes the issuance of one or more series of PFC Bonds designated as its “Passenger Facility Charge Revenue Refunding Bonds, Series 2023, Baltimore/Washington International Thurgood Marshall Airport (Qualified Airport Bonds-AMT),” or such other or further designation as may be deemed appropriate by the Executive Director, in a total aggregate principal amount not to exceed One Hundred Million Dollars (\$100,000,000), for the purpose of (i) refunding all or a portion of the Outstanding Prior Bonds or all or a portion of any principal maturities thereof, provided that the savings realized from the refunding results in aggregate net present value savings to the MDTA of not less than One Million Dollars (\$1,000,000) and that no single fixed-rate maturity will be refinanced unless economic, (ii) funding a debt service reserve fund and (iii) paying the costs related to the issuance of the Series 2023 PFC Bonds, subject to the limitations set forth below in Section 3(b).

Section 2. The Series 2023 PFC Bonds will be issuable as fully registered bonds without coupons and may be issued in such denominations as the Executive Director may determine, in consultation with the Chief Financial Officer of the MDTA (the “**Chief Financial Officer**”), the Chief Financial Officer to the Maryland Department of Transportation (the “**Department CFO**”), the Chief Financial Officer of MDOT MAA (the “**MAA CFO**”), and the financial advisors and bond counsel to the MDTA, as appropriate. The Series 2023 PFC Bonds are special obligations of the MDTA payable, as to principal and interest, solely from the revenues and funds pledged thereto under the PFC Trust Agreement, as amended and supplemented, and are not and shall not be deemed (i) to be general obligations of the MDTA, (ii) to constitute obligations of the Maryland Department of Transportation (the “**Department**”) or the MDOT

MAA, or (iii) to constitute a debt or a pledge of the faith and credit of the State of Maryland or any political subdivision thereof. The revenues pledged under the Second Amended and Restated Trust Agreement dated as of September 1, 2007 (as amended and supplemented, the “**Toll Facilities Trust**”) derived from the Transportation Facilities Projects or the General Account Projects (as such terms are defined in the Toll Facilities Trust) will not be pledged as security for the Series 2023 PFC Bonds or any other bonds issued under the PFC Trust Agreement, as supplemented and amended. Therefore, the limitation on the outstanding principal amount of toll revenue bonds issued by the MDTA and secured by toll revenues set forth in Section 4-306(b) of the Act does not apply to the Series 2023 PFC Bonds.

Section 3. Bond Sale.

(a) The MDTA hereby authorizes its Executive Director to sell one or more series of the Series 2023 PFC Bonds by one or more competitive sales or by negotiated sales (including but not limited to a direct placement with a financial institution), upon terms determined by the Executive Director, with the advice of the Chief Financial Officer, the Department CFO, the MAA CFO, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, the MDOT MAA and the Department, to be the most advantageous for the MDOT MAA, provided that such sale or sales must occur no later than December 31, 2023, unless a later sale date is approved by future resolution of the MDTA, and subject to the limitations set forth below in paragraph (b).

(b) The Executive Director is authorized to determine, with the advice of the Chief Financial Officer, bond counsel, financial advisors and, as appropriate, other officers and staff of the MDTA, the terms of the Series 2023 PFC Bonds, including, but not limited to: (i) the rate or rates of interest to be borne by the Series 2023 PFC Bonds or the method of determining the rates for such bonds, provided that the true interest cost, determined by doubling the semiannual interest rate, compounded semiannually, necessary to discount the debt service payments to the date of the Series 2023 PFC Bonds and to the price for such bonds, shall not exceed 6%, (ii) the dates of principal and interest payments and final maturity of the Series 2023 PFC Bonds, provided that the final maturity of the Series 2023 PFC Bonds shall not exceed (A) the useful life of the assets financed with the proceeds of the Refunded Bonds and (B) the final maturity of the Refunded Bonds, and (iii) the appropriate changes to the designation for the Series 2023 PFC Bonds.

(c) If the Executive Director determines to negotiate the terms of the sale of all or a portion of the Series 2023 PFC Bonds, the MDTA hereby authorizes the Executive Director, with the assistance of the Chief Financial Officer, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, (1) to solicit and accept proposals for the sale of the Series 2023 PFC Bonds on a private, negotiated basis, and (2) if the sale is negotiated, to negotiate the terms of an agreement for the purchase of the Series 2023 PFC Bonds (a “**Bond Purchase Agreement**”), in accordance with the limitations set forth in this Resolution.

(d) If the Executive Director determines to sell all or a portion of the Series 2023 PFC Bonds by the solicitation of competitive bids, the MDTA hereby authorizes the Executive Director, with the assistance of the Chief Financial Officer, its bond counsel, its financial advisors and, as appropriate, other officers and staff of the MDTA, (i) to determine the

means for the submission of competitive bids, including but not limited to electronic bids via such service provider as the Executive Director deems appropriate, (ii) to determine the terms and conditions for such sale, including but not limited to, the conditions for acceptance of bids and the criteria for the selection of a winning bidders, subject to the limitations set forth in this Resolution, (iii) to prepare a notice of sale setting forth the terms and conditions of such sales (the “**Notice of Sale**”), and (iv) to advertise such sale, including but not limited to publication of the Notice of Sale or a summary thereof by any electronic medium, financial journal, or such other manner as the Executive Director deems appropriate, at least ten days before the date set for the receipt of bids.

(e) The Executive Director and the Chief Financial Officer shall provide a report of the results of the sale of the Series 2023 PFC Bonds at the first meeting of the MDTA occurring after the sale of the Series 2023 PFC Bonds.

Section 4. The Executive Director is hereby authorized to engage, as appropriate, the services of a trustee, a registrar, a paying agent, an escrow agent, a verification agent, an underwriter, a feasibility consultant, engineers, accountants, printers and such other service providers as the Executive Director deems appropriate from time to time with respect to the Series 2023 PFC Bonds and the Refunded Bonds.

Section 5. The MDTA hereby authorizes the Executive Director, Chief Financial Officer and other staff of the MDTA, with the assistance of its counsel, bond counsel and its financial advisors, to prepare a preliminary official statement, a final official statement, a private placement memorandum or any other form of offering and disclosure documents (each referred to herein as, an “**Official Statement**”) for the sale related to the Series 2023 PFC Bonds and to distribute each Official Statement to the entities that they shall deem appropriate.

Section 6. Subject to the terms set forth in this Resolution, the MDTA hereby authorizes its Executive Director, with the assistance of other officers of the MDTA, counsel to the MDTA, its bond counsel, financial advisors, and staff, to prepare (i) a Fifth Supplemental PFC Trust Agreement (the “**Fifth Supplemental PFC Trust Agreement**”), (ii) one or more bond certificates for the Series 2023 PFC Bonds (each, a “**Bond Certificate**”), (iii) an escrow deposit agreement or an escrow letter (the “**Escrow Deposit Agreement**”), if required, and (iv) a continuing disclosure agreement (“**Continuing Disclosure Agreement**”) to assist the underwriters of the Series 2023 PFC Bonds in complying with the requirements of Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as the same may be amended from time to time. The Fifth Supplemental PFC Trust Agreement, or another agreement as determined by the MDTA and the Department, may include language providing for a springing amendment that will authorize the substitution of the Department for the MDTA as issuer of the Series 2023 Bonds and all outstanding bonds under the PFC Trust Agreement and assumption by the Department of all the obligations, duties and rights as issuer under the PFC Trust Agreement and related documents that currently designate MDTA as the issuer of the PFC Bonds. Such springing amendment shall become effective on or after the date that a majority of the holders of the Outstanding Prior Bonds agree to such amendment, as determined by the Executive Director with the advice of the Chief Financial Officer, bond counsel, financial advisors and, as appropriate, other officers and staff of the MDTA. The Fifth Supplemental PFC Trust Agreement shall be in form and substance satisfactory to the MDTA and the Department.

Section 7. The Chairman of the MDTA (the “**Chairman**”) and the Executive Director are hereby authorized to execute and deliver on behalf of the MDTA each Bond Certificate by their manual or facsimile signatures. The Executive Director is hereby authorized to cause an original or facsimile of the official seal of the MDTA to be imprinted or reproduced on each Bond Certificate.

Section 8. The MDTA hereby authorizes the Chairman and the Executive Director, or either of them, to execute and deliver on behalf of the MDTA, as appropriate, an Official Statement, the Fifth Supplemental PFC Trust Agreement, a Bond Purchase Agreement, an Escrow Deposit Agreement, a Continuing Disclosure Agreement and such other documents and agreements deemed necessary and appropriate by the Chairman or the Executive Director (collectively, together with the Bond Certificates, the “**Bond Documents**”). The execution and delivery by them of the Bond Documents shall be conclusive evidence of their final approval.

Section 9. The MDTA hereby covenants that it will take, or refrain from taking, any and all actions necessary to comply with the provisions of Section 103 and Sections 141 through 150, inclusive, of the Internal Revenue Code of 1986, as amended (the “**Code**”), applicable to the Series 2023 PFC Bonds in order to preserve the status of the interest on the Series 2023 PFC Bonds as excluded from gross income for federal income tax purposes. Without limiting the generality of the covenant set forth in the preceding sentence, (a) the MDTA will not use or permit the use (to the extent it exercises control or direction) of any of the proceeds of the Series 2023 PFC Bonds in such manner as would cause the interest on the Series 2023 PFC Bonds to be included in gross income for federal income tax purposes, (b) the MDTA will regulate the investment of the proceeds of the Series 2023 PFC Bonds (to the extent it exercises control or direction) so as not to cause any of the Series 2023 PFC Bonds to be an “arbitrage bond” within the meaning of Section 148 of the Code and the Income Tax Regulations thereunder, (c) the MDTA will, if and to the extent necessary, make periodic determinations of the rebate amount and timely pay any rebate amount, or installment thereof, to the United States of America, (d) the MDTA will prepare and timely file Internal Revenue Service Form 8038-G, Information Return for Tax-Exempt Governmental Obligations, and/or Form 8038, Information Return for Tax-Exempt Private Activity Bond Issues, and (e) the Executive Director and Chief Financial Officer are hereby authorized and directed to prepare or cause to be prepared and to execute and deliver any certificate, report or other document that may be required in order to assure compliance with the applicable provisions of Section 103 and Sections 141 through 150, inclusive, of the Code, and the Income Tax Regulations promulgated thereunder. The Chairman and the Executive Director are hereby authorized, pursuant to the provisions of Section 147(f) of the Code, to conduct a public hearing to hear any objections to the proposed issuance of the Series 2023 PFC Bonds subject to the requirements of Section 147(f) of the Code, following publication of a notice of public hearing in a newspaper or newspapers of general circulation in Anne Arundel County, Maryland and Baltimore County, Maryland at least 14 days, or fewer days as permitted by Section 147(f), in advance of the date set for such hearing.

Section 10. The MDTA hereby authorizes its Chief Financial Officer to cause the transfer of its legally available funds from the Facilities Improvement Fund and the deposit of such funds in the amount of up to Forty Million Dollars (\$40,000,000) into the Bond Fund created under

the PFC Trust Agreement for each respective series of Outstanding Prior Bonds, for the purpose of paying all or a portion of the principal amount of and interest on the Outstanding Prior Bonds.

Section 11. The Chairman and the Executive Director are hereby authorized to specify, prescribe, determine, provide for or approve, all within the limitations of this Resolution and the Act, all other matters, details, forms, documents and procedures pertaining to the sale, security, issuance, delivery and payment of or for the Series 2023 PFC Bonds, including (without limitation) the execution, acknowledgment, sealing and delivery of Bond Documents by the Chairman, Executive Director or any other duly qualified employee, agent or officer of the MDTA as are or may be necessary or appropriate to consummate the transactions contemplated by this Resolution and the option to pledge as security for all or some of the PFC Bonds, in addition to PFC Revenues, other legally available revenues generated from the operation of the airport facilities at BWI Marshall Airport, as deemed appropriate by the Executive Director of the MDTA, in accordance with the Act and this Resolution.

Section 12. The MDTA hereby authorizes its Executive Director and all other proper officers of the MDTA to create, supplement, and amend the Bond Documents and to take such actions or cause to be taken such actions as shall be necessary, proper and convenient for carrying out the purposes of this Resolution, including, but not limited to, expending funds, incurring costs and holding any necessary public hearings.

Section 13. The Executive Director is hereby authorized generally to take such actions as may be appropriate to ensure compliance by the MDTA with the terms and conditions of the applicable Bond Documents and with the provisions of applicable law.

Section 14. The Executive Director will provide (a) periodic updates to the Finance Committee and the MDTA Board of all contracts and Bond Documents approved by the Executive Director in accordance with this Resolution and (b) the effective date of the springing amendment and the implementation of the substitution of the Department as the issuer of the PFC Bonds relieving MDTA of the responsibilities, obligations, duties, rights as issuer under the PFC Trust Agreement and related documents.

Section 15. This Resolution shall be effective immediately upon its adoption.

RESOLUTION 23-01

Page 8

Dated as of _____, 2023.

WITNESS:

MARYLAND TRANSPORTATION AUTHORITY

Executive Director

Chairman

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Kimberly Millender
Assistant Attorney General

TAB 8



Maryland Transportation Authority

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

Board Members:

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Treasury & Debt Allen Garman
SUBJECT: Quarterly Review of Investment Strategy and Benchmarks
DATE: May 25, 2023

PURPOSE OF MEMORANDUM

To complete the required quarterly review of the MDTA's investment strategy and benchmarks for the three-month period ended March 31, 2023. This item was discussed in greater detail at the May 11, 2023 Finance Committee meeting and the committee supports continuing the current investment strategies for all accounts.

KEY POINTS

- For the trailing three-month period ended March 31, 2023, investments conformed to Investment Policy limitations.
- Portfolio structuring by account adhered to board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment.
- No recommended changes in strategy or benchmarks.

SUMMARY

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

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

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

Quarterly Review of Investment Strategy and Benchmarks
Page Two

- Of the \$960 million portfolio at the end of March, \$601 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 \$359 million is managed for *Total Return*, representing long-term unrestricted reserves held in the General and M&O Reserve accounts.
 - Unrestricted reserves are managed for Total Return, with consideration of the volatility/return tradeoff associated with longer-term structures.
 - Longer duration portfolios benefit from higher average annual returns over multiyear periods and exhibit greater return volatility relative to shorter-term maturity structures.
 - Duration Targeted portfolios maintain a consistent structure and management does not attempt to time market rate changes.

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

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

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

RECOMMENDATION

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

TAB 9



Maryland Transportation Authority

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

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year (FY) 2023 Operating Budget vs. Actual Spending Review
DATE: May 25, 2023

PURPOSE

The purpose of the memorandum is to advise the MDTA Board of the status of actual year-to-date (YTD) spending for the third quarter against the FY 2023 Final Operating Budget.

KEY TAKEAWAYS

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

- As of March 31, 2023, 64% of the budget was spent compared to a target of 72%.
- Object 06 (Fuel & Utilities) was above budget at an 82% spend rate, due, in part, to the delayed receipt and payment of utility invoices.
- Object 13 (Fixed Charges) was above budget at a 134% spend rate due to the payment of an annual insurance fee plus bad debt expenses associated with facility damage.
- All other Objects are at or below the targeted spending level.
- The primary underspending drivers are as follows: personnel vacancies, reduced vehicle purchases (shifting to FY2024), and other reduced line items spending.

SUMMARY

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

- Salaries & Wages/Technical & Special Fees (Object 01 & 02) are below budget with a 66% spend rate when compared to the projected spend rate (72%). Employee vacancies account for the lower than expected spend rate in Objects 01 & 02.

- Communications (Object 03) is at budget with a 73% spend rate.
 - Telecommunications (0303) is below budget at a 41% spend rate, which is mostly driven by employee vacancies.
 - State Paid Telecommunications (0305) is at a 92% spend rate and accounts for most of the performance in Object 03. This line item contains the State Radio System (\$1.7 million budgeted compared to \$1.6 million actual invoice) that is invoiced once per year.
- Object 4 (Travel) is below the budgeted spend rate at a 39% spend rate. The timing of activities (*e.g.*, trainings, conferences, meetings) accounts for this performance.
- Fuel and Utilities (Object 06) are above the budgeted spend rate at an 82% spend rate. This is due, in part, to the fact that Object 06 activity is typically heavier during the third quarter of the fiscal year. Additionally, delayed billing from FY 2022 (that was not captured in the fiscal year-end accrual) has caused this line item to exceed the targeted spending level. While the delayed invoicing has since been remedied, this line item is projected to exceed the budget.
- Motor vehicle operations and maintenance (Object 07) is below budget at a 48% spend rate. The cost is largely dependent upon when vehicle orders are filled. Delays in orders are expected to result in savings for FY 2023. However, these costs will transfer into FY 2024. Additionally, gas prices are below budgeted assumptions and maintenance costs are lower due to warranty coverage on new vehicles.
- Contractual Services (Object 08) is below budget target with a 61% spend rate. Significant spending variances include:
 - Advertising (0801) is at a 32% spend rate. Some of the underspending in this line item is due to the timing of invoices and activity – this is expected to be at or potentially below budget.
 - Engineers (0807) is at a 44% spend rate – this is a seasonal item that is expected to be on budget.
 - Equipment Rental (0808) is below budget at a 58% spend rate due to timing of the rental activity. There is the potential for small savings.
 - Equipment Repairs & Maintenance (0809) is over the targeted spend rate at a 92% spend rate. This is a timing issue driven by the one-time IT storage and blade service maintenance cost, which is on budget.
 - Building/Road Repairs & Maintenance (0812) is below budget at a 46%. This line item is expected to be below budget due to reduced cost for dehumidification at the Bay Bridge and as sludge removal activity is moved to FY 2024.
 - Education & Training (0819) is below budget with a 34% spend rate. Expenses do not occur evenly throughout the year. For instance, tuition reimbursement follows the college semester timeline. However, savings is expected in this line item due to reduced Career Development Program activity.

- Management Studies (0821) is below budget with a 21% spend rate. Savings is expected in this line item as some of the budgeted activities will shift to FY 2024.
- Security Services (0823) is at a 64% spend rate. This is expected to be on budget as the variance is due to invoice timing.
- Fiscal Services (0829) is at a 62% spend rate. This line item is slightly below the targeted spending level and is expected to be on budget.
- The primarily IT objects (0841 through 0869) are collectively at a 59% spend rate compared to the budget. Typically, these objects have one-time invoicing, which results in expenses being above or below budget at specific times throughout the year, but ultimately on budget by year end. This line item is expected to be on budget with the potential for savings.
- *E-ZPass*® Service Center Costs (0873) is at a 78% spend rate. Based on the latest expenditure forecast, this line item will exceed the budget.
- Other Contractual Services (0899) is at a 51% spend rate. This is driven by MSP invoicing. This line item is expected to be on budget.
- Supplies & Materials (Object 09) is at a 54% spend rate.
 - Roadway Maintenance Materials (0905) is at a 41% spend rate – this is a seasonal item that is expected to be on budget or slightly below budget.
 - Salt (0906) is at 0.2% spend rate due to the mild winter to date. Savings are expected in this line item.
 - Uniforms (0912) is at a 53% spend rate. Shipments are expected and will result in this line item being on budget.
 - Ammunition (0934) is at a 77% spend rate. The annual taser contract payment (\$312k) accounts for most of the variance.
- Replacement Equipment (Object 10) is below budget at a 58% spend rate.
 - Other Replacement Equipment (1099) drives the variance with a 67% spend rate. Replacement PPE equipment was received, and this line item is expected to be on budget.
- Additional Equipment (Object 11) is at a 14% spend rate.
 - Additional Maintenance & Building Equipment (1113) drives the variance with a 3% spend rate. FY 2023 expenses for a heavy truck lift delivery at the Nice/Middleton Bridge are expected to shift to FY 2024 due to an auto-shop renovation.
- Fixed Costs (Object 13) is over budget at a 134% spend rate.
 - Insurance (1309) is at a 133% spend rate. The increase is due to an annual invoice for the Bridge's & Tunnels Liability insurance. Also, bad debt expense (non-payment for damage to facilities) drives the variance in this line item.

ATTACHMENT

- Budget vs Actual by Object 3rd Qtr. FY 2023

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Friday, March 31, 2023

	<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	\$7,578,369	\$120,475,029	\$64,564,040	\$55,910,989	53.59%
0102 ADDITIONAL ASSISTANCE		194,092		194,092	0.00%
0104 OVERTIME EARNINGS	390,945	4,955,951	3,999,830	956,121	80.71%
0104 OVERTIME EARNINGS - SNOW	30,112	1,339,686	123,595	1,216,091	9.23%
0105 SHIFT DIFFERENTIAL	5,130	993,334	38,058	955,277	3.83%
0110 MISCELLANEOUS P/R ADJUSTMEN	1,875	1,421,356	203,524	1,217,832	14.32%
0111 ACCRUED LEAVE PAYMENTS		192,471	603,727	(411,256)	313.67%
0112 RECLASSIFICATIONS		410,058		410,058	0.00%
0151 SOCIAL SECURITY CONTRIBUTIO	7,574	8,594,673	52,337	8,542,336	0.61%
0152 HEALTH INSURANCE	23,953	19,173,822	276,981	18,896,841	1.44%
0154 RETIREE'S HLTH INSURANCE PRE	15,569	10,257,987	181,658	10,076,329	1.77%
0161 EMPLOYEES RETIREMENT SYSTE	7,524	14,507,714	46,580	14,461,134	0.32%
0165 STATE POLICE RETIREMENT SYS	196,808	3,078,695	1,381,452	1,697,243	44.87%
0169 LAW ENFORCEMNT OFF PENSION SYS		20,014,531		20,014,531	0.00%
0171 BURDEN EXPENSE	7,020,559		59,909,601	(59,909,601)	0.00%
0174 UNEMPLOYMENT COMPENSATIO	965	337,343	7,051	330,292	2.09%
0175 WORKERS COMPENSATION		3,923,031		3,923,031	0.00%
0189 TURNOVER		(12,047,501)		(12,047,501)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		853,363	539,608	313,755	63.23%
Total Object 01	15,279,385	198,675,634	131,928,042	66,747,592	66.40%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	13,000	150,000	88,044	61,956	58.70%
0211 EMPLOYEE AWARDS	15	1,000	15	985	1.48%
0220 SPECIAL PAYMENTS PAYROLL		748,548		748,548	0.00%
Total Object 02	13,015	899,548	88,059	811,489	9.79%
Object 03 Communications					
0301 POSTAGE	1,819	71,118	20,965	50,153	29.48%
0302 TELEPHONE	16,977	228,558	151,057	77,501	66.09%
0303 TELECOMMUNICATIONS	52,931	770,517	315,342	455,175	40.93%
0305 STATE PAID TELECOMMUNCIATIONS		1,725,000	1,583,589	141,411	91.80%
0306 CELL PHONE EXPENDITURES	37,439	410,706	277,412	133,295	67.55%
Total Object 03	109,166	3,205,899	2,348,363	857,536	73.25%
Object 04 Travel					
0401 IN STATE/ROUTINE OPERTN TRA\	579	31,363	6,346	25,017	20.24%
0402 INSTATE/CONF/SEMNR/TRNG TRA	494	57,229	12,055	45,174	21.06%
0403 OUTSTATE/ROUTINE OPERTN TR/	789	55,193	4,880	50,313	8.84%
0404 OUTSTATE/CONF/SEMNR/TRNG TI	43,331	269,937	138,811	131,126	51.42%
Total Object 04	45,193	413,722	162,093	251,630	39.18%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2	11,385	139,100	113,182	25,918	81.37%
0606 FUEL-NATURAL GAS/PROPANE	49,228	197,146	203,469	(6,323)	103.21%
0620 UTILITIES-ELECTRICITY	1,254,356	3,445,787	2,777,076	668,712	80.59%
0621 UTILITIES-WATER/SEWAGE	38,467	318,758	262,039	56,718	82.21%
Total Object 06	1,353,436	4,100,791	3,355,766	745,025	81.83%
Object 07 Motor Vehicle Operations and Maintenance					
0701 PURCH VEH-CAR,LIGHT TRUCK	125,831	7,981,882	3,965,961	4,015,921	49.69%

SUMMARY

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Friday, March 31, 2023

	<u>Expenditures</u>		<u>YTD</u>	<u>Balance</u>	<u>%</u>
	<u>This Month</u>	<u>Budget</u>	<u>Expense</u>		<u>Spent</u>
0702 VEHICLE GAS & OIL	228,150	3,765,454	1,231,114	2,534,340	32.69%
0703 VEHICLE MAINTENANCE & REPAIR	124,852	1,777,957	1,037,554	740,403	58.36%
0703 VEHICLE MAINTENANCE & REPAIR-SNOW			32	(32)	0.00%
0704 INSURANCE		407,863		407,863	0.00%
0721 VEHICLE GAS & OIL - WATERCRA	1,661	44,347	20,429	23,918	46.07%
0722 VEHICLE MAINT & REPAIR - WATER	27,782	61,431	39,309	22,122	63.99%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,200		4,200	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR			80	(80)	0.00%
0731 GAS & OIL - OTHER LAND VEHICLE	101,351	990,000	561,592	428,408	56.73%
0732 LG VEHICLE MAINT & REPAIR	232,655	2,000,000	1,260,283	739,717	63.01%
0732 LG VEHICLE MAINT & REPAIR-SNOW			1,462	(1,462)	0.00%
0789 COMMUTER CHARGE	(1,134)	(5,000)	(10,913)	5,913	218.26%
0799 OTHER MOTOR VEHICLE CHARGES		50,000	50,840	(840)	101.68%
Total Object 07	841,149	17,078,134	8,157,743	8,920,391	47.77%
Object 08 Contractual Services					
0801 ADVERTISING/LEGAL PUBLICATION	214,211	3,250,353	1,047,438	2,202,915	32.23%
0802 APPLICATIONS SOFTWARE MAINTENANCE		100,000	74,588	25,412	74.59%
0804 PRINTING/REPRODUCTION	(1,331)	22,000	10,680	11,320	48.54%
0807 ENGINEERS	207,114	3,750,000	1,717,365	2,032,635	45.80%
0807 ENGINEERS - Environmental (MA096)	161,834	2,600,000	1,010,536	1,589,464	38.87%
0807 ENGINEERS - Highways (MA0983)	4,153	245,000	21,862	223,138	8.92%
0807 ENGINEERS - Architectural (MA2395)	21,284	260,000	219,753	40,247	84.52%
0807 ENGINEERS - ITS/Electrical (MA2226)	94,407	650,000	647,891	2,109	99.68%
0807 ENGINEERS - Structural (MA2055)	149,466	1,500,000	772,640	727,360	51.51%
0807 ENGINEERS - Traffic (MA2181)	214,622	1,500,000	963,199	536,801	64.21%
0807 ENGINEERS - Asset Mgmt (MA2869)	122,115	700,000	271,324	428,676	38.76%
0807 ENGINEERS - On-Call (All MR)	(689,782)	2,700,000	1,856,377	843,623	68.75%
0807 ENGINEERS - Annual Inspections (MA2869)	1,217,883	15,000,000	5,361,593	9,638,407	35.74%
0808 EQUIPMENT RENTAL	46,554	502,101	293,600	208,500	58.47%
0809 EQUIPMENT REPAIRS & MAINT	1,399	1,610,607	1,486,804	123,803	92.31%
0810 EXTERMINATION		16,771	(653)	17,424	(3.89%)
0812 BUILDING/ROAD REPAIRS & MAINT	219,120	14,608,242	2,269,723	12,338,519	15.54%
0812 BUILDING/ROAD REPAIRS & MAINT	624,832		4,446,823	(4,446,823)	0.00%
0813 JANITORIAL SERVICES	128,125	1,431,411	1,148,381	283,030	80.23%
0814 GROUNDS MAINTENANCE		46,490	5,168	41,322	11.12%
0815 LAUNDRY	244	3,199	981	2,218	30.66%
0817 LEGAL SERVICES	8,623	204,381	174,313	30,068	85.29%
0819 EDUCATION/TRAINING CONTRACTS	62,217	1,355,688	462,769	892,919	34.14%
0820 MEDICAL CARE	66,783	271,720	149,665	122,055	55.08%
0821 MGMT STUDIES AND CONSULTANTS	87,886	3,448,658	723,862	2,724,796	20.99%
0823 SECURITY SERVICES	124,870	981,190	630,502	350,688	64.26%
0824 LABORATORY SERVICES	5,840	47,736	26,666	21,070	55.86%
0825 VETERINARIAN	1,755	31,565	15,983	15,582	50.64%
0826 FREIGHT AND DELIVERY	1,802	18,720	8,090	10,630	43.21%
0827 TRASH AND GARBAGE REMOVAL	35,367	446,051	274,340	171,710	61.50%
0828 OFFICE ASSISTANCE	2,266	61,244	36,867	24,377	60.20%
0829 FISCAL SERVICES	1,268,214	18,859,000	11,603,749	7,255,251	61.53%
0841 DP CENTRAL PROCESS SVC	137,020	1,100,000	541,097	558,903	49.19%
0843 DP COMMUNICATIONS CONTROLLERS SVC		480,000	305,792	174,208	63.71%
0849 TELECOMM LINES, MODEMS & CABLE	2,856	98,453	63,637	34,816	64.64%

SUMMARY

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For the Nine Months Ending Friday, March 31, 2023

		<u>Expenditures</u>		<u>YTD</u>		<u>%</u>
		<u>This Month</u>	<u>Budget</u>	<u>Expense</u>	<u>Balance</u>	<u>Spent</u>
0854	COMPUTER MAINTENANCE CONTRACTS		183,160		183,160	0.00%
0858	SOFTWARE LICENSES	11,701	146,302	28,238	118,064	19.30%
0861	APPL SOFTWARE ACQUISITION			56,275	(56,275)	0.00%
0862	APPL SOFTWARE MAINTENANCE	158,167	2,218,082	2,398,144	(180,062)	108.12%
0864	SYSTEMS SOFTWARE MAINTENANCE	13,917	500,000	377,247	122,753	75.45%
0865	OUTSIDE SVCS-SYS ANALYSIS&D	434,501	7,317,000	3,778,015	3,538,985	51.63%
0866	OUTSIDE SVCS-PROGRAMMING	28,923	415,000	228,418	186,582	55.04%
0869	OUTSIDE SVCS-COMPUTER USAGE	4,002	762,000	15,090	746,910	1.98%
0873	OUTSIDE SVC - E-Z PASS SVC CEN	4,400,057	50,154,944	39,302,796	10,852,148	78.36%
0874	OFFICE OF ATTORNEY GENERAL FEE		44,265	42,474	1,791	95.95%
0875	RETIREMENT AGENCY ADMIN FEE		204,565	218,139	(13,574)	106.64%
0876	STATEWIDE DOIT SERVICES		80,604		80,604	0.00%
0894	STATEWIDE PERSONNEL SYS ALLOC		55,433	6,544	48,889	11.81%
0897	STATE ENTERPRISE BUDGET SYSTEM		27,574		27,574	0.00%
0899	OTHER CONTRACTUAL SVC-NON	166,808	2,668,679	1,353,010	1,315,669	50.70%
Total Object 08		9,759,825	142,678,187	86,447,793	56,230,394	60.59%

Object 09 Supplies and Materials

0901	AGRICULTURE		30,740	15,368	15,372	49.99%
0902	OFFICE SUPPLIES	25,022	396,672	183,050	213,622	46.15%
0903	ELECTRICAL MATERIALS	13,449	428,043	243,784	184,259	56.95%
0904	BUILDING & HOUSEHOLD SUPPLIES	21,047	403,664	209,417	194,247	51.88%
0905	ROADWAY MAINT MATERIALS	16,300	670,774	277,224	393,550	41.33%
0906	SALT/SNOW MELTING MATERIALS		1,566,823	67,775	1,499,048	4.33%
0908	HOUSEKEEPING SUPPLIES	1,447	76,069	28,609	47,460	37.61%
0909	MEDICAL SUPPLIES	100	40,314	8,798	31,516	21.82%
0912	WEARING APPAREL-UNIFORMS ETC	72,221	1,110,734	585,623	525,110	52.72%
0915	LIBRARY SUPPLIES		23,675	10,025	13,650	42.34%
0917	SMALL TOOLS	21,153	384,798	152,912	231,887	39.74%
0918	VETERINARY SUPPLIES	1,177	29,381	7,101	22,280	24.17%
0920	FOOD	3,378	185,414	51,353	134,061	27.70%
0926	DATA PROCESSING SUPPLIES	3,144	41,774	15,539	26,235	37.20%
0934	AMMO GUNS FIRING RANGE SUPPLIES	43,570	576,321	444,326	131,995	77.10%
0951	E-ZPASS TRANSPONDERS	448,089	4,365,000	3,305,732	1,059,269	75.73%
0999	OTHER SUPPLIES AND MATERIALS	89,500	307,428	131,567	175,861	42.80%
Total Object 09		759,599	10,637,624	5,738,201	4,899,423	53.94%

Object 10 Replacement Equipment

1002	REPL AUDIO-VISUAL EQUIP			1,308	(1,308)	0.00%
1013	REPL MAINTENANCE & BUILDING EQUIP	73,941	496,500	91,412	405,088	18.41%
1015	REPL OFFICE EQUIPMENT	13,199	74,907	21,404	53,503	28.57%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT		206,000	51,950	154,050	25.22%
1031	REPL DP EQUIP-MAINFRAME		75,000		75,000	0.00%
1033	REPL DP EQUIP-MICROCOMPUTER	55,334	1,250,000	953,410	296,590	76.27%
1036	REPL DP EQUIP-PERIPHERALS			19,443	(19,443)	0.00%
1099	OTHER REPLACEMENT EQUIPMENT	859	978,900	652,925	325,975	66.70%
Total Object 10		143,332	3,081,307	1,791,853	1,289,455	58.15%

Object 11 Additional Equipment

1102	ADDT'L AUDIO-VISUAL EQUIP		12,500	(77,305)	89,805	(618.44%)
1103	ADDT'L CLEANING EQUIPMENT		10,000	217	9,783	2.17%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Friday, March 31, 2023

	<u>Expenditures</u>	<u>Budget</u>	<u>YTD</u>	<u>Balance</u>	<u>%</u>
	<u>This Month</u>		<u>Expense</u>		<u>Spent</u>
1109 ADDT'L HUMAN ENVIRONMENTAL EQUIP		1,000	1,847	(847)	184.74%
1113 ADDT'L MAINTENANCE & BUILDING EQUIP		501,000	15,637	485,363	3.12%
1115 ADDT'L OFFICE EQUIPMENT		35,000	31,712	3,288	90.61%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		100,000	3,104	96,896	3.10%
1199 OTHER ADDITIONAL EQUIPMENT	20,293	472,085	179,575	292,510	38.04%
Total Object 11	20,293	1,131,585	154,787	976,798	13.68%
Object 13 Fixed Charges					
1302 INSURANCE COVERAGE PAID TO STO		468,408	135,674	332,734	28.96%
1303 RENT PAID TO DGS		1,100		1,100	0.00%
1304 SUBSCRIPTIONS	80	53,160	3,229	49,931	6.07%
1305 ASSOCIATION DUES	62,508	254,605	173,423	81,182	68.11%
1308 LICENSES	739	9,770	4,277	5,493	43.78%
1309 INSURANCE (NON STO PAYMENTS)		4,463,488	5,925,727	(1,462,239)	132.76%
1320 BAD DEBT EXPENSE (NON TOLLS)	143,048		782,973	(782,973)	0.00%
Total Object 13	206,375	5,250,531	7,025,303	(1,774,772)	133.80%
Total All Objects	28,530,767	387,152,963	247,198,002	139,954,961	63.85%

TAB 10



Maryland Transportation Authority

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

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board Members
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: Third Quarter Review of Fiscal Year (FY) 2023 Capital Budget vs. Actual Spending
DATE: May 25, 2023

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Finance Committee on the status of actual FY 2023 capital spending against the FY 2023 capital budget in the FY 2023-2028 Draft Consolidated Transportation Program (CTP). This information was presented to the MDTA Finance Committee on May 11, 2023.

SUMMARY

As of March 31, 2023, 54.6% of the FY 2023 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2023 is \$556.0 million. The actual spending through the third quarter was \$303.4 million.

ANALYSIS

Twenty-six of the 91 projects budgeted in FY 2023 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 ten projects budgeted for more than \$11 million each in FY 2023 was \$223.0 million. The ten projects are detailed in Attachment A.

ATTACHMENT

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

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

Project Name	FY 2023 Budget Draft FY23-28 CTP (\$ Million)	FY 2023 Actual thru 03/31/2023 (\$ Million)	FY 2023 3rd Qtr Spend Rate	FY 2023 Remaining (\$ Million)
Replace Nice/Middleton Bridge	\$116.2	\$66.9	58%	\$49.3
I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	\$80.0	\$46.5	58%	\$33.5
I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	\$68.1	\$58.4	86%	\$9.7
I-95 ETL Northbound Extension - MD 24 to Bynum Run	\$18.0	\$0.4	2%	\$17.6
Rehabilitate Decks of Eastbound Span - Phase I	\$17.6	\$10.2	58%	\$7.3
I-95/Belvidere Road Interchange	\$17.3	\$4.5	26%	\$12.7
Rehabilitate Fort McHenry Tunnel Vent Fans	\$15.5	\$11.6	75%	\$3.9
Replace Electronic Toll Collection and Operating System - 3rd Generation	\$12.6	\$8.4	67%	\$4.2
10-Year Equipment Budget - FY 2018 - FY 2027	\$11.9	\$4.2	36%	\$7.6
I-95 ETL Northbound Extension - Eccelston Mitigation	\$11.8	\$11.8	100%	\$0.0
Total	\$369.0	\$223.0	60%	\$146.0

TAB 11



Maryland Transportation Authority

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

Board Members:

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer Deborah Sharpless
PREPARED BY: Director of Revenue Cheryl Lewis-Orr
SUBJECT: Third Quarter Fiscal Year 2023 Traffic and Revenue Performance
DATE: May 25, 2023

PURPOSE OF MEMORANDUM

To provide the MDTA Board with a quarterly and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast. This item was discussed with the Finance Committee on May 11, 2023.

KEY TAKEAWAYS

- Passenger vehicle traffic levels continue to track closely to pre-pandemic levels.
- Commercial vehicle traffic levels continue to outperform pre-pandemic levels.
- Systemwide, transactions and revenue exceed the forecast by 5.1% and 11.0%, respectively. When adjusting for timing differences, systemwide revenue exceeds the forecast by 6.9%.

ANALYSIS

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

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

Combined Facilities														
TRANSACTIONS (in Millions)								REVENUE (in Millions)						
	FY22	FY23			FY23			FY22	FY23			FY23		
	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff
Qtr. 1	42.7	42.6	(0.1)	-0.3%	41.0	1.6	3.8%	\$ 197.1	\$ 203.4	\$ 6.3	3.2%	\$ 187.8	\$ 15.5	8.3%
Qtr. 2	40.7	43.6	2.9	7.2%	39.5	4.1	10.3%	188.9	205.9	17.0	9.0%	177.2	28.8	16.2%
Qtr. 3	43.1	35.7	(7.4)	-17.2%	35.4	0.3	0.8%	215.7	177.0	(38.7)	-17.9%	163.4	13.6	8.3%
YTD Totals	126.4	121.8	(4.6)	-3.6%	115.9	5.9	5.1%	\$ 601.7	\$ 586.3	\$ (15.4)	-2.6%	\$ 528.4	\$ 57.9	11.0%

*Note: Numbers may not sum due to rounding

As shown in the Table above, for the period ended March 31, 2023, year-to-date (YTD) systemwide transactions totaled 121.8 million and corresponding collected revenue totaled \$586.3 million. This represents a decrease of 4.6 million transactions, or a 3.6% decrease, compared to the same period last year. Similarly, YTD revenue decreased by \$15.4 million, or 2.6% compared to the same period last year. During the third quarter of FY 2023, transactions decreased by 7.4 million, or 17.2%, compared to the same period last year, and revenue decreased by \$38.7 million, or 17.9%. The variation in collected transactions and revenue are mainly due to the transaction backlog. Backlogged transactions for both *E-ZPass*® and video toll transactions were processed at higher rates during the third quarter of FY 2022. Transaction processing is expected to stabilize in the coming fiscal year.

For the period ended March 31, 2023, actual YTD transactions were above forecast by 5.9 million, or 5.1%, and revenue was above forecast by \$57.9 million, or 11.0%. After adjusting for timing differences (*i.e.*, more days of AVI and I-toll transactions processed than forecasted as well as NOTD mailings compared to the forecast), revenue exceeded the forecast by \$36.2 million, or 6.9%. The \$36.2 million deviation in actual revenue performance compared to the forecast was mainly due to higher than forecasted *E-ZPass*® transactions (home and out-of-state *E-ZPass*® transactions increased significantly while commuter transactions were lower than forecasted). Other contributing factors include the processing of transactions from FY 2021 and FY 2022 that were not included in the forecast, higher than forecasted Pay-by-Plate usage and Administrative Toll revenue, and a lower than forecasted video toll transaction collection rate.

ATTACHMENTS

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

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

Attachment A
Summary of Revenue - Adjusted for Timing Differences
FY2023 Forecasted and Actual Revenue Comparison

	E-ZPass®	Video, Administrative ¹ & Pay-By-Plate	Total
Forecast Revenue	\$413,782,925	\$114,653,644	\$528,436,570
<i>less</i> Actual Revenue	468,813,292	117,514,263	586,327,555
Unadjusted Difference	55,030,367	2,860,619	57,890,985
<i>plus</i> Timing Differences	(14,926,968)	(6,743,443)	(21,670,411)
Adjusted Difference	\$40,103,399	(\$3,882,825)	\$36,220,574

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).

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

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

July 1, 2022 to Mar 31, 2023

Toll Revenue Forecast: \$528,436,570

Actual Revenue:

<i>E-ZPass</i>	468,813,292
Pay-By-Plate	2,773,944
Video Toll	91,743,333
Administrative Toll	22,996,985

Total Actual Revenue	586,327,555
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Unadjusted Actual Revenue less Forecasted Revenue	57,890,985
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Timing Difference Estimates:

E-ZPass FY2023 (Current) Transaction Timing Differences

Posted More Days than Forecasted, as of Mar 31, 2023

▪ All Facilities: *E-ZPass* AVI Maryland & Non-Maryland (7 full + 3 partial days) (13,331,870)

▪ All Facilities: *E-ZPass* I-Tolls Maryland and Non-Maryland Behind (6 full + 3 partial days) (1,595,098)

Total Posted More Days than Forecasted, net (14,926,968)

Total <i>E-ZPass</i> FY2023 Transaction Timing Differences	(14,926,968)
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Video Toll Timing Differences:

Mailed 2.6M more Transactions than Forecasted (Jul-Mar 2023) (6,743,443)

Total Video Tolls Timing Differences	(6,743,443)
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Total Timing Difference Estimates	(21,670,411)
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Adjusted Actual Revenue less Forecasted Revenue	\$36,220,574
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Attachment C
Analysis of Actual Toll Revenue Performance & Financial Forecast Differences

July 1, 2022 to Mar 31, 2023

Adjusted Difference (Forecast less Adjusted Actual Revenue) **\$36,220,574**

Forecast Assumption Differences:

<i>E-ZPass</i> Transactions not included in the Forecast (FY 2021 & 2022)	7,518,891
<i>E-ZPass</i> Daily Average Revenue Higher than Forecasted (FY2023)	32,288,648
Pay-By-Plate Usage Higher than Forecasted	1,565,837
Video Toll Average Toll Rate Lower than Forecasted	(3,831,668)
Video Toll Collection Rate Lower than Forecasted	(14,818,504)
Administrative Toll Revenue Higher than Forecasted	12,316,984

Total Forecast Assumption Differences	35,040,188
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Unreconciled/Analyzed Difference	(\$1,180,387)
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Third Quarter Fiscal Year 2023 Traffic and Revenue Performance Report
Page Six

Attachment D
FY 2023 Forecast vs. Actual Revenue – By Facility

Legacy Facilities												
Video, Pay-By- Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	Total
		Forecast	\$ 47,471,718	\$ 42,351,028	\$ 39,675,474	\$ 41,014,031	\$ 39,696,500	\$ 40,023,143	\$ 36,691,130	\$ 34,654,709	\$ 39,690,826	\$ 361,268,558
	Actual	47,471,718	42,866,442	60,776,297	52,263,804	46,197,971	43,246,729	40,722,399	37,306,816	45,672,353	\$ 416,524,530	
	Difference	(0)	515,414	21,100,823	11,249,773	6,501,471	3,223,586	4,031,270	2,652,108	5,981,527	\$ 55,255,972	
	Total	Forecast	10,625,199	12,844,763	13,851,285	13,931,582	11,080,908	10,907,593	11,918,824	10,701,217	11,131,035	\$ 106,992,407
		Actual	11,742,229	10,080,173	8,128,252	7,814,499	20,292,140	13,116,121	12,053,990	9,759,399	11,133,832	\$ 104,120,634
		Difference	1,117,030	(2,764,591)	(5,723,033)	(6,117,083)	9,211,232	2,208,528	135,166	(941,818)	2,797	\$ (2,871,772)
	Total	Forecast	58,096,917	55,195,791	53,526,759	54,945,613	50,777,408	50,930,736	48,609,954	45,355,926	50,821,861	\$ 468,260,965
		Actual	59,213,947	52,946,615	68,904,549	60,078,303	66,490,111	56,362,850	52,776,389	47,066,215	56,806,185	\$ 520,645,164
		Difference	\$ 1,117,030	\$ (2,249,176)	\$ 15,377,789	\$ 5,132,690	\$ 15,712,703	\$ 5,432,114	\$ 4,166,435	\$ 1,710,290	\$ 5,984,324	\$ 52,384,199

Intercounty Connector												
Video, Pay-By- Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	Total
		Forecast	\$ 4,527,768	\$ 4,807,871	\$ 5,106,502	\$ 5,406,494	\$ 4,515,389	\$ 4,261,235	\$ 3,990,287	\$ 3,852,893	\$ 4,819,984	\$ 41,288,423
		Actual	4,527,768	4,198,483	5,908,850	5,295,358	4,676,694	4,613,665	4,393,790	4,005,603	4,921,088	\$ 42,541,298
	Difference	-	(609,388)	802,348	(111,136)	161,305	352,430	403,503	152,710	101,104	\$ 1,252,875	
	Forecast	1,142,044	742,716	788,290	791,704	647,023	629,790	835,736	797,560	807,265	\$ 7,182,126	
	Actual	1,284,443	1,193,724	1,350,602	1,005,831	2,389,309	1,384,044	1,283,376	1,194,696	1,625,159	\$ 12,711,184	
	Difference	142,400	451,008	562,312	214,127	1,742,287	754,254	447,640	397,137	817,894	\$ 5,529,058	
	Forecast	5,669,811	5,550,587	5,894,791	6,198,199	5,162,412	4,891,025	4,826,023	4,650,452	5,627,249	\$ 48,470,550	
	Actual	5,812,211	5,392,207	7,259,452	6,301,189	7,066,003	5,997,709	5,677,166	5,200,299	6,546,246	\$ 55,252,483	
	Difference	\$ 142,400	\$ (158,380)	\$ 1,364,660	\$ 102,991	\$ 1,903,591	\$ 1,106,685	\$ 851,143	\$ 549,847	\$ 918,997	\$ 6,781,933	

I-95 Express Toll Lanes												
Video, Pay-By-Plate & Other	E-ZPass		July	August	September	October	November	December	January	February	March	Total
		Forecast	\$ 1,123,818	\$ 1,399,619	\$ 1,201,225	\$ 1,406,587	\$ 1,351,667	\$ 1,347,821	\$ 1,008,711	\$ 1,164,116	\$ 1,222,382	\$ 11,225,944
		Actual	1,123,818	908,165	1,577,354	1,254,440	1,091,863	998,216	900,961	869,180	1,023,468	\$ 9,747,464
	Difference	0	(491,453)	376,129	(152,147)	(259,804)	(349,605)	(107,750)	(294,936)	(198,914)	\$ (1,478,480)	
	Forecast	89,882	53,927	46,283	54,195	52,079	51,931	38,865	44,853	47,098	\$ 479,111	
	Actual	89,882	73,923	51,600	46,705	157,153	96,326	66,719	38,704	61,432	\$ 682,444	
	Difference	-	19,997	5,317	(7,490)	105,074	44,395	27,854	(6,149)	14,335	\$ 203,333	
	Forecast	1,213,699	1,453,545	1,247,508	1,460,782	1,403,746	1,399,752	1,047,576	1,208,968	1,269,479	\$ 11,705,055	
	Actual	1,213,699	982,088	1,628,954	1,301,144	1,249,017	1,094,542	967,679	907,884	1,084,900	\$ 10,429,908	
	Difference	\$ 0	\$ (471,457)	\$ 381,446	\$ (159,637)	\$ (154,729)	\$ (305,210)	\$ (79,896)	\$ (301,084)	\$ (184,580)	\$ (1,275,147)	

All Facilities											
	July	August	September	October	November	December	January	February	March	Total	
Forecast	\$ 64,980,428	\$ 62,199,923	\$ 60,669,058	\$ 62,604,593	\$ 57,343,566	\$ 57,221,512	\$ 54,483,553	\$ 51,215,346	\$ 57,718,589	\$ 528,436,570	
Actual	66,239,857	59,320,910	77,792,954	67,680,636	74,805,131	63,455,102	59,421,235	53,174,398	64,437,331	\$ 586,327,555	
Difference	\$ 1,259,429	\$ (2,879,013)	\$ 17,123,896	\$ 5,076,043	\$ 17,461,565	\$ 6,233,589	\$ 4,937,682	\$ 1,959,052	\$ 6,718,742	\$ 57,890,985	

Third Quarter Fiscal Year 2023 Traffic and Revenue Performance Report
Page Seven

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

E-ZPass										
	July	August	September	October	November	December	January	February	March	Total
Forecast	Legacy	\$ 47,471,718	42,351,028	39,675,474	41,014,031	39,696,500	40,023,143	36,691,130	34,654,709	39,690,826 ▼ \$ 361,268,558
	ICC	4,527,768	4,807,871	5,106,502	5,406,494	4,515,389	4,261,235	3,990,287	3,852,893	4,819,984 ▼ \$ 41,288,423
	ETL	1,123,818	1,399,619	1,201,225	1,406,587	1,351,667	1,347,821	1,008,711	1,164,116	1,222,382 ▼ \$ 11,225,944
	Total	53,123,304	48,558,518	45,983,201	47,827,112	45,563,556	45,632,199	41,690,128	39,671,717	45,733,192 ▼ \$ 413,782,925
Actual	Legacy	47,471,718	42,866,442	60,776,297	52,263,804	46,197,971	43,246,729	40,722,399	37,306,816	45,672,353 ▼ \$ 416,524,530
	ICC	4,527,768	4,198,483	5,908,850	5,295,358	4,676,694	4,613,665	4,393,790	4,005,603	4,921,088 ▼ \$ 42,541,298
	ETL	1,123,818	908,165	1,577,354	1,254,440	1,091,863	998,216	900,961	869,180	1,023,468 ▼ \$ 9,747,464
	Total	53,123,303	47,973,090	68,262,500	58,813,602	51,966,528	48,858,610	46,017,150	42,181,599	51,616,908 ▼ \$ 468,813,292
Difference	\$ (0)	\$ (585,427)	\$ 22,279,299	\$ 10,986,490	\$ 6,402,972	\$ 3,226,412	\$ 4,327,023	\$ 2,509,882	\$ 5,883,716	\$ 55,030,367

Video, Pay-By-Plate & Other										
	July	August	September	October	November	December	January	February	March	Total
Forecast	Legacy	\$ 10,625,199 ▼	\$ 12,844,763 ▼	\$ 13,851,285 ▼	13,931,582	11,080,908	10,907,593	11,918,824	10,701,217	11,131,035 ▼ \$ 106,992,407
	ICC	1,142,044	742,716	788,290	791,704	647,023	629,790	835,736	797,560	807,265 ▼ \$ 7,182,126
	ETL	89,882	53,927	46,283	54,195	52,079	51,931	38,865	44,853	47,098 ▼ \$ 479,111
	Total	11,857,125	13,641,406	14,685,857	14,777,481	11,780,010	11,589,314	12,793,425	11,543,629	11,985,397 ▼ \$ 114,653,644
Actual	Legacy	\$ 11,742,229 ▼	\$ 10,080,173 ▼	\$ 8,128,252 ▼	\$ 7,814,499 ▼	\$ 20,292,140 ▼	\$ 13,116,121 ▼	\$ 12,053,990 ▼	\$ 9,759,399 ▼	\$ 11,133,832 ▼ \$ 104,120,634
	ICC	1,284,443	1,193,724	1,350,602	1,005,831	2,389,309	1,384,044	1,283,376	1,194,696	1,625,159 ▼ \$ 12,711,184
	ETL	89,882	73,923	51,600	46,705	157,153	96,326	66,719	38,704	61,432 ▼ \$ 682,444
	Total	13,116,554	11,347,820	9,530,454	8,867,035	22,838,603	14,596,491	13,404,084	10,992,799	12,820,423 ▼ \$ 117,514,263
Difference	\$ 1,259,430	\$ (2,293,586)	\$ (5,155,404)	\$ (5,910,447)	\$ 11,058,593	\$ 3,007,178	\$ 610,659	\$ (550,830)	\$ 835,026	\$ 2,860,619

All Revenue										
	July	August	September	October	November	December	January	February	March	Total
Forecast	\$ 64,980,428	\$ 62,199,923	\$ 60,669,058	\$ 62,604,593	\$ 57,343,566	\$ 57,221,512	\$ 54,483,553	\$ 51,215,346	\$ 57,718,589	\$ 528,436,570
Actual	66,239,857	59,320,910	77,792,954	67,680,636	74,805,131	63,455,102	59,421,235	53,174,398	64,437,331	\$ 586,327,555
Difference	\$ 1,259,429	\$ (2,879,013)	\$ 17,123,896	\$ 5,076,043	\$ 17,461,565	\$ 6,233,589	\$ 4,937,682	\$ 1,959,052	\$ 6,718,742	\$ 57,890,985



Ms. Deborah Sharpless
April 28, 2023
Page 1

FINAL

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

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

Dear Ms. Sharpless:

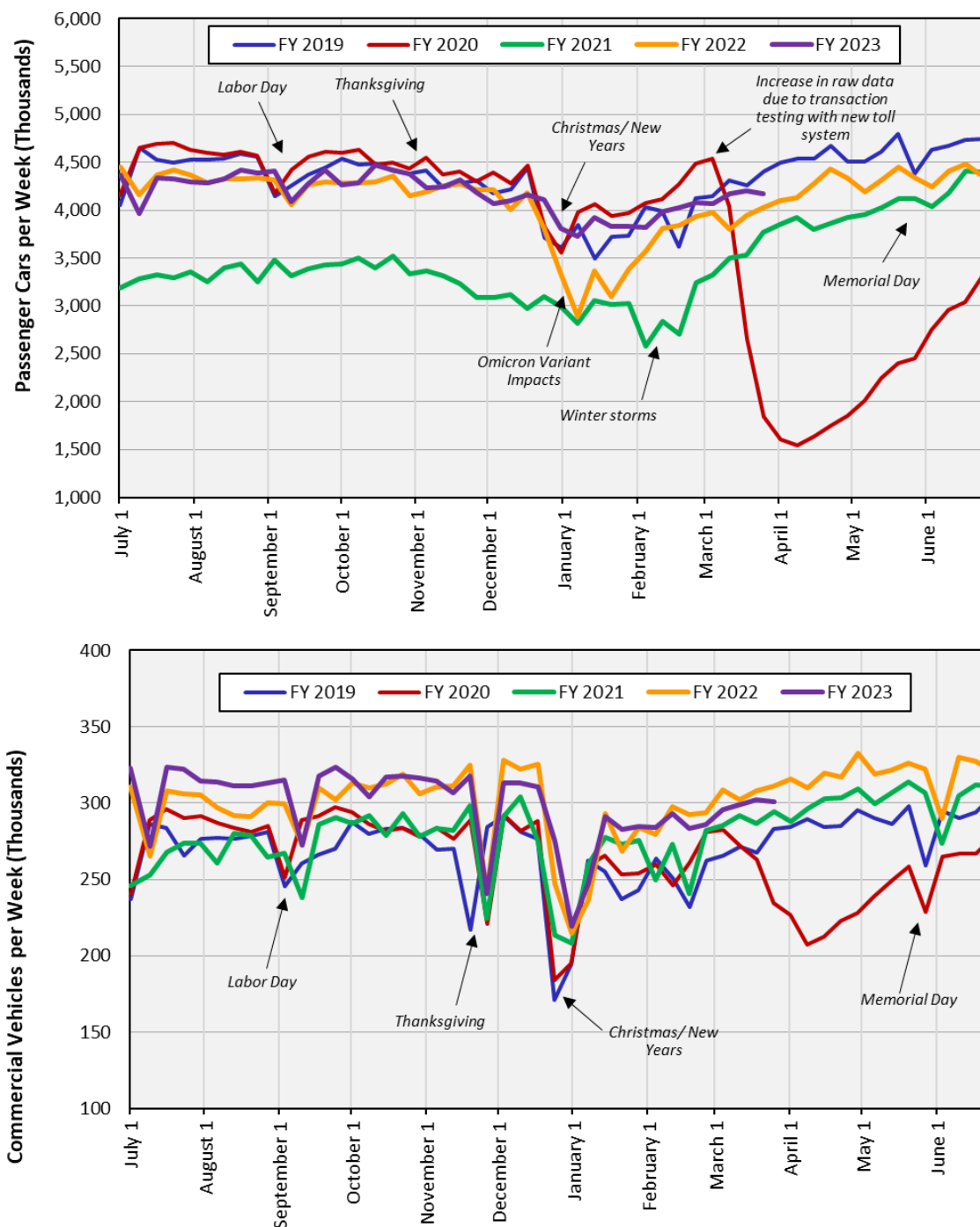
This letter report provides a summary of historical monthly transaction and toll revenue performance on the MDTA system using available data through the third quarter of Fiscal Year (FY) 2023, ending March 31, 2023. The historical performance is also compared to the most recent forecast developed by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

Recent Trends

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

Figure 1 shows the systemwide traffic on the total MDTA system for passenger cars and commercial vehicles from July 2019 through March 2023, using the daily in-lane data. Traffic volumes in the first half of FY 2022 were close to FY 2019 levels but softened during the second half of FY 2022 due to the impacts of the Omicron variant in January, followed by the impacts of high fuel prices and inflation. Passenger car transaction volumes for FY 2023 YTD were similar to FY 2022 in both volume and weekly variation and have not yet returned to pre-pandemic levels. Passenger cars reached very close to FY 2019 levels in February and March. Commercial vehicle traffic continues to outperform traffic trends observed prior to the pandemic. Through the third quarter of FY 2023, commercial vehicles mostly remained at or slightly above FY 2022 levels. This indicates a flattening of commercial vehicle growth post-pandemic, which was anticipated due to the unsustainable high growth seen in recent years.

Figure 1 – Total Systemwide Traffic Per Week by Fiscal Year



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

Monthly transactions for FY 2022 and FY 2023 for the total system are presented in **Table 1** by vehicle type and payment method. This table and the remaining tables in this report will present TVI report data and represent transactions and associated revenue in the month the toll is paid. Significant monthly variations can be observed in transaction totals, and the distribution of transactions by payment method. These variations are the result of the timing of transaction processing in the back office, and not reflective of variations in traffic on MDTA system facilities. Total passenger car transactions for the first quarter in FY 2023 were nearly equal to the same period in 2022, whereas second quarter transactions in FY 2023 were 7.3 percent higher. This change in trend was largely due to the impending termination of the customer assistance plan, which resulted in a 108.0 percent year-over-year increase in video transactions for the month of November. Third quarter FY 2023 passenger cars were 17.4 percent lower over the year prior due largely to January and February which decreased by 19.3 and 34.2 percent, respectively. Both ETC and video backlog transactions were being processed at higher rates leading up to the third quarter of FY 2022, causing the large reductions year-over-year. The reduction in the number of backlog transactions being paid throughout the fiscal year will cause these reductions, but this is expected to stabilize in the coming fiscal year. Commercial vehicle transaction in the third quarter were 13.9 percent lower than FY 2022, once again due to a large decrease in the share of backlog transactions being paid year-over-year. Overall, total system transactions in Q3 2023 were 17.2 percent lower than 2022, yielding a decrease of 3.6 percent for FY 2023 YTD over the same period in 2022.

Monthly collected toll revenue for FY 2022 and FY 2023 for the total system are provided in **Table 2**. **Figure 2** is a graphical depiction of the share of toll revenue by method of payment and vehicle class for the same period. Systemwide toll revenue trends for passenger cars were up 4.0 percent in the first quarter of FY 2023 and 10.5 percent in the second quarter of FY 2023 over the same period in FY 2022. In the third quarter of FY 2023, systemwide passenger car revenue was 23.6 percent down over the prior year. Revenue for commercial vehicles followed a similar trend and were up by 2.0 percent and 11.3 percent, respectively, for the first and second quarters, and down by 12.3 percent in the third quarter of FY 2023. Overall, third quarter FY 2023 revenue decreased 19.6 percent compared with Q3 FY 2022, yielding a decrease of 2.4 percent for FY 2023 YTD over 2022.

Lastly, **Table 3** provides the same monthly trend comparison for other revenue. Other revenue is non-toll revenue collected by the agency that is associated with operations. This revenue comes from unused commuter and shopper plan trips, E-ZPass transponder sales, Hatem E-ZPass programs, civil penalties from violation recovery, and commercial vehicle fees and discounts. The commercial vehicle revenue comes from post-usage discounts, high frequency discounts, and over-size permit fees. Since this revenue is associated with collected transactions and revenue, and therefore the delayed NOTDs, year-over-year trends vary greatly on a monthly basis. Overall, other revenue increased by 9.5 percent for the third quarter of FY 2023 but decreased by 5.5 percent for FY 2023 YTD when compared to the same period the year prior. This is primarily the result of decreases in violation recovery in the first and second quarters due to the customer assistance plan.



Ms. Deborah Sharpless
April 28, 2023
Page 4

FINAL

Table 1 - Systemwide Collected Transactions by Month

Month	Passenger Car Transactions								
	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	15,890,063	11,011,206	(30.7)	216,710	1,652,370	662.5	16,106,772	12,663,576	(21.4)
August	11,547,095	9,697,973	(16.0)	526,446	1,492,051	183.4	12,073,541	11,190,024	(7.3)
September	9,933,446	14,263,062	43.6	1,164,573	1,150,642	(1.2)	11,098,019	15,413,703	38.9
October	11,762,032	12,164,519	3.4	1,523,444	1,142,429	(25.0)	13,285,476	13,306,949	0.2
November	11,122,911	11,233,629	1.0	1,680,798	3,496,870	108.0	12,803,710	14,730,499	15.0
December	9,908,315	10,637,858	7.4	1,779,346	1,842,587	3.6	11,687,660	12,480,446	6.8
January	11,194,490	9,622,696	(14.0)	2,366,321	1,319,049	(44.3)	13,560,811	10,941,744	(19.3)
February	12,229,668	8,981,934	(26.6)	2,819,346	919,079	(67.4)	15,049,014	9,901,013	(34.2)
March	9,095,987	10,873,081	19.5	2,172,697	1,213,227	(44.2)	11,268,684	12,086,308	7.3
April	5,592,198	-	-	2,008,917	-	-	7,601,115	-	-
May	12,673,036	-	-	1,483,362	-	-	14,156,398	-	-
June	16,183,395	-	-	1,619,242	-	-	17,802,637	-	-
Q1 Total	37,370,604	34,972,240	(6.4)	1,907,729	4,295,063	125.1	39,278,332	39,267,303	(0.0)
Q2 Total	32,793,258	34,036,007	3.8	4,983,588	6,481,887	30.1	37,776,846	40,517,893	7.3
Q3 Total	32,520,145	29,477,710	(9.4)	7,358,363	3,451,354	(53.1)	39,878,508	32,929,065	(17.4)
YTD Total	102,684,006	98,485,957	(4.1)	14,249,680	14,228,304	(0.2)	116,933,686	112,714,261	(3.6)

Month	Commercial Vehicle Transactions								
	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	1,542,993	971,874	(37.0)	4,559	75,556	1,557.3	1,547,552	1,047,430	(32.3)
August	977,866	888,580	(9.1)	19,917	83,576	319.6	997,783	972,156	(2.6)
September	825,232	1,242,309	50.5	40,908	47,063	15.0	866,140	1,289,372	48.9
October	1,004,144	1,121,140	11.7	43,127	42,142	(2.3)	1,047,271	1,163,282	11.1
November	944,843	904,763	(4.2)	45,330	95,296	110.2	990,173	1,000,059	1.0
December	806,059	869,679	7.9	55,668	52,876	(5.0)	861,727	922,556	7.1
January	924,797	852,448	(7.8)	71,542	45,739	(36.1)	996,339	898,187	(9.9)
February	1,127,716	782,255	(30.6)	79,228	28,144	(64.5)	1,206,943	810,399	(32.9)
March	873,275	986,064	12.9	105,128	43,418	(58.7)	978,403	1,029,482	5.2
April	493,121	-	-	85,450	-	-	578,570	-	-
May	1,138,558	-	-	44,060	-	-	1,182,618	-	-
June	1,455,673	-	-	113,063	-	-	1,568,736	-	-
Q1 Total	3,346,090	3,102,763	(7.3)	65,384	206,195	215.4	3,411,475	3,308,959	(3.0)
Q2 Total	2,755,045	2,895,582	5.1	144,126	190,314	32.0	2,899,171	3,085,896	6.4
Q3 Total	2,925,787	2,620,767	(10.4)	255,898	117,301	(54.2)	3,181,685	2,738,068	(13.9)
YTD Total	9,026,923	8,619,113	(4.5)	465,408	513,811	10.4	9,492,331	9,132,923	(3.8)

Month	Total Transactions								
	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	17,433,056	11,983,080	(31.3)	221,269	1,727,927	680.9	17,654,324	13,711,006	(22.3)
August	12,524,961	10,586,553	(15.5)	546,363	1,575,627	188.4	13,071,324	12,162,180	(7.0)
September	10,758,678	15,505,371	44.1	1,205,481	1,197,705	(0.6)	11,964,159	16,703,075	39.6
October	12,766,176	13,285,659	4.1	1,566,571	1,184,572	(24.4)	14,332,747	14,470,230	1.0
November	12,067,754	12,138,392	0.6	1,726,129	3,592,166	108.1	13,793,883	15,730,558	14.0
December	10,714,374	11,507,538	7.4	1,835,014	1,895,464	3.3	12,549,388	13,403,001	6.8
January	12,119,287	10,475,144	(13.6)	2,437,862	1,364,788	(44.0)	14,557,149	11,839,932	(18.7)
February	13,357,384	9,764,188	(26.9)	2,898,575	947,223	(67.3)	16,255,958	10,711,412	(34.1)
March	9,969,261	11,859,145	19.0	2,277,824	1,256,644	(44.8)	12,247,086	13,115,790	7.1
April	6,085,318	-	-	2,094,367	-	-	8,179,685	-	-
May	13,811,594	-	-	1,527,422	-	-	15,339,016	-	-
June	17,639,067	-	-	1,732,305	-	-	19,371,373	-	-
Q1 Total	40,716,694	38,075,004	(6.5)	1,973,113	4,501,258	128.1	42,689,807	42,576,262	(0.3)
Q2 Total	35,548,304	36,931,589	3.9	5,127,714	6,672,201	30.1	40,676,017	43,603,790	7.2
Q3 Total	35,445,932	32,098,478	(9.4)	7,614,261	3,568,656	(53.1)	43,060,193	35,667,133	(17.2)
YTD Total	111,710,929	107,105,070	(4.1)	14,715,088	14,742,115	0.2	126,426,017	121,847,185	(3.6)

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



Ms. Deborah Sharpless
April 28, 2023
Page 5

FINAL

Table 2 - Systemwide Collected Toll Revenue by Month

Passenger Car Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 49,235,597	\$ 31,841,940	(35.3)	\$ 1,183,201	\$ 9,574,478	709.2	\$ 50,418,798	\$ 41,416,418	(17.9)
August	32,805,852	28,158,615	(14.2)	3,078,648	8,542,920	177.5	35,884,500	36,701,536	2.3
September	27,169,087	41,026,423	51.0	6,952,731	6,073,232	(12.6)	34,121,819	47,099,655	38.0
October	32,514,945	34,075,217	4.8	9,057,896	6,308,110	(30.4)	41,572,841	40,383,327	(2.9)
November	30,154,657	32,018,938	6.2	10,141,698	19,415,845	91.4	40,296,355	51,434,784	27.6
December	27,125,564	29,550,545	8.9	10,563,313	10,738,284	1.7	37,688,877	40,288,829	6.9
January	31,882,436	26,640,613	(16.4)	13,438,438	8,073,338	(39.9)	45,320,873	34,713,950	(23.4)
February	32,626,281	24,456,720	(25.0)	15,679,222	5,359,676	(65.8)	48,305,503	29,816,396	(38.3)
March	25,428,270	29,520,290	16.1	12,732,098	6,687,680	(47.5)	38,160,368	36,207,970	(5.1)
April	14,865,928	-	-	11,373,047	-	-	26,238,975	-	-
May	36,134,398	-	-	8,168,043	-	-	44,302,441	-	-
June	46,605,598	-	-	9,094,060	-	-	55,699,658	-	-
Q1 Total	109,210,537	101,026,979	(7.5)	11,214,580	24,190,630	115.7	120,425,117	125,217,609	4.0
Q2 Total	89,795,166	95,644,700	6.5	29,762,907	36,462,239	22.5	119,558,073	132,106,940	10.5
Q3 Total	89,936,987	80,617,623	(10.4)	41,849,757	20,120,694	(51.9)	131,786,744	100,738,317	(23.6)
YTD Total	288,942,689	277,289,302	(4.0)	82,827,244	80,773,563	(2.5)	371,769,933	358,062,865	(3.7)

Commercial Vehicle Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 33,671,097	\$ 21,281,363	(36.8)	\$ 98,037	\$ 2,083,976	2,025.7	\$ 33,769,134	\$ 23,365,339	(30.8)
August	20,179,396	19,814,475	(1.8)	607,270	2,218,608	265.3	20,786,666	22,033,083	6.0
September	16,623,164	27,236,078	63.8	1,208,327	1,228,007	1.6	17,831,490	28,464,085	59.6
October	20,737,327	24,738,385	19.3	1,198,806	1,074,945	(10.3)	21,936,133	25,813,330	17.7
November	19,843,452	19,947,590	0.5	1,220,859	2,412,969	97.6	21,064,312	22,360,559	6.2
December	17,413,995	19,308,066	10.9	1,484,747	1,399,620	(5.7)	18,898,742	20,707,686	9.6
January	19,915,598	19,376,538	(2.7)	1,824,934	1,244,312	(31.8)	21,740,531	20,620,849	(5.2)
February	24,737,926	17,724,879	(28.3)	2,100,956	831,365	(60.4)	26,838,882	18,556,244	(30.9)
March	19,539,032	22,096,619	13.1	3,203,955	1,249,913	(61.0)	22,742,987	23,346,532	2.7
April	10,559,499	-	-	2,483,834	-	-	13,043,333	-	-
May	24,878,346	-	-	1,186,671	-	-	26,065,017	-	-
June	31,421,485	-	-	2,923,537	-	-	34,345,022	-	-
Q1 Total	70,473,657	68,331,916	(3.0)	1,913,633	5,530,591	189.0	72,387,290	73,862,506	2.0
Q2 Total	57,994,774	63,994,041	10.3	3,904,413	4,887,534	25.2	61,899,187	68,881,575	11.3
Q3 Total	64,192,556	59,198,035	(7.8)	7,129,845	3,325,590	(53.4)	71,322,401	62,523,625	(12.3)
YTD Total	192,660,987	191,523,991	(0.6)	12,947,891	13,743,714	6.1	205,608,878	205,267,706	(0.2)

Total Toll Revenue									
Month	ETC			Video (1)			Total		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 82,906,694	\$ 53,123,304	(35.9)	\$ 1,281,238	\$ 11,658,453	809.9	\$ 84,187,932	\$ 64,781,757	(23.1)
August	52,985,249	47,973,090	(9.5)	3,685,918	10,761,528	192.0	56,671,166	58,734,619	3.6
September	43,792,251	68,262,501	55.9	8,161,058	7,301,239	(10.5)	51,953,309	75,563,739	45.4
October	53,252,272	58,813,602	10.4	10,256,702	7,383,055	(28.0)	63,508,974	66,196,657	4.2
November	49,998,109	51,966,528	3.9	11,362,558	21,828,814	92.1	61,360,667	73,795,342	20.3
December	44,539,558	48,858,611	9.7	12,048,060	12,137,904	0.7	56,587,619	60,996,515	7.8
January	51,798,033	46,017,150	(11.2)	15,263,372	9,317,649	(39.0)	67,061,405	55,334,800	(17.5)
February	57,364,207	42,181,599	(26.5)	17,780,177	6,191,041	(65.2)	75,144,385	48,372,640	(35.6)
March	44,967,302	51,616,908	14.8	15,936,053	7,937,593	(50.2)	60,903,355	59,554,502	(2.2)
April	25,425,427	-	-	13,856,881	-	-	39,282,308	-	-
May	61,012,744	-	-	9,354,714	-	-	70,367,458	-	-
June	78,027,083	-	-	12,017,597	-	-	90,044,680	-	-
Q1 Total	179,684,194	169,358,895	(5.7)	13,128,213	29,721,221	126.4	192,812,407	199,080,115	3.3
Q2 Total	147,789,939	159,638,741	8.0	33,667,320	41,349,773	22.8	181,457,259	200,988,514	10.8
Q3 Total	154,129,543	139,815,658	(9.3)	48,979,602	23,446,283	(52.1)	203,109,145	163,261,941	(19.6)
YTD Total	481,603,676	468,813,294	(2.7)	95,775,135	94,517,277	(1.3)	577,378,812	563,330,571	(2.4)

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

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

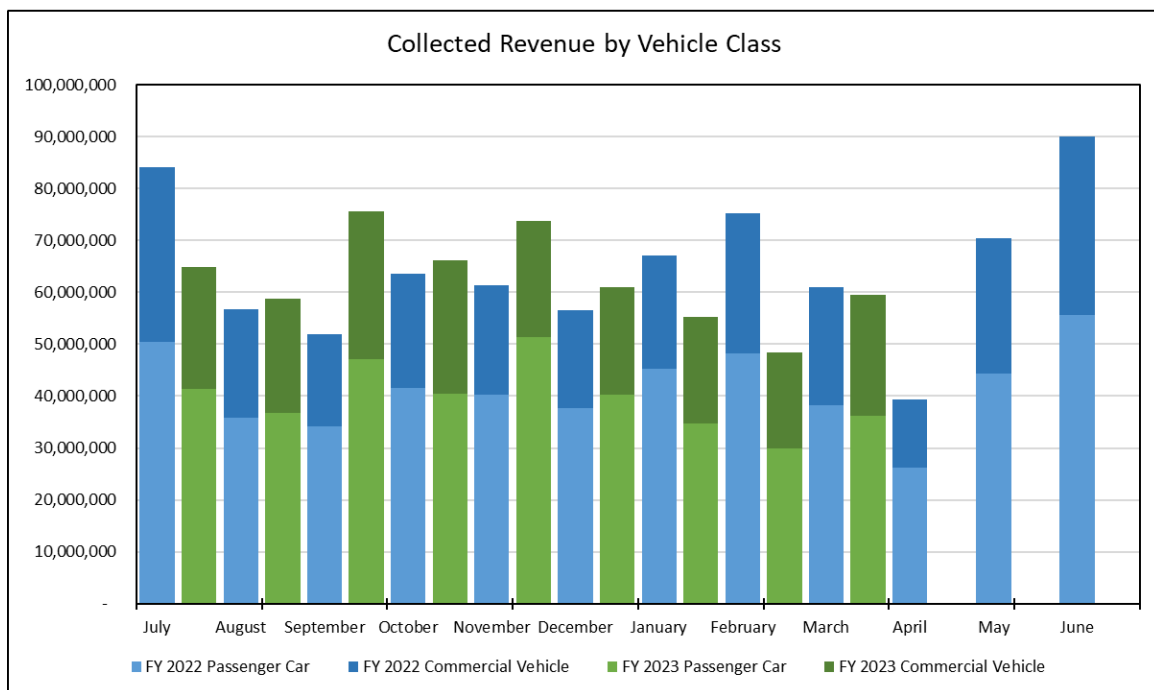
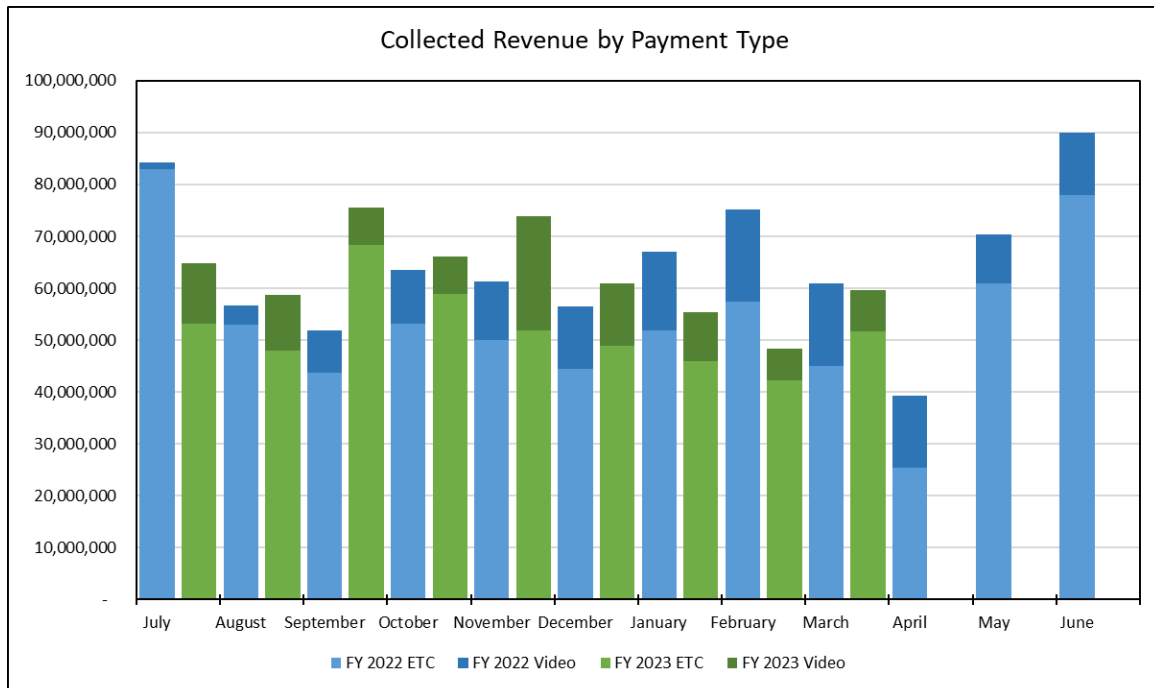


Table 3 – Other Revenue Trends by Month

Month	Service Fees and Sales ⁽¹⁾			Violation Recovery ⁽²⁾			Commercial Vehicles ⁽³⁾			Total Other Revenue		
	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change	FY 2022	FY 2023	% Change
July	\$ 140,056	\$ 2,213,317	1,480.3	\$ 1,997,861	\$ 34,164	(98.3)	\$ 57,633	\$ (789,381)	(1,469.7)	\$ 2,195,550	\$ 1,458,100	(33.6)
August	124,052	1,304,985	952.0	1,122,871	42,198	(96.2)	(1,114,191)	(760,892)	31.7	132,732	586,291	341.7
September	1,209,421	2,363,096	95.4	846,086	912,009	7.8	(84,677)	(1,045,889)	(1,135.1)	1,970,829	2,229,215	13.1
October	1,445,585	1,801,114	24.6	1,489,347	44,165	(97.0)	(2,503,394)	(361,299)	85.6	431,538	1,483,979	243.9
November	1,491,780	1,612,312	8.1	3,024,869	90,464	(97.0)	(1,715,748)	(692,987)	59.6	2,800,901	1,009,789	(63.9)
December	1,389,602	1,700,847	22.4	3,602,653	1,513,157	(58.0)	(772,320)	(755,417)	2.2	4,219,935	2,458,587	(41.7)
January	1,413,421	1,558,480	10.3	4,146,765	3,160,082	(23.8)	(812,169)	(632,127)	22.2	4,748,017	4,086,435	(13.9)
February	1,523,573	1,705,254	11.9	4,220,168	3,631,447	(14.0)	(640,115)	(534,943)	16.4	5,103,626	4,801,759	(5.9)
March	610,277	1,816,192	197.6	2,922,553	3,775,392	29.2	(807,480)	(708,755)	12.2	2,725,351	4,882,829	79.2
April	23,328	-	-	414,296	-	-	(738,983)	-	-	(301,360)	-	-
May	1,548,931	-	-	347,361	-	-	(807,045)	-	-	1,089,247	-	-
June	2,246,483	-	-	66,652	-	-	(757,584)	-	-	1,555,551	-	-
Q1 Total	1,473,529	5,881,399	299.1	3,966,818	988,370	(75.1)	(1,141,236)	(2,596,163)	(127.5)	4,299,111	4,273,606	(0.6)
Q2 Total	4,326,966	5,114,273	18.2	8,116,869	1,647,785	(79.7)	(4,991,462)	(1,809,703)	63.7	7,452,374	4,952,355	(33.5)
Q3 Total	3,547,271	5,079,926	43.2	11,289,486	10,566,922	(6.4)	(2,259,763)	(1,875,825)	17.0	12,576,994	13,771,023	9.5
YTD Total	9,347,767	16,075,598	72.0	23,373,173	13,203,077	(43.5)	(8,392,461)	(6,281,691)	(25.2)	24,328,480	22,996,984	(5.5)

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

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

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

Forecast Versus Actual

In this section, actual collected transactions and revenue are compared to the November 2022 forecast for each of the facilities. **Table 4** provides the comparison for the Legacy System transactions by vehicle type and method of payment and **Table 5** shows the same comparison for collected toll revenue. As shown in Table 4, total transactions were 5.8 percent above forecast in the first quarter and 15.1 percent above forecast in the second quarter. In the third quarter, total transactions were 4.0 percent above forecast. Passenger cars were 4.0 percent above forecast and commercial vehicles were 3.4 percent below forecast in the third quarter.

In the first and second quarters of FY 2023, variations occurred due to timing of back office processing and the impending termination of the customer assistance program. In the third quarter, ETC transactions continued to outperform forecast for both passenger cars and commercial vehicles while video transactions underperformed at similar rates to the first quarter. The underperformance in video transactions is in part due to variation in collection rates from those assumed in the forecast. Video collection trends will continue to vary as the backlog transactions are paid and will be closely monitored moving forward.

Ms. Deborah Sharpless

April 28, 2023

Page 8

FINAL

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

FY 2023 Passenger Car Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,122,338	8,074,650	(0.6)	1,167,785	1,238,204	6.0	9,290,123	9,312,854	0.2
August	7,591,822	7,077,689	(6.8)	1,607,166	1,077,906	(32.9)	9,198,989	8,155,595	(11.3)
September	6,960,948	10,374,706	49.0	1,708,576	759,250	(55.6)	8,669,524	11,133,955	28.4
October	7,199,214	8,823,271	22.6	1,700,481	835,526	(50.9)	8,899,695	9,658,798	8.5
November	6,977,727	8,201,627	17.5	1,318,723	2,626,958	99.2	8,296,450	10,828,585	30.5
December	7,061,484	7,677,446	8.7	1,294,899	1,417,525	9.5	8,356,383	9,094,972	8.8
January	6,379,768	6,882,538	7.9	1,215,101	1,027,872	(15.4)	7,594,869	7,910,409	4.2
February	6,107,124	6,505,717	6.5	1,071,880	690,958	(35.5)	7,179,004	7,196,675	0.2
March	6,916,564	7,829,023	13.2	1,161,603	840,577	(27.6)	8,078,167	8,669,600	7.3
April	7,176,615	-	-	1,258,989	-	-	8,435,604	-	-
May	7,249,092	-	-	1,337,345	-	-	8,586,437	-	-
June	7,245,802	-	-	1,438,748	-	-	8,684,549	-	-
Q1 Total	22,675,109	25,527,044	12.6	4,483,527	3,075,360	(31.4)	27,158,636	28,602,404	5.3
Q2 Total	21,238,425	24,702,345	16.3	4,314,103	4,880,010	13.1	25,552,528	29,582,354	15.8
Q3 Total	19,403,456	21,217,277	9.3	3,448,585	2,559,406	(25.8)	22,852,041	23,776,684	4.0
YTD Total	63,316,989	71,446,666	12.8	12,246,215	10,514,776	(14.1)	75,563,204	81,961,442	8.5

FY 2023 Commercial Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	832,887	832,887	0.0	65,285	65,285	0.0	898,172	898,172	0.0
August	778,651	768,974	(1.2)	60,851	71,021	16.7	839,502	839,995	0.1
September	760,712	1,068,496	40.5	65,673	38,142	(41.9)	826,385	1,106,638	33.9
October	773,576	967,523	25.1	65,645	34,514	(47.4)	839,220	1,002,037	19.4
November	753,584	780,646	3.6	51,839	79,226	52.8	805,423	859,872	6.8
December	752,986	744,179	(1.2)	51,015	45,958	(9.9)	804,001	790,138	(1.7)
January	724,067	739,152	2.1	47,849	40,060	(16.3)	771,915	779,212	0.9
February	676,482	684,364	1.2	40,900	25,432	(37.8)	717,382	709,796	(1.1)
March	773,007	857,583	10.9	43,769	37,143	(15.1)	816,776	894,726	9.5
April	744,329	-	-	46,279	-	-	790,608	-	-
May	794,657	-	-	49,370	-	-	844,027	-	-
June	780,181	-	-	52,960	-	-	833,141	-	-
Q1 Total	2,372,250	2,670,357	12.6	191,810	174,448	(9.1)	2,564,060	2,844,806	10.9
Q2 Total	2,280,146	2,492,348	9.3	168,498	159,698	(5.2)	2,448,644	2,652,046	8.3
Q3 Total	2,173,556	2,281,099	4.9	132,517	102,635	(22.5)	2,306,073	2,383,734	3.4
YTD Total	6,825,952	7,443,805	9.1	492,825	436,782	(11.4)	7,318,777	7,880,586	7.7

FY 2023 All Vehicle Transactions									
Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,955,225	8,907,537	(0.5)	1,233,071	1,303,490	5.7	10,188,296	10,211,026	0.2
August	8,370,473	7,846,663	(6.3)	1,668,018	1,148,927	(31.1)	10,038,491	8,995,590	(10.4)
September	7,721,661	11,443,202	48.2	1,774,249	797,392	(55.1)	9,495,909	12,240,593	28.9
October	7,972,790	9,790,794	22.8	1,766,126	870,041	(50.7)	9,738,916	10,660,834	9.5
November	7,731,311	8,982,273	16.2	1,370,561	2,706,184	97.5	9,101,873	11,688,457	28.4
December	7,814,470	8,421,626	7.8	1,345,914	1,463,484	8.7	9,160,384	9,885,109	7.9
January	7,103,835	7,621,690	7.3	1,262,950	1,067,932	(15.4)	8,366,785	8,689,622	3.9
February	6,783,606	7,190,080	6.0	1,112,780	716,390	(35.6)	7,896,386	7,906,471	0.1
March	7,689,571	8,686,606	13.0	1,205,372	877,719	(27.2)	8,894,943	9,564,326	7.5
April	7,920,945	-	-	1,305,268	-	-	9,226,212	-	-
May	8,043,749	-	-	1,386,715	-	-	9,430,464	-	-
June	8,025,983	-	-	1,491,707	-	-	9,517,691	-	-
Q1 Total	25,047,359	28,197,402	12.6	4,675,337	3,249,808	(30.5)	29,722,696	31,447,210	5.8
Q2 Total	23,518,571	27,194,693	15.6	4,482,601	5,039,708	12.4	28,001,172	32,234,401	15.1
Q3 Total	21,577,012	23,498,377	8.9	3,581,102	2,662,042	(25.7)	25,158,114	26,160,418	4.0
YTD Total	70,142,941	78,890,471	12.5	12,739,040	10,951,558	(14.0)	82,881,981	89,842,029	8.4

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

Ms. Deborah Sharpless

April 28, 2023

Page 9

FINAL

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

Month	FY 2023 Passenger Car Revenue								
	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$ 27,084,097	\$ 27,084,097	0.0	\$ 8,049,781	\$ 8,472,296	5.2	\$ 35,133,878	\$ 35,556,393	1.2
August	23,528,619	23,833,494	1.3	10,412,541	7,440,413	(28.5)	33,941,159	31,273,907	(7.9)
September	21,247,273	34,663,364	63.1	11,275,430	5,038,071	(55.3)	32,522,703	39,701,436	22.1
October	22,119,345	28,520,877	28.9	11,303,082	5,506,425	(51.3)	33,422,427	34,027,302	1.8
November	21,382,053	27,047,778	26.5	8,896,053	17,125,090	92.5	30,278,107	44,172,868	45.9
December	21,803,245	24,757,126	13.6	8,739,181	9,627,603	10.2	30,542,426	34,384,728	12.6
January	19,147,267	22,099,179	15.4	8,216,176	7,297,418	(11.2)	27,363,443	29,396,597	7.4
February	18,270,694	20,260,941	10.9	7,239,841	4,768,268	(34.1)	25,510,535	25,029,208	(1.9)
March	20,971,059	24,413,975	16.4	7,757,309	5,682,266	(26.7)	28,728,368	30,096,241	4.8
April	22,369,556	-	-	8,452,360	-	-	30,821,916	-	-
May	22,389,081	-	-	8,993,905	-	-	31,382,986	-	-
June	22,410,600	-	-	9,691,816	-	-	32,102,416	-	-
Q1 Total	71,859,989	85,580,956	19.1	29,737,752	20,950,780	(29.5)	101,597,741	106,531,736	4.9
Q2 Total	65,304,643	80,325,781	23.0	28,938,316	32,259,118	11.5	94,242,959	112,584,899	19.5
Q3 Total	58,389,020	66,774,095	14.4	23,213,325	17,747,951	(23.5)	81,602,346	84,522,046	3.6
YTD Total	195,553,652	232,680,831	19.0	81,889,394	70,957,850	(13.3)	277,443,046	303,638,680	9.4

Month	FY 2023 Commercial Vehicle Revenue								
	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$ 20,387,621	\$ 20,387,621	0.0	\$ 2,000,390	\$ 2,000,390	0.0	\$ 22,388,012	\$ 22,388,012	0.0
August	18,822,409	19,032,948	1.1	1,882,272	2,129,287	13.1	20,704,682	21,162,235	2.2
September	18,428,201	26,112,932	41.7	2,083,500	1,149,243	(44.8)	20,511,701	27,262,175	32.9
October	18,894,686	23,742,702	25.7	2,117,554	1,016,000	(52.0)	21,012,240	24,758,702	17.8
November	18,314,446	19,150,193	4.6	1,724,754	2,287,845	32.6	20,039,200	21,438,038	7.0
December	18,219,898	18,489,604	1.5	1,702,452	1,347,870	(20.8)	19,922,350	19,837,474	(0.4)
January	17,543,863	18,623,217	6.2	1,584,279	1,198,587	(24.3)	19,128,142	19,821,804	3.6
February	16,384,015	17,045,876	4.0	1,329,076	810,326	(39.0)	17,713,091	17,856,202	0.8
March	18,719,767	21,258,378	13.6	1,379,864	1,200,174	(13.0)	20,099,631	22,458,552	11.7
April	18,084,964	-	-	1,448,470	-	-	19,533,434	-	-
May	19,370,420	-	-	1,541,719	-	-	20,912,140	-	-
June	18,926,020	-	-	1,651,832	-	-	20,577,853	-	-
Q1 Total	57,638,231	65,533,501	13.7	5,966,163	5,278,920	(11.5)	63,604,394	70,812,422	11.3
Q2 Total	55,429,030	61,382,499	10.7	5,544,760	4,651,715	(16.1)	60,973,790	66,034,214	8.3
Q3 Total	52,647,644	56,927,472	8.1	4,293,219	3,209,087	(25.3)	56,940,863	60,136,559	5.6
YTD Total	165,714,905	183,843,472	10.9	15,804,142	13,139,723	(16.9)	181,519,047	196,983,194	8.5

Month	FY 2023 All Vehicle Revenue								
	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$ 47,471,718	\$ 47,471,718	0.0	\$ 10,050,172	\$ 10,472,687	4.2	\$ 57,521,890	\$ 57,944,405	0.7
August	42,351,028	42,866,442	1.2	12,294,813	9,569,699	(22.2)	54,645,841	52,436,141	(4.0)
September	39,675,474	60,776,297	53.2	13,358,930	6,187,314	(53.7)	53,034,404	66,963,611	26.3
October	41,014,031	52,263,579	27.4	13,420,636	6,522,425	(51.4)	54,434,667	58,786,003	8.0
November	39,696,500	46,197,971	16.4	10,620,807	19,412,935	82.8	50,317,307	65,610,906	30.4
December	40,023,143	43,246,730	8.1	10,441,633	10,975,473	5.1	50,464,776	54,222,203	7.4
January	36,691,130	40,722,396	11.0	9,800,455	8,496,005	(13.3)	46,491,585	49,218,401	5.9
February	34,654,709	37,306,817	7.7	8,568,917	5,578,594	(34.9)	43,223,625	42,885,411	(0.8)
March	39,690,826	45,672,353	15.1	9,137,173	6,882,440	(24.7)	48,827,999	52,554,793	7.6
April	40,454,520	-	-	9,900,830	-	-	50,355,350	-	-
May	41,759,502	-	-	10,535,624	-	-	52,295,126	-	-
June	41,336,620	-	-	11,343,648	-	-	52,680,269	-	-
Q1 Total	129,498,220	151,114,457	16.7	35,703,915	26,229,701	(26.5)	165,202,135	177,344,157	7.3
Q2 Total	120,733,673	141,708,279	17.4	34,483,076	36,910,833	7.0	155,216,749	178,619,112	15.1
Q3 Total	111,036,665	123,701,566	11.4	27,506,544	20,957,039	(23.8)	138,543,209	144,658,605	4.4
YTD Total	361,268,558	416,524,302	15.3	97,693,536	84,097,572	(13.9)	458,962,094	500,621,875	9.1

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

As shown in Table 5, collected toll revenue on the Legacy System showed similar trends versus forecast as those seen in transactions, including significant variations in monthly totals and distribution by payment method. Passenger car revenue was 3.6 percent above forecast for the third quarter, and commercial vehicle revenue exceeded forecast by 5.6 percent. Total Legacy system collected toll revenue for the third quarter of FY 2023 was 4.4 percent above forecast. Overall, FY 2023 YTD collected revenue totals were 9.1 percent above forecast. This is, in part, due to the timing of paid video transactions deviating from forecast, and a higher number of ETC transactions with higher than forecasted toll rates. The higher toll rates are caused by an increased share of out-of-state and non-commuter in-state ETC transactions than was anticipated in the forecast.

Table 6 provides the comparison for trips and collected toll revenue on the ICC by method of payment. The ICC trended similarly to the Legacy system with trips and revenue. As shown, FY 2023 third quarter trips were 1.3 percent below forecast and collected revenue was 10.3 percent above forecast. This is largely due to the video collection trend in January and March, and strong ETC toll revenue in January. The difference in impacts between transactions and revenue indicates there may be more full corridor or longer distance trips which pay a higher average toll than was forecasted.

Table 7 shows the comparison for total transactions and collected toll revenue for the I-95 ETLs. I-95 ETL transactions and revenue in the third quarter of FY 2023 were below forecast by 24.9 and 16.0 percent, respectively. This amounts to a negative forecast variance of approximately 1.4 million transactions and \$1.3 million for FY 2023 YTD. The deviation of actual transactions from forecast is in part due to raw in-lane traffic remaining unchanged in the second and third quarters of FY 2023 over the same period in FY 2022, which deviates from the assumption in the forecast.

Table 8 provides a comparison for the total MDTA system transactions and revenue, including all facilities and other revenue. When considering the systemwide performance, transactions in the third quarter were above forecast by 0.8 percent. The associated collected toll and other revenue in the third quarter was 8.3 percent above forecast, in part due to overperformance in ETC toll revenue and civil penalty collections in FY 2023 YTD. The civil penalty collections outperformance was caused by transactions escalated to CCU prior to the customer assistance plan that were paid in FY 2023, as well as the resumption of civil penalty collections after the termination of the customer assistance plan. The forecast assumed there would be no civil penalty revenue collected in the first half of FY 2023 and collections would resume January 2023.

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

Month	FY 2023 Trips								
	ETC			Video ⁽¹⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	2,300,824	2,324,744	1.0	369,253	386,853	4.8	2,670,077	2,711,597	1.6
August	2,715,800	2,141,582	(21.1)	234,583	395,499	68.6	2,950,383	2,537,081	(14.0)
September	2,751,740	3,020,835	9.8	251,497	377,683	50.2	3,003,237	3,398,518	13.2
October	2,919,313	2,687,317	(8.0)	251,544	293,217	16.6	3,170,857	2,980,534	(6.0)
November	2,578,511	2,438,363	(5.4)	201,940	814,695	303.4	2,780,451	3,253,058	17.0
December	2,429,857	2,368,794	(2.5)	195,608	387,365	98.0	2,625,465	2,756,159	5.0
January	2,288,959	2,285,231	(0.2)	181,096	267,737	47.8	2,470,056	2,552,968	3.4
February	2,207,628	2,023,222	(8.4)	165,640	213,250	28.7	2,373,268	2,236,472	(5.8)
March	2,752,484	2,526,011	(8.2)	175,367	351,738	100.6	2,927,851	2,877,749	(1.7)
April	2,697,837	-	-	186,462	-	-	2,884,299	-	-
May	2,866,793	-	-	201,103	-	-	3,067,896	-	-
June	2,808,521	-	-	216,177	-	-	3,024,699	-	-
Q1 Total	7,768,363	7,487,161	(3.6)	855,333	1,160,035	35.6	8,623,697	8,647,196	0.3
Q2 Total	7,927,681	7,494,474	(5.5)	649,092	1,495,277	130.4	8,576,772	8,989,751	4.8
Q3 Total	7,249,072	6,834,464	(5.7)	522,104	832,725	59.5	7,771,175	7,667,189	(1.3)
YTD Total	22,945,116	21,816,099	(4.9)	2,026,529	3,488,037	72.1	24,971,645	25,304,136	1.3

Month	FY 2023 Collected Toll Revenue								
	ETC			Video ⁽¹⁾			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	\$4,527,768	\$4,527,768	0.0	\$1,056,694	\$1,095,885	3.7	\$5,584,462	\$5,623,652	0.7
August	4,807,871	4,198,483	(12.7)	660,987	1,117,906	69.1	5,468,858	5,316,389	(2.8)
September	5,106,502	5,908,850	15.7	715,225	1,062,324	48.5	5,821,727	6,971,175	19.7
October	5,406,494	5,295,578	(2.1)	715,795	813,926	13.7	6,122,289	6,109,504	(0.2)
November	4,515,389	4,676,694	3.6	578,614	2,258,726	290.4	5,094,003	6,935,419	36.2
December	4,261,235	4,613,665	8.3	560,605	1,066,105	90.2	4,821,839	5,679,770	17.8
January	3,990,287	4,393,793	10.1	521,105	754,926	44.9	4,511,392	5,148,720	14.1
February	3,852,893	4,005,603	4.0	480,860	573,743	19.3	4,333,753	4,579,345	5.7
March	4,819,984	4,921,088	2.1	511,127	993,721	94.4	5,331,111	5,914,809	11.0
April	4,724,303	-	-	546,487	-	-	5,270,789	-	-
May	5,022,046	-	-	591,031	-	-	5,613,076	-	-
June	4,938,375	-	-	636,551	-	-	5,574,925	-	-
Q1 Total	14,442,141	14,635,102	1.3	2,432,906	3,276,115	34.7	16,875,047	17,911,216	6.1
Q2 Total	14,183,118	14,585,937	2.8	1,855,013	4,138,756	123.1	16,038,131	18,724,693	16.8
Q3 Total	12,663,164	13,320,484	5.2	1,513,092	2,322,390	53.5	14,176,256	15,642,874	10.3
YTD Total	41,288,423	42,541,522	3.0	5,801,010	9,737,261	67.9	47,089,434	52,278,783	11.0

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

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

Month	Transactions			Revenue		
	Forecast	Actual	% Change	Forecast	Actual	% Change
July	776,546	788,383	1.5	\$ 1,213,699	\$ 1,213,699	0.0
August	1,010,043	629,509	(37.7)	1,453,545	982,088	(32.4)
September	866,871	1,063,964	22.7	1,247,508	1,628,954	30.6
October	1,015,072	828,862	(18.3)	1,460,782	1,301,150	(10.9)
November	975,439	789,043	(19.1)	1,403,746	1,249,017	(11.0)
December	972,663	761,733	(21.7)	1,399,752	1,094,542	(21.8)
January	727,942	597,342	(17.9)	1,047,576	967,679	(7.6)
February	840,091	568,469	(32.3)	1,208,968	907,884	(24.9)
March	882,139	673,715	(23.6)	1,269,479	1,084,900	(14.5)
April	1,046,822	-	-	1,506,473	-	-
May	1,023,058	-	-	1,472,275	-	-
June	1,008,589	-	-	1,451,452	-	-
Q1 Total	2,653,460	2,481,856	(6.5)	3,914,752	3,824,741	(2.3)
Q2 Total	2,963,174	2,379,638	(19.7)	4,264,280	3,644,709	(14.5)
Q3 Total	2,450,172	1,839,526	(24.9)	3,526,023	2,960,463	(16.0)
YTD Total	8,066,807	6,701,020	(16.9)	11,705,055	10,429,913	(10.9)

Table 8 – Comparison of FY 2023 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	13,634,919	13,711,006	76,088	0.6	\$64,980,429	\$66,239,857	\$1,259,427	1.9
August	13,998,917	12,162,180	(1,836,737)	(13.1)	62,199,923	59,320,910	(2,879,013)	(4.6)
September	13,366,017	16,703,075	3,337,058	25.0	60,669,058	77,792,955	17,123,897	28.2
October	13,924,844	14,470,230	545,386	3.9	62,604,593	67,680,637	5,076,043	8.1
November	12,857,762	15,730,558	2,872,796	22.3	57,343,566	74,805,131	17,461,565	30.5
December	12,758,512	13,403,001	644,489	5.1	57,221,512	63,455,102	6,233,590	10.9
January	11,564,783	11,839,932	275,149	2.4	54,484,044	59,421,235	4,937,191	9.1
February	11,109,745	10,711,412	(398,333)	(3.6)	51,215,407	53,174,399	1,958,992	3.8
March	12,704,934	13,115,790	410,856	3.2	57,718,810	64,437,331	6,718,521	11.6
April	13,157,333	-	-	-	61,038,030	-	-	-
May	13,521,418	-	-	-	62,968,680	-	-	-
June	13,550,978	-	-	-	64,111,032	-	-	-
Q1 Total	40,999,853	42,576,262	1,576,409	3.8	187,849,410	203,353,721	15,504,312	8.3
Q2 Total	39,541,119	43,603,790	4,062,671	10.3	177,169,672	205,940,870	28,771,198	16.2
Q3 Total	35,379,461	35,667,133	287,672	0.8	163,418,261	177,032,964	13,614,704	8.3
YTD Total	115,920,433	121,847,185	5,926,752	5.1	528,437,342	586,327,555	57,890,213	11.0

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



Ms. Deborah Sharpless

April 28, 2023

Page 13

FINAL

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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 12



Maryland Transportation Authority

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

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Consolidated Transportation Program (CTP) Process/Additions
DATE: May 25, 2023

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to provide the MDTA Board with a review of the MDTA Consolidated Transportation Program (CTP) Process and an update of additions to the capital program. This information was presented to the MDTA Capital Committee on May 4, 2023.

SUMMARY

Every year the Maryland Transportation Authority (MDTA) releases the CTP. The CTP presents MDTA's ongoing and new capital projects for a six-year period (the current year, the upcoming budget year, and the four succeeding planning years) for all MDTA facilities.

After approval by the MDTA Board in June of each year, the Draft CTP is presented to local elected officials and citizens in September through November throughout Maryland for review and comment. It is then revised and submitted, after MDTA Board approval in November, as the Final CTP as part of 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 projects in the CTP are separated into three programs:

1. Construction Program - Major Projects,
2. Development and Evaluation (D&E) Program - Major Projects, and
3. System Preservation - Minor Projects.

The Construction Program – Major Projects and System Preservation – Minor Projects programs include ongoing projects and those projects 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 D&E Program contains those major projects which are being prepared for probable future addition to the Construction Program. Projects are moved from the D&E Program to the

Construction Program as funds and resources become available, based on the merits of the projects. Currently, the Tier 2 NEPA Bay Crossing Study is the only D&E project in MDTA's CTP.

PROJECT SELECTION

MDTA's capital projects originate from a variety of sources.

- Long Range Capital Needs (LRCN)
- Inspection findings
- Regulatory compliance
- Increased capacity needs
- Local Priority Letters/Legislative Requests

The Long Range Capital Needs (LRCN) includes planned rehabilitation or replacement projects based on life cycle. The Office of Engineering and Construction (OEC), the Division of Planning and Program Development (DPPD), the Division of Operations, and other stakeholders annually review the useful life of facility components and estimate costs and timelines to rehabilitate or replace the components. The expected useful life of a component does not provide an exact rehabilitation or replacement date but gives an idea of when the MDTA should begin planning and budgeting to address it.

Inspection findings are used in tandem with life cycle estimates to confirm rehabilitation or replacement is necessary as scheduled or to expedite a project when it is needed ahead of schedule. Additionally, inspections can reveal the opportunity for smaller scale repairs that can prevent a facility or component from degrading to the point of needing replacement via a larger, more expensive design-bid-build project. These small scope repairs can be diverted to on-call contracts. On-call contracts are a critical part of the program approach to system preservation.

The remaining sources – regulatory compliance, capacity needs, and local priorities – make up a smaller proportion of the CTP. Regulatory compliance includes projects for EPA-mandated storm water management. Increased capacity needs are based on traffic forecast recommendations. Local priorities are established each year as counties are asked to submit a list of priorities for the state transportation system. Generally, these priority letters include the concurrence signatures of the legislative delegation representing that county.

Once identified, projects are prioritized based on customer needs for safety and security, or increased capacity through improvements, or system preservation.

Funding availability to budget for identified projects is based on the MDTA's six-year financial forecast, which considers estimates of traffic and revenue (prepared annually), 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 covenant, debt service coverage, unrestricted cash balance).

ATTACHMENT

- Attachment A - New Projects Added to the FY 2024-2029 MDTA Capital Program

New Projects Added to the FY 2024-2029 MDTA Capital Program

Replace Electronic Toll Collection and Operating System - 4th Generation

Multi-Area (Pin 2590)

\$1,800,000 (Planning only)

Develop the framework and consequential contracts for the 4th generation (ETC-4G) toll system. The project's contracts will replace the Electronic Toll Collection - 3rd Generation (ETC-3G) contracts currently deployed.

The planning phase includes:

1. Incorporating lessons learned into the project plan and design approaches.
2. Benchmarking the industry for the kinds of procurements and contracts being done for these services and technical advances being made (AI in the CSC, Cloud, etc.).
3. Develop strengths and weaknesses of various approaches to the new contracts.
4. Help make decisions about the number of contracts, schedules, high level scope, budgets.
5. Provide support to determine procurement authority.
6. Develop the RFP's/Contracts.
7. Provide support for the Proposal reviews and selection process.

License Plate Recognition (LPR) System Upgrade

Multi-Area (Pin 2589)

\$1,118,008 (Construction only)

MDTA maintains an on-call maintenance and service plan for the designated ELSAG® License Plate Recognition (LPR) system currently installed at various locations throughout the MDTA. This capital project funds furnishing and installation of the upgraded cameras. The eighty-four cameras cost more than \$100,000 each and have an expected life of more than seven years. The maintenance part will be charged to the Police Operating budget.

Mill and Overlay Fort McHenry Tunnel and Baltimore Harbor Tunnel Bridges

Multi-Area (Pin 2594)

\$400,000 (Engineering only)

Recent inspections have identified four bridges at the Fort McHenry Tunnel and Baltimore Harbor Tunnel facilities as having low condition ratings for the decks. This project includes an in-depth investigation to confirm the defects and perform the needed deck rehabilitation.

Rehabilitate Upper Plenum Liner and Ceiling

I-895 Baltimore Harbor Tunnel (Pin 2591)

\$100,000 (Engineering only)

Over height vehicles continuously hit and damage the ceiling panels of the Baltimore Harbor Tunnel. This project will investigate repair solutions and then rehabilitate or replace the tunnel ceiling panels.

Maryland House Water Tower Rehabilitation

I-95 John F. Kennedy Memorial Highway (Pin 2631)

\$775,000 (Engineering and Construction)

The aging water tower at the Maryland House facility needs rehabilitation. Initial work will include a new liner and pipeline replacement.

Drainage Improvements of I-695 at MM 50.2 Quarantine Road

I-695 Francis Scott Key Bridge (Pin 2621)

\$500,000 (Engineering only)

This project will complete necessary drainage improvements at MM 50.2 on I-695 and Quarantine Road related to previous flooding at this site.

Clean and Paint I-695 Bridge over Bear Creek

I-695 Francis Scott Key Bridge (Pin 2632)

\$100,000 (Engineering only)

Clean and paint the structural steel of the I-695 bridge over Bear Creek. This is part of routine system preservation.

Rehabilitation of Curtis Creek Drawbridge

I-695 Francis Scott Key Bridge (Pin 2619)

\$2,700,000 (Engineering only)

Replace the Curtis Creek Drawbridge Bascule Pier Waterproofing Membrane and Sump Pump, rehabilitate the navigational lights and the decks of the bascule span approaches, and make fender and miscellaneous concrete repairs.

Bay Bridge On-Call Structural Repairs and Modification

US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge (Pin 2593)

\$100,000 (Engineering only)

Annual inspection reports found defects on the eastbound and westbound spans of the Bay Bridge. This contract will be used to address those defects as well as any emergency repairs needed on either span.

TAB 13



Maryland Transportation Authority

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

Board Members:

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Travel Plazas Administrator Simon Najar
SUBJECT: Travel Plaza Update
DATE: May 25, 2023

PURPOSE OF MEMORANDUM

To update the MDTA Board on the progress of operations at the Maryland House and Chesapeake House Travel Plazas.

SUMMARY

In 2012, the Maryland Transportation Authority (MDTA) entered into a Lease and Concession Agreement with Areas USA MDTP, LLC (Areas USA), to undertake the redevelopment (including financing) and long-term operations and maintenance of the travel plazas. Pursuant to the public-private partnership (P3) arrangement, the MDTA retains oversight of the travel plazas for a period of 35 years. This presentation will provide a brief overview of the contract award and agreement; Areas USA history and expertise; current operations at the travel plazas, including the fiscal rebound from COVID-19; recent challenges; and the future outlook.

ATTACHMENT

- MDTA's Travel Plazas Presentation

MDTA TRAVEL PLAZAS



MDTA BOARD MEETING
MAY 25, 2023

WHY HAVE TRAVEL PLAZAS?

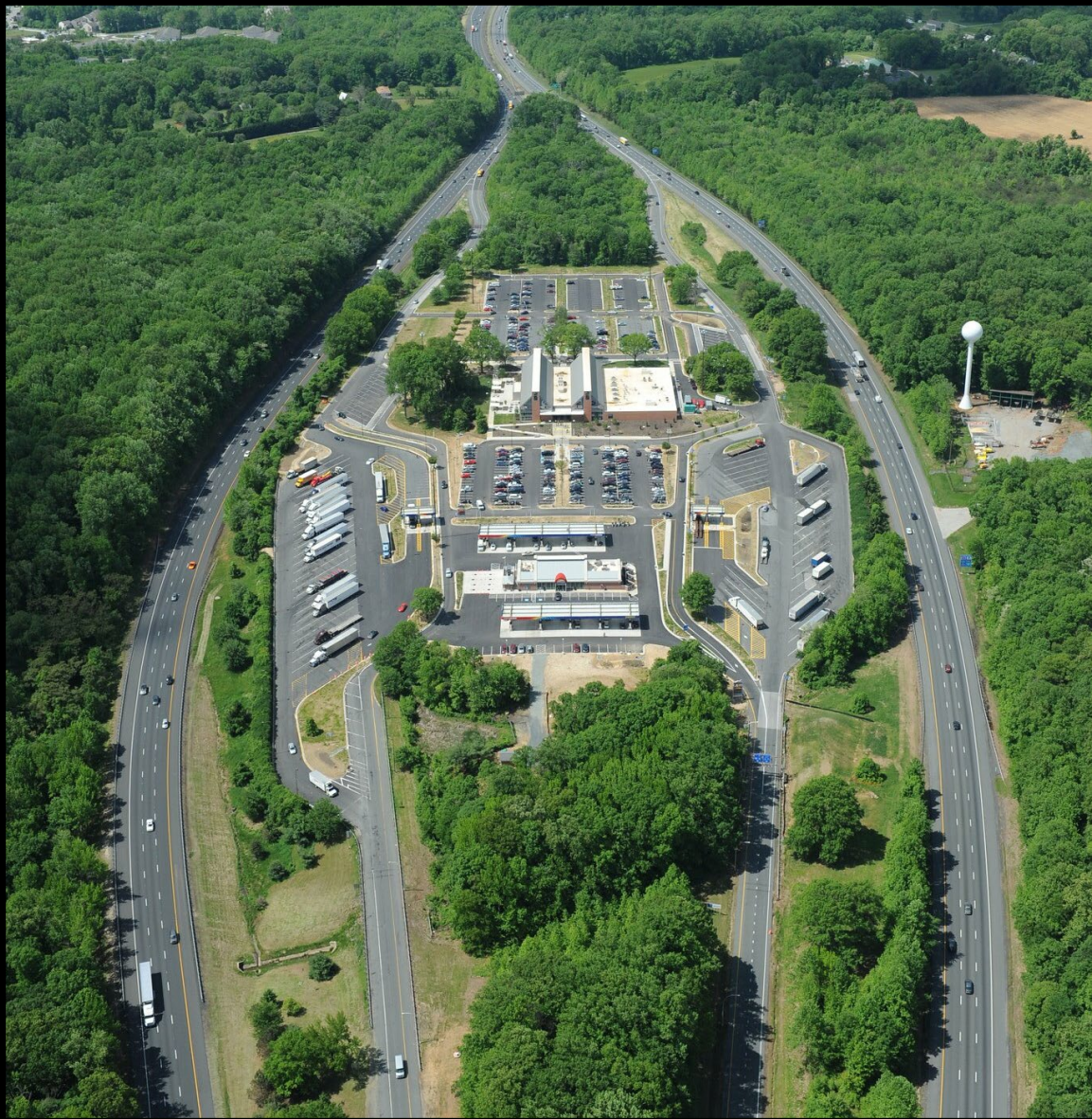
- PROVIDE A CLEAN AND SAFE RESTING AREA FOR TRAVELING PUBLIC
- INCREASE HIGHWAY SAFETY
- PROMOTE AND MARKET THE STATE OF MARYLAND

WHY A PUBLIC PRIVATE PARTNERSHIP (P3)?

- THE ARRANGEMENT PROVIDES FOR BETTER SERVICES AND MORE EFFICIENT OPERATIONS
- HOSPITALITY IS NOT A CORE COMPETENCY FOR MDTA
- PLAZAS OPERATED AND MAINTAINED BY CONCESSIONAIRE – AREAS USA
- NO TOLL REVENUE SPENT ON REPLACEMENT OF PLAZAS
- TOLL DOLLARS UTILIZED FOR CAPITAL INFRASTRUCTURE

I-95 TRAVEL PLAZAS REDEVELOPMENT

- MDTA ENTERED INTO A 35-YEAR LEASE AND CONCESSION AGREEMENT WITH AREAS USA MDTP, LLC FOR THE REDEVELOPMENT AND LONG-TERM OPERATIONS AND MAINTENANCE OF THE MARYLAND HOUSE AND CHESAPEAKE HOUSE
- CONTRACT INCLUDES MDTA OVERSIGHT AND SPECIFIC SERVICE LEVEL REQUIREMENTS
- \$56 MILLION INVESTMENT IN BOTH PLAZAS BY AREAS USA
- LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED) – SILVER CERTIFIED
- MDTA IS COMPENSATED BASED ON GROSS SALES AND FUEL
 - GOOD & SERVICES: 10% GROSS REVENUE
 - FUEL: \$.05 AND \$.07 PER GALLON, RESPECTIVELY CHESAPEAKE AND MARYLAND HOUSES
 - TOBACCO: 2% GROSS REVENUE



AERIAL VIEW OF MARYLAND HOUSE

MARYLAND HOUSE

Opened January 20, 2014





MARYLAND HOUSE



MARYLAND HOUSE

Historical Markers

SHOPS
MONUMENTS
WINERIES
ENTERTAINMENT
COLLEGES
THOROUGHBREDS
SCENERY
LIGHTHOUSE
RURAL
TRAILS
OCEAN
SALT WATER
LAKES
UNIVERSITIES
PREAKNESS
COAST
MOUNTAIN
COBBLESTON
FOSSIL
CRABBIN
PATAPSC
TIDEWATER
WOODLAND
RAFTING
PATUXENT
RAVENEN
NATIONAL
RAVENEN
SKI
DEEP CREEK
LAKE
SETTLER
AGRICULTURE
MILLS
HISTORIC
NATIONAL



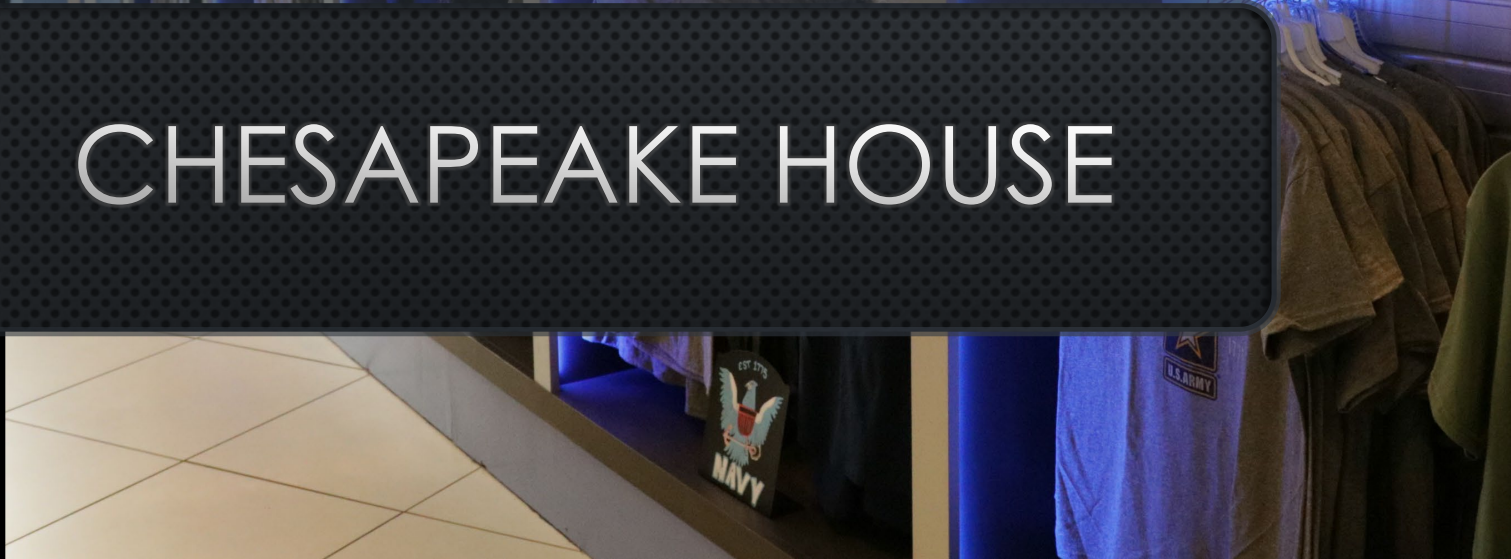


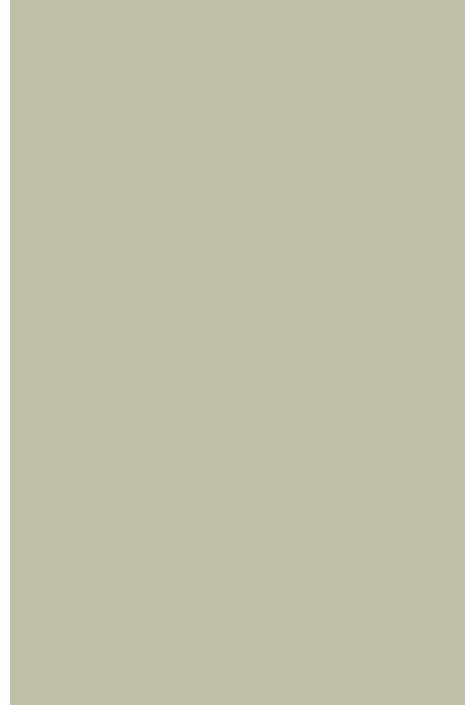
CHESAPEAKE HOUSE

Opened August 5, 2014



CHESAPEAKE HOUSE



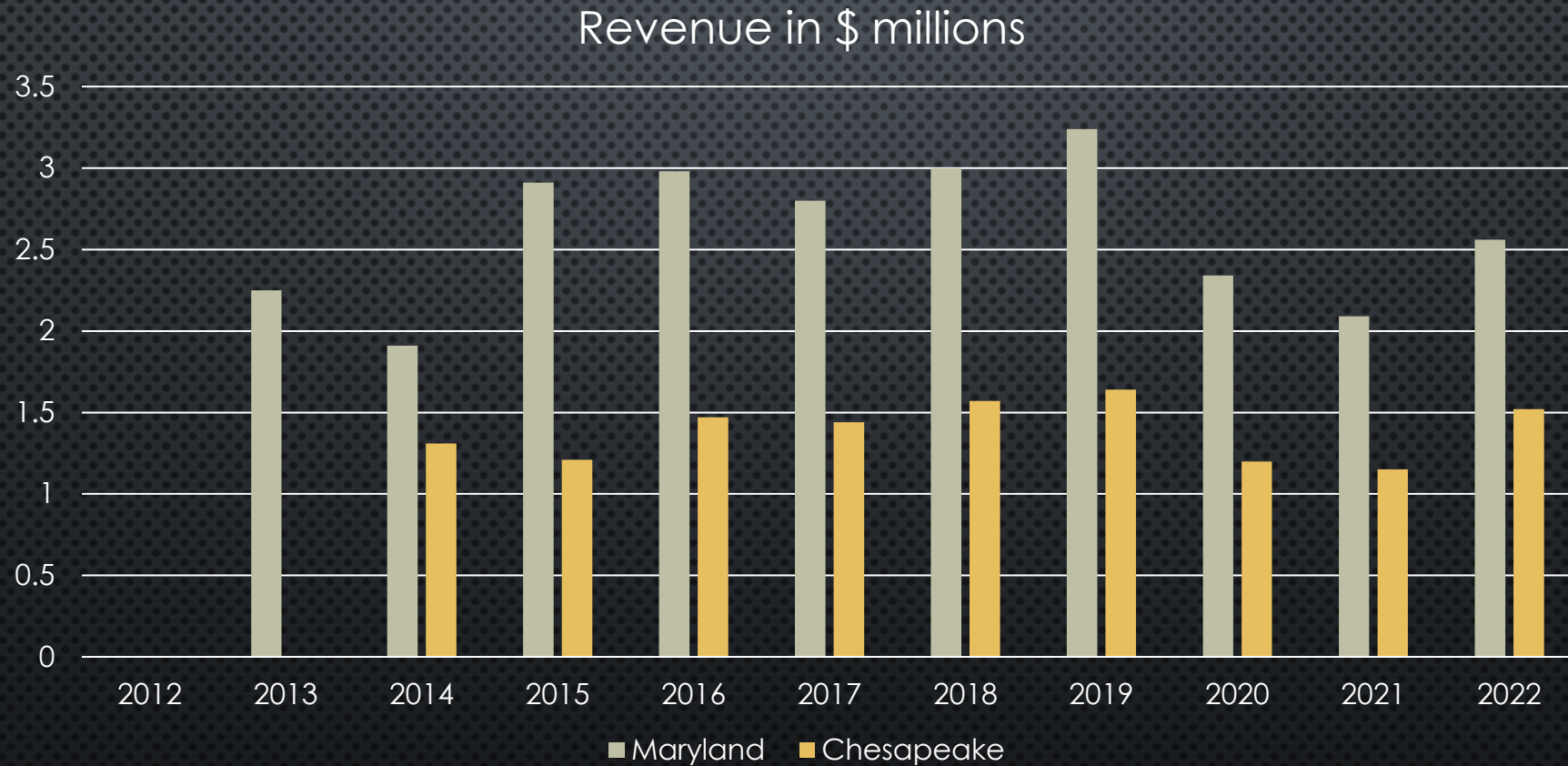


CHESAPEAKE HOUSE

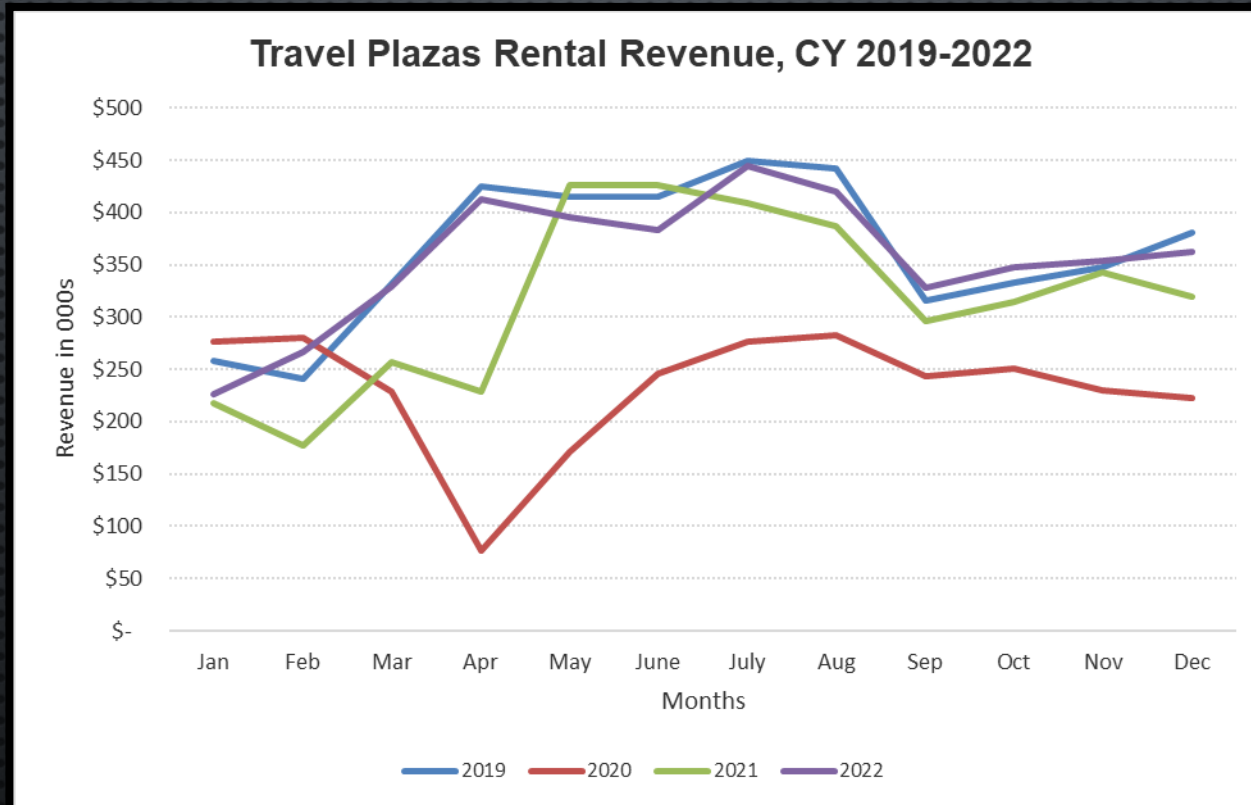


TRAVEL PLAZA REVENUES

FY 2012-2022



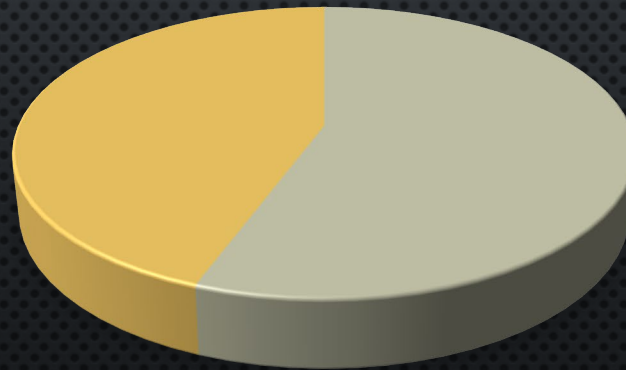
RENTAL REVENUE RECEIVED CY 2019-2022



TRAVEL PLAZAS REVENUE FOR CY 2022

\$4.27 Million
total cash
revenue for
MDTA

**Fuel Stations &
C-Stores
\$1.89 million**



**Chesapeake &
Maryland Houses
\$2.38 million**

TOP 3 CONCEPTS AT THE PLAZAS SALES FOR CY 2022

CHESAPEAKE HOUSE

MARYLAND HOUSE

\$ in millions

Pizza Hut/KFC
\$1.9 vs \$1.3 (CY21)

Sunshine Market
\$3.4 vs \$3.0 (CY21)

Wendy's
\$2.4 vs \$1.9 (CY21)

Wendy's
\$2.5 vs \$2.2 (CY21)

Sunshine Market
\$4.9 vs \$3.6 (CY21)

Dunkin Donuts
\$2.5 vs \$2.6 (CY21)

The MDTA collects 10% of Concession sales as revenue

2022 REVENUE HIGHLIGHTS

HIGHEST MONTHLY SALES SINCE 2017

CHESAPEAKE HOUSE

- MARKETPLACE \$386
- WENDY'S \$260
- KFC/PIZZA HUT \$208

MARYLAND HOUSE

- MARKETPLACE \$562
- WENDY'S \$261
- NATHAN'S \$239

ALL HIGHS POSTED IN JULY 2022

SALES IN \$000s

MDTA RECEIVES 10% OF SALES GENERATED

COMMUNITY AND MILITARY PRIDE

AMERICA'S 911 RIDE

MARYLAND WOMEN IN MILITARY SERVICE MONUMENT

DEDICATED 2014

HONORING WOMEN FROM
THE STATE OF MARYLAND,
PAST AND PRESENT, WHO
HAVE SERVED OUR NATION
HONORABLY AND PROUDLY,
IN WAR AND PEACE



CONTINUOUS CUSTOMER ENHANCEMENTS

- ALL CONCEPTS OPEN
- INCREASED HOURS
- PARKING LOTS AND RAMPS
- RESTROOM RENOVATIONS

LOOK AHEAD

CHALLENGES

- STAFFING
- COMPETITION
 - GREAT WOLF LODGE
 - SIGNAGE ON I-95
- TECHNOLOGY
- ECONOMIC



THANK YOU

TAB 14



Maryland Transportation Authority

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

Board Members:

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

William Pines, P.E., Executive Director

MEMORANDUM

TO: MDTA Board Members
FROM: Marketing Manager Kelly Mundle
SUBJECT: Bay Bridge Travel Campaign Briefing
DATE: May 25, 2023

PURPOSE

To update the MDTA Board Members on communications efforts to promote safety and trip planning when traveling across the Bay Bridge.

SUMMARY

The 2023 Bay Bridge Travel Campaign began earlier this month and continues through September. The campaign emphasizes the best times to travel over the bridge as well as the best resources for up-to-date, real-time traffic information. Once again, the MDTA's Division of Communications will leverage our Bay Bridge Spokesbirds Spike & Otis throughout messaging, encouraging drivers to visit BayBridge.com and to follow @TheMDTA on Twitter, or to call 1-877-BAYSPAN (229 7726) for traffic conditions.

The timing considerations were a collaboration between Operations, the Office of Engineering and Construction, and the Division of Communications. Before 8a.m. and after 10p.m. is intended to lessen demand on the roadways during primetime.

Tactics incorporate public relations and grassroots efforts, traditional marketing and heavy use of far-reaching and flexible digital marketing. Campaign reach includes Baltimore, Washington D.C., Annapolis, Eastern Shore, Salisbury / Ocean City and for the first time, Delaware Beaches.

Current impressions (number of time our message is seen or heard) are expected to top 69 million, not including added value.

ATTACHMENT

- Bay Bridge Travel Marketing Presentation with sample creative and Marketing Plan



Maryland
Transportation
Authority

Bay Bridge Travel Campaign

May 20 23



Campaign Objectives

1

Best Times to Travel

Promote and inform customers of best times of travel across the Bay Bridge

2

1-877-BAYSPAN / @TheMDTA

Drive audience to 1-877-BAYSPAN and the MDTA's Twitter and Facebook pages to get updated traffic information

3

baybridge.com

Drive audiences to baybridge.com to learn about best times to travel



Campaign Overview

Dates

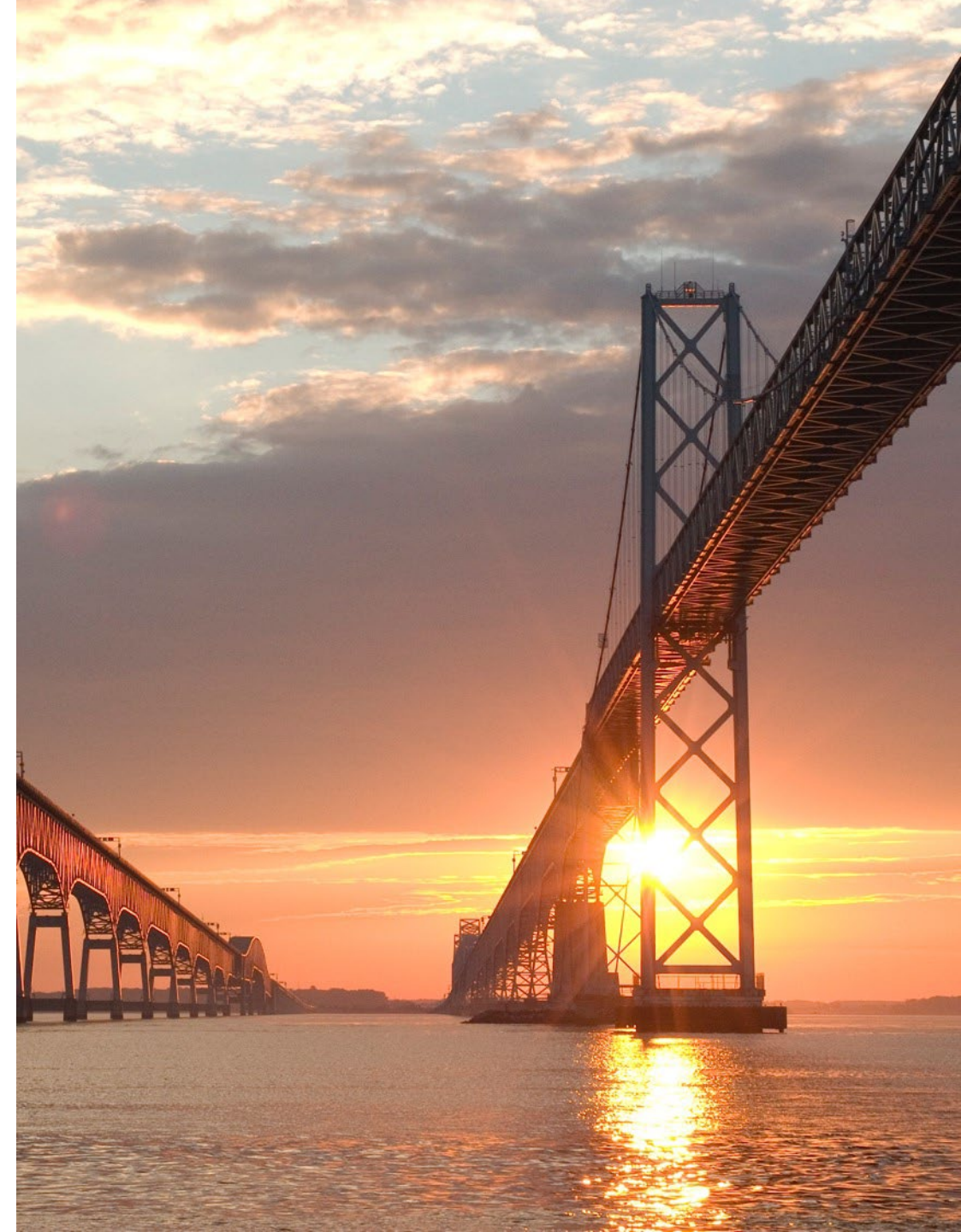
May 8 – September 30, 2023

Audience

Adults, 18+

Geography

Baltimore, Washington, DC, Annapolis, Eastern Shore, Salisbury / Ocean City, Delaware Beaches



Media Elements

> Digital Banners

Cross platform banners, high-impact mobile ads, Weather Channel app/site, WAZE, Spanish language mobile

> Digital Audio

Pandora, Spotify, local stations apps, Spanish language

> Radio

Baltimore DMA

> WTOP Beach/ Weather Webpage

Homepage take overs, banners on website, :10 spots on air

> Digital Video

:15 and :30 video spots will run through premium channels apps and video on demand apps (Hulu, Roku, CNN, FOX, ESPN, ABC, TBS, DIS, etc.).

> Out-of-Home

Baltimore digital billboards, Baltimore bus ads, DC bus ads, Billboards on Route 50 (3) and 404 (2), Ocean City bus wrap, Ocean City boardwalk tram, Seaboard.



Community Outreach

➤ Ocean City Business, Restaurant Takeover

Posters, mirror clings, floor graphics and coasters distributed to 35+ locations

➤ Banners at Shops

➤ Street Teams

Four members at OC boardwalk for 4 hours, 3 times throughout summer

➤ Giveaways

Spike & Otis cutout, tip cards, mesh bag, beach balls



Creative



Campaign Creative: **Audio**

Sometimes I Check Nothing :30 Spot (*Whimsical sound and music*)

Lady: "Here's Spike and Otis, our Bay Bridge spokes birds."

Otis: "Now what are you doing Spike?"

Spike: "Checking on best times to cross the Bay Bridge - on my horoscope - Otis."

Otis: "Spike, there's a better way..."

Spike: "(interrupts) Sometimes I check nothing and just wing it."

Otis: "Checking nothing sounds like Spike stuck in traffic. Tell 'em how to really check Lady." (Music up)

Lady: "Avoid Bay Bridge backups with 24/7 traffic updates at 1-877-BAYSPAN, that's 1-877-229-7786 or BayBridge.com."

Otis: "Now that's how to check."

Spike: "Cuz timing is everything!"



Campaign Creative: **Audio**

When to Leave :30 Spot (*Whimsical sound and music*)

Lady: "Now Spike and Otis on when to cross the Bay Bridge."

Spike: "Wake up Otis!"

Otis: "Spike?"

Spike: "Time to leave - don't be snorin'"

Otis: "It's - 8 o'clock - in the mornin'"

Spike: "More beach and boardwalk - WooHoo"

Otis: "Time for fries - 'n' good - food - too"

Spike: "Going home - We'll have to run"

Otis: "Let's wait 'til 10p.m. 'n' HAVE MORE FUN!"

SFX: ding

Spike: "Tell 'em more Lady!"

Lady: "Avoid Bay Bridge backups with 24/7 traffic updates at 1-877-BAYSPAN that's 1-877-229-7786 or BayBridge.com."

Otis: "Get there happy."

Spike: "Get home happier."



Campaign Creative: **Audio**

When to Leave :30 Spot (*Whimsical sound and music*)

Lady: "Now Spike and Otis on when to cross the Bay Bridge."

Spike: "Wake up Otis!"

Otis: "Spike?"

Spike: "Time to leave? - don't be snorin'"

Otis: "It's - 8 o'clock - in the mornin'"

Spike: "Your turn Lady - You're our friend"

Lady: "I'll do my talking - at the end"

Spike: "Going home - We'll have to run"

Otis: "Let's wait 'til 10p.m. 'n' HAVE MORE FUN!"

SFX: ding

Lady: "Avoid Bay Bridge backups with 24/7 traffic updates at 1-877-BAYSPAN that's 1-877-229-7786 or BayBridge.com."

Otis: "Get there happy."

Spike: "Get home happier."



Campaign Creative: **Audio**

When to Leave :30 Spot (*Whimsical sound and music*)

Lady: "Now Spike and Otis on when to cross the Bay Bridge."

Spike: "Wake up Otis!"

Otis: "Spike?"

Spike: "Time to leave - don't be snorin'"

Otis: "It's - 8 o'clock - in the mornin'"

Spike: "Your turn Lady - what do you say?"

Lady: "Ah... don't tailgate - when you cross the bay"

Spike: "Going home - We'll have to run"

Otis: "Let's wait 'til 10p.m. 'n' HAVE MORE FUN!"

SFX: ding

Lady: "Avoid Bay Bridge backups with 24/7 traffic updates at 1-877-BAYSPAN
that's

1-877-229-7786 or BayBridge.com."

Otis: "Get there happy."

Spike: "Get home happier "



Campaign Creative: **OOH, Digital, Social**

Cross the Bay
BEFORE 8am



Maryland
Transportation
Authority



Get there HAPPY. **1-877-BAYSPAN (229-7726) • baybridge.com**



Campaign Creative: **OOH, Digital, Social**



 Maryland
Transportation
Authority

Cross the Bay
BEFORE 8am

Get there HAPPY.
1-877-BAYSPAN (229-7726) • baybridge.com



Campaign Creative: **OOH, Digital, Social**



Cross the Bay
AFTER 10pm

MDTA Maryland Transportation Authority

Get home HAPPIER. **1-877-BAYSPAN (229-7726)** •  **@TheMDTA**



Campaign Creative: **OOH, Digital, Social**



Campaign Creative: **OOH, Digital, Social**

Cross the Bay **BEFORE 8am**
or **AFTER 10pm**

1-877-BAYSPAN (229-7726) • @TheMDTA



TAB 15

VERBAL

TAB 16

VERBAL