



Maryland Transportation Authority

BOARD MEETING

THURSDAY, SEPTEMBER 30, 2021

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HWY
BALTIMORE, MD 21224



**MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
2310 BROENING HIGHWAY
BALTIMORE, MD 21224**

SEPTEMBER 30, 2021 9:00 AM

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

NOTES:

- This is an In-Person Board Meeting being conducted at the Maryland Transportation Authority Headquarters located at 2310 Broening Highway, Baltimore MD 21224.
- This In-Person Open Meeting will be livestreamed. You are welcomed to watch the meeting at the link above.
- *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 5:00 p.m. on Tuesday, September 28, 2021. You **MUST pre-register and attend the meeting in-person in order to comment.** Once you have pre-registered you will receive an email with all pertinent information.*

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|--|----------------------------------|---------|
| 1. <u>Approval</u> – <u>Open Meeting Minutes of August 26, 2021</u> | Chairman | 5 min. |
| 2. <u>Resolutions</u> – <u>Years of Service Recognition</u> – Recognition for Three Retired Employees | Jim Ports | 10 min. |
| 3. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• FT-3017-0000 – Rehabilitation of Various Bridges on I-95 and I-395• J01B230001 – VMware Maintenance and Support• KH-3019-0000 – I-95 Express Toll Lanes Northbound Extension MD 152 Interchange Reconstruction• MDTA 2020-01A – Structures Inspection Program and Miscellaneous Engineering Services | Donna DiCerbo | 10 min. |
| 4. <u>Approval</u> – <u>Phase I South: American Legion Bridge I-270 to I-370 Toll Setting Process</u> – Approval to Move Forward with Public Comment Period on the Recommended Toll Rate Ranges | Deb Sharpless
Carl Chamberlin | 15 min. |
| 5. <u>Update</u> – <u>Fiscal Year (FY) 2021 Operating Budget Comparison</u> – Review of Actual vs. Projected FY 2021 Operating Budget Spending | Jeffrey Brown | 5 min. |
| 6. <u>Update</u> – <u>Fiscal Year (FY) 2021 Capital Budget Comparison</u> – Review of Actual vs. Projected FY 2021 Capital Budget Spending | Jeanne Marriott | 5 min. |
| 7. <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 June 30, 2021 | Deb Sharpless | 5 min. |
| 8. <u>Update</u> – <u>Third Generation Electronic Toll Collection (3G ETC) System</u> – Current Operations Update | Will Pines | 15 min. |

**MDTA BOARD MEETING
SEPTEMBER 30, 2021 9:00 AM**

**AGENDA
PAGE 2**

- | | | |
|---|--------------------|---------|
| 9. <u>Update</u> – <u>Major Projects</u> – Update on Major Projects Valued Over \$40 Million or of Significant Public Impact | James Harkness | 10 min. |
| 10. <u>Update</u> – <u>IT Major Projects</u> – Update on IT Major Projects | David Goldsborough | 10 min. |
| 11. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Update on Fiscal Year 2021 4 th Quarter Performance | Towanda Livingston | 10 min. |
| 12. <u>Update</u> – <u>Audit Committee</u> – Verbal | Member Cox | 10 min. |
| 13. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Jim Ports | 10 min. |

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, AUGUST 26, 2021
9:00 A.M.

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

OPEN SESSION

Gregory Slater, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Col. Kevin Anderson
Carl Chamberlin
Percy Dangerfield
Donna DiCerbo
Tonya Dorsey
Allen Garman
David Greene
Jim Harkness
Natalie Henson
Kelly Melhem
Kimberly Millender, Esq.
Ebony Moore
Mary O’Keeffe
Will Pines
James F. Ports, Jr.
Jennifer Stump
Christina Thompson
Melissa Williams

OTHER ATTENDEES:

Jeff Folden, P3 Office, MDOT SHA
Jon Glossner, MDTA Police Retired Officer
Jaclyn Hartman, Director of Finance, MDOT TSO
Ida Walto, Family Member of MDTA Retired Employee
Russ Walto, MDTA Retired Employee

At 9:02 a.m. Chairman Gregory Slater called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA located at 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION AND CLOSED SESSION MEETING MINUTES OF JULY 29, 2021

Upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris, the open session and closed session meeting minutes of the MDTA Board meeting held on July 29, 2021 were unanimously approved.

RESOLUTIONS – YEARS OF SERVICE RECOGNITION

Mr. Jim Ports read the Years of Service Recognition for retired employees Senior Officer Jon S. Glossner and Mr. Russell Walto. Both of these retired employees were present and received their Resolutions from Chairman Gregory Slater and Board Members in attendance. Mr. Walto also received his 40 Years of Service Certificate from Executive Director Jim Ports.

Mr. Ports also read the Years of Service Recognition for retired employees Ms. Angela Brown, Mr. Timothy M. Caldwell, and Mr. Charles K. Weber.

On the occasion of their retirement from their distinguished careers of service, the Chairman and Members of the Maryland Transportation Authority hereby express to them their most sincere appreciation for their excellence and commitment.

APPROVAL – CANTON RAILROAD

Mr. Jim Ports requested approval from the Maryland Transportation Authority (MDTA) Board Members of the proposed Canton Development Corporation, Inc. (Canton) Board of Directors and designation of the Chief Financial Officer or designee as proxy to attend the Annual Meeting of stockholders of Canton on September 29, 2021 to vote to approve the election of the Canton Board of Directors.

Mr. Ports explained that the MDTA is the sole stockholder of Canton and the day-to-day operations of Canton are managed by Mr. John Magness, the President and CEO, with the oversight of a Board of Directors. Per the Corporate By-Laws, the stockholders are to gather annually and elect the members of the Board of Directors.

As the sole stockholder of Canton, the MDTA must vote on the election of members of the Canton's Board of Directors at Canton's Annual Meeting. Currently, the Canton Board consists of seven Directors, including a MDTA Board Member who serves in an *ex officio* capacity. The Directors serve three-year terms that are staggered, resulting in the election of two to three Directors each year.

The MDTA recommends the reappointment of Ms. Lorrie Schenning and Mr. William Cox (*ex officio*). Their new terms would expire in Fall 2024. Their reappointments are strongly endorsed by Mr. John Magness.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member Mario J. Gangemi, the Members unanimously approved the Canton Railroad Board of Directors and the designation of the Chief Financial Officer as proxy to attend the Annual Meeting of Stockholders to vote.

APPROVAL – CONTRACT AWARDS

- **MR-3025-000 – On Call Structural Repairs and Miscellaneous Modifications**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. MR-3025-000 – On Call Structural Repairs and Miscellaneous Modifications with Brawner Builders, Inc. in the bid amount of \$8,122,018.20.

The scope of work includes providing labor, equipment, materials, etc. necessary to perform miscellaneous structural, concrete, and other types of repairs, upgrades, replacements, and new construction as directed by the Engineer. This work may be required on any portion (bridge, tunnel, highway, building, and all appurtenances) of any of the MDTA's facilities.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave contingent approval to execute Contract No. MR-3025-000 – On Call Structural Repairs and Miscellaneous Modifications.

- **KB-3013-000 – Police Training Center Site Development**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. KB-3013-0000 – Police Training Center Site Development with Old Line Construction, Inc. in the bid amount of \$2,366,812.00.

This project includes site development work in preparation for a future MDTA Police Training Facility building. Contract work includes Storm Water Management, erosion sediment controls, landscaping, roadway, parking lot, water utility, and future gas utility services. Electric pathway provisions are included for future building utility service, parking lot lighting, electric security gates, and electrical vehicle charging stations.

Upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the Members unanimously gave contingent approval to execute Contract No. KB-3013-0000 – Police Training Center Site Development.

UPDATE – CONTRACT AWARDS

- **SV-3085-0000 – Maryland Travel Plaza Murals – Francis Scott Key in Front of the U.S. Flag Panel Scene**

Ms. Donna DiCerbo updated the MDTA Board on the Maryland Travel Plaza Mural – Francis Scott Key in front of the U.S. Flag. Ms. DiCerbo explained that staff has worked closely with the artist's family to find a home for this mural and since it is considered property it will need to go to the Board of Public Works for them to approve MDTA gifting the mural to the Maryland Commission on Artistic Property of the Maryland State Archives.

Ms. DiCerbo also explained that this is the last of the murals to find a home and that the Maryland Commission on Artistic Property of the Maryland State Archives is the proper place for this mural. She further explained that they were the recipient of 3 other murals that were approved for disposition at the October 3, 2018 Board of Public Works Meeting.

UPDATE – PROCUREMENT REPORT ON OPEN CONTRACTS

Ms. Donna DiCerbo presented the MDTA Board with a verbal report on how many contracts are currently open with the MDTA excluding state credit card purchases.

APPROVAL – BOARD RESOLUTION NO. 21-05

Mr. Allen Garman requested MDTA Board approval of Resolution No. 21-05 that authorizes a TIFIA loan to finance a portion of the Nice/Middleton Bridge replacement project. This Resolution amends Resolution No. 20-08 to extend the deadline to complete the loan process from August 31, 2021 to December 31, 2021.

Mr. Garman explained that the TIFIA financing resolution authorizes a loan of \$220 million to finance approximately one-third of the Nice/Middleton Bridge project. Work is ongoing with USDOT Build America Bureau on the TIFIA loan, with expected USDOT Secretary final approval in late September or early October.

Upon motion by Member John F. von Paris and seconded by Member Jeffrey S. Rosen, Board Resolution No. 21-05 was unanimously approved.

APPROVAL – DEBT POLICY

Mr. Allen Garman requested MDTA Board approval of the MDTA's Debt Policy.

The Debt Policy contains elements of State law, Trust Agreement covenants, and provisions to ensure credit strength, with the goal of maintaining strong bond market access at the lowest possible financing rates. Mr. Garman noted that following a recent review of the Debt Management Policy by internal staff and external municipal advisory firms, no changes to the policy were recommended.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member William H. Cox, Jr., the MDTA Debt Policy was unanimously approved.

APPROVAL – QUARTERLY REVIEW OF THE INVESTMENT STRATEGY AND PERFORMANCE

Mr. Allen Garman requested MDTA Board approval to continue with the current investment strategy.

Mr. Garman explained that for the trailing twelve-month period ended June 30, 2021, investments conformed to Investment Policy limitations. No changes in performance strategy or benchmark are recommended.

Upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., continuation of the current investment strategy was unanimously approved.

APPROVAL – INVESTMENT POLICY

Mr. Allen Garman requested MDTA Board approval of the proposed changes to the MDTA Investment Policy.

Mr. Garman explained that changes to the permissible Investment Obligations definition within the Trust Agreement were approved by the MDTA Board in May 2020 and became effective through a springing amendment process when majority bondholder approval was achieved with the Series 2021 bond issue on April 7, 2021. With the legal limitation changes now effective in the Trust Agreement, the Investment Committee recommends the same revisions to the internal investment management policy.

Specific to municipal bonds, the addition of “at time of purchase” language and a change of rating requirements to double-A will eliminate forced seller situations that result from ratings downgrades and provide prudent financial flexibility for greater income potential.

Upon motion by Member Dontae Carroll and seconded by Member W. Lee Gaines, Jr., the proposed Investment Policy changes were unanimously approved.

APPROVAL – FISCAL YEAR (FY) 2022-2027 FINANCIAL FORECAST

Ms. Christina Thompson requested approval from the MDTA Board for the Updated Fiscal Year (FY) 2022-2027 Financial Forecast.

Ms. Thompson explained that the FY 2022-2027 Financial Forecast was originally approved by the MDTA Board on July 29, 2021. The forecast reflected the then current annual Traffic & Revenue (T&R) forecast issued on November 6, 2020, adjusted for the transaction backlog. Uncertainties associated with COVID-19, permanently transitioning to All-Electronic Tolling, and the 3rd Generation Electronic Toll Collection System transition were reflected in the forecast.

She further explained that the updated Financial Forecast reflects an updated T&R forecast. Annually MDTA's independent T&R consultant, CDMSmith, updates MDTA's T&R forecast. This year's forecast was completed earlier than in the past, which provided an opportunity to update the forecast prior to submission to the Department of Legislative Services. Based on FY 2021 actual performance, several prior uncertainties were reduced or eliminated, resulting in an improved 10-year forecast outlook. The revised forecast also reflects the elimination of a \$65 million loan to MDOT. Per MDOT's Chief Financial Officer, an alternative financing option will be utilized.

For the FY 2022-2027 forecast period MDTA remains in compliance with its financial goals and legal standards.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member Mario J. Gangemi, the Members unanimously approved the updated FY 2022-2027 Financial Forecast.

APPROVAL – PUBLIC-PRIVATE PARTNERSHIP (P3) FINANCING DOCUMENTS

Mr. Jim Ports and Ms. Jaclyn Hartman requested MDTA Board approval of the Public-Private Partnership (P3) Financing Documents. This included approval of 1) the P3 Master Trust Agreement, 2) the P3 Supplemental Agreement Template, and 3) the Amended Interagency Agreement.

It was explained by Mr. Ports and Ms. Hartman that the MDTA will establish the P3 Master Trust Agreement for the P3 Program and a P3 Supplemental Trust Agreement for each section of the P3 Program under which limited recourse toll revenue notes will be issued (MDTA Notes). The P3 Master Trust Agreement shall remain in effect for the entirety of the P3 Program. Each P3 Supplemental Trust Agreement will have an initial duration of 40 years, during which term, MDTA will commit to refinancing the MDTA Notes to extend their term to align with the 50-year term of the Section P3 Agreement, which agreement will govern the design, construction, financing, operation, and maintenance of a section

Mr. Ports and Ms. Hartman further explained that the MDTA will amend and restate the Amended IAA to (i) align it with the P3 Master Trust Agreement and the P3 Supplemental Trust Agreement that have been prepared for the I-495 & I-270 P3 Program (P3 Program) and are also being provided to the MDTA Board for approval under a separate board summary and (ii) to amend and clarify certain other terms of the original Interagency Agreement (Original IAA) to align with changes made to the approach to delivering the P3 Program or add additional detail to the agreement. The Original IAA was approved by the MDTA Board in April 2019 and executed on April 25, 2019. The Amended IAA will be executed in order to facilitate the development and tolling of the P3 Program.

Upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave approval of the P3 Financing Documents.

UPDATE – PHASE 1 SOUTH: AMERICAN LEGION BRIDGE I-270 TO I-370 TOLL SETTING PROCESS

Mr. Carl Chamberlin gave a summary of comments received during the first public comment period for the Phase 1 South: American Legion Bridge I-270 to I-370 Toll Rate Range Setting Process.

Mr. Chamberlin explained that on May 20, 2021, the Maryland Transportation Authority (MDTA) Board unanimously approved to proceed with holding public hearings and seeking public comment on the Phase 1 South: American Legion Bridge I-270 to I-370 Tolling Proposal as part of the toll rate range setting process. The public comment period began on May 20, 2021 and continued until 5PM, August 12, 2021. Public hearings were conducted on July 12th and July 14th (two sessions each day). Mr. Chamberlin then proceed to give a high-level summary and overview of comments that were received during this time. Mr. Chamberlin also advised where the Board and public could access additional information regarding the comments received.

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

Mr. Will Pines updated the MDTA Board on the Third Generation Electronic Toll Collection (3G ETC) post-transition operations and traffic & revenue.

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

He further explained that going forward this update will no longer include the financial aspect as the finances will be reported in other agenda items.

UPDATE – HUMAN RESOURCES COMMITTEE

Member W. Lee Gaines, Jr. presented an update on the Human Resources Committee meeting that took place on August 12, 2021. The Human Resources Committee Members were given an overview of the Return to Normal Operations; MDTA Salary/Pay Schedule Structure; and Update on Classification and Compensation due to the State minimum wage increasing to \$15 per hour; and an update on MDTA Toll Collection Employees.

UPDATE – EXECUTIVE DIRECTOR

Mr. Jim Ports gave an updated on: the role the Maryland House Travel Plaza played in supporting America's 9/11 Ride; the Tier 1 NEPA Bay Crossing Study; the work of our *E-ZPass* Outreach Team; the MDTA Police involvement in a multi-agency law enforcement operation that resulted in 93 fugitives being arrested; and the promotion of four MDTA Police Officers to the rank of Corporal.

In continuing to recognize MDTA's 50th Anniversary this year, Mr. Ports gave an update on a series of short videos, historical photos, timeline, and virtual toll booth tool that will be soon be added to MDTA's website for the purpose of preserving and sharing our history with the public.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member John F. von Paris and seconded by Member Dontae Carroll, the Members unanimously voted to adjourn the meeting at 11:28 a.m.

The next MDTA Board Meeting will be held on Thursday, September 30, 2021 at 9:00 a.m. at MDTA located at 2310 Broening Highway, Baltimore Maryland.

APPROVED AND CONCURRED IN:

Gregory Slater, Chairman

TAB 2

MARYLAND TRANSPORTATION AUTHORITY

RESOLUTION

Recognizing the Services of

Brenda L. Bullinger

MDTA Toll Collection Shift Supervisor

WHEREAS, *Brenda L. Bullinger began her career with the Maryland Transportation Authority as an MDTA Toll Collector I on May 17, 1989, and*

WHEREAS, *Ms. Bullinger continued to progress in the toll collection field and was promoted to MDTA Toll Collector II on May 16, 1990, and to MDTA Toll Collector III on May 27, 1992, and*

WHEREAS, *With leadership and knowledge, Ms. Bullinger was promoted to MDTA Toll Collections Shift Supervisor on July 6, 2006, a title held until retirement, and*

WHEREAS, *She is an invaluable member of the team, and her coworkers expressed the fact that her dedication, expertise and teamwork will be missed, now*

THEREFORE BE IT RESOLVED, *On the occasion of Brenda Bullinger's retirement from her distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Ms. Bullinger their most sincere appreciation for her excellence and commitment, and*

BE IT FURTHER RESOLVED, *That this Resolution be entered into the minutes of the MDTA Board meeting of September 30, 2021, and a copy, appropriately framed, be presented to Ms. Bullinger as an expression of the MDTA Board's appreciation and esteem.*

Gregory Slater, *Chairman*

Dontae Carroll, *Member*

William H. Cox, Jr., *Member*

William C. Ensor, III, *Member*

W. Lee Gaines, Jr., *Member*

Mario J. Gangemi, P.E., *Member*

Cynthia D. Penny-Ardinger, *Member*

Jeffrey S. Rosen, *Member*

John F. von Paris, *Member*

James F. Ports, Jr., *Executive Director*

MARYLAND TRANSPORTATION AUTHORITY

RESOLUTION

Recognizing the Services of

Corporal Tangela Carter

MDTA Police

WHEREAS, *Corporal Tangela Carter began her career with the Maryland Department of Public Safety & Correctional Services as a Correctional Officer I on November 04, 1992, and*

WHEREAS, *Corporal Carter continued to progress in her career with the Maryland Department of Public Safety & Correctional Services and was promoted to Correctional Officer II on November 10, 1993, and to Correctional Officer Sergeant on June 21, 1999, and*

WHEREAS, *On September 3, 2003, Corporal Carter joined the Maryland Transportation Authority Police as an MDTA Police Officer, to MDTA Police Officer II on September 3, 2004, and to MDTA Police Senior Officer on September 3, 2013, and*


WHEREAS, *With knowledge and dedication, Corporal Carter was promoted to a MDTA Police Corporal on October 1, 2014, a title held until retirement, and*

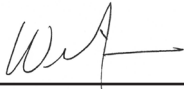
WHEREAS, *She is an invaluable member of the team, and her coworkers expressed the fact that her dedication, expertise and teamwork will be missed, now*

THEREFORE BE IT RESOLVED, *On the occasion of Corporal Tangela Carter's retirement from her distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Corporal Carter their most sincere appreciation for her excellence and commitment, and*


BE IT FURTHER RESOLVED, *That this Resolution be entered into the minutes of the MDTA Board meeting of September 30, 2021, and a copy, appropriately framed, be presented to Corporal Carter as an expression of the MDTA Board's appreciation and esteem.*

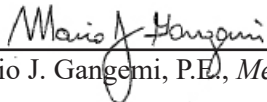

Gregory Slater, *Chairman*

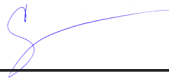

Dontae Carroll, *Member*


William H. Cox, Jr., *Member*

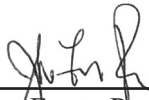

William C. Ensor, III, *Member*



W. Lee Gaines, Jr., *Member*


Mario J. Gangemi, P.E., *Member*


Cynthia D. Penny-Ardinger, *Member*


Jeffrey S. Rosen, *Member*


John F. von Paris, *Member*


James F. Ports, Jr., *Executive Director*

MARYLAND TRANSPORTATION AUTHORITY

RESOLUTION

Recognizing the Services of

Lawrence A. Okpulator

Agency Project Engineer-Architect III

WHEREAS, *Lawrence A. Okpulator began his career with the Maryland Transportation Authority as an MDTA Engineer Specialist III on June 19, 1996, and*

WHEREAS, *Mr. Okpulator continued to progress in the engineering field and was promoted to MDTA Architect Specialist I on December 17, 1997, to Architect I on July 12, 2000, and to Architect II on July 1, 2002, and*

WHEREAS, *With knowledge and perseverance, Mr. Okpulator was promoted to Agency Project Engineer-Architect III on July 1, 2008, a title held until retirement, and*

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

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

BE IT FURTHER RESOLVED, *That this Resolution be entered into the minutes of the MDTA Board meeting of September 30, 2021, and a copy, appropriately framed, be presented to Mr. Okpulator as an expression of the MDTA Board's appreciation and esteem.*

Gregory Slater, *Chairman*

Dontae Carroll, *Member*

William H. Cox, Jr., *Member*

William C. Ensor, III, *Member*

W. Lee Gaines, Jr., *Member*

Mario J. Gangemi, P.E., *Member*

Cynthia D. Penny-Ardinger, *Member*

Jeffrey S. Rosen, *Member*

John F. von Paris, *Member*

James F. Ports, Jr., *Executive Director*

TAB 3



Maryland
Transportation
Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Donna DiCerbo, CPPO, CPPB, Director of Procurement
SUBJECT: FT-3017-0000 – Rehabilitation of Various Bridges on I-95 and I-395
DATE: September 30, 2021

PURPOSE

To seek contingent approval to execute Contract No. FT-3017-0000 – Rehabilitation of Various Bridges on I-95 and I-395.

SUMMARY

The work to be performed under this Contract is located along I-95 and I-395 in Baltimore City. The scope of work includes repairs to multiple bridges along the Fort McHenry Tunnel (FMT) Facility from Joh Avenue to I-895 as part of the System Preservation Program.

RECOMMENDATION

To provide contingent approval to execute Contract No. FT-3017-0000 – Rehabilitation of Various Bridges on I-95 and I-395.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

FT-3017-0000 Rehabilitation of Various Bridges on I-95 and I-395

PIN NUMBER 2513
CONTRACT NUMBER FT-3017-0000
CONTRACT TITLE Rehabilitation of Various Bridges on I-95 and I-395

PROJECT SUMMARY The work to be performed under this Contract is located along I-95 and I-395 in Baltimore City. The scope of work includes repairs to multiple bridges along the Fort McHenry Tunnel (FMT) Facility from Joh Avenue to I-895 as part of the System Preservation Program.

SCHEDULE

ADVERTISEMENT DATE 6/9/2021
ANTICIPATED NOTICE TO PROCEED DATE Nov-21
DURATION (CALENDER DAYS) 900

MBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
HISPANIC AMERICAN
WOMEN
VSBE

(\$) Advertised GOAL (%)	Proposed GOAL (%)
26.00%	26.00%
8.00%	8.00%
-	1.42%
-	-
11.00%	16.59%
1.00%	1.00%

ENGINEER'S ESTIMATE (EE) \$13,211,557.50

BID RESULTS

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

BID PROTEST YES ☐ NO ☒

M.D. Miller Co., Inc. T/A The Marksmen Co.	\$12,699,212.21	-4%
Concrete General, Inc.	\$16,688,680.00	26%

FUNDING SOURCE 100.00% TOLL REVENUE



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Donna DiCerbo, CPPO, CPPB, Director of Procurement
SUBJECT: J01B260001 – VMware Maintenance and Support
DATE: September 30, 2021

PURPOSE

To seek contingent approval to execute Contract No. J01B260001 – VMware Maintenance and Support.

SUMMARY

This contract is for the provision of VMware Maintenance and Support for the MDTA Office of Information Technology. VMware software maintenance agreement enables technical support of and future upgrades to the virtualization hypervisors that run multiple virtual machines (servers, desktops, etc.) on a single physical host, as well as various ancillary products. The software suite is also used to run and manage all MDTA production, development, and test systems in each of our Data Centers (ICC and JFK) as well as allows for management of workloads between the ICC and JFK Data Centers in the event of a disaster. Further, the suite is used to run and manage our virtual desktop infrastructure (VDI), which is used by teleworkers, developers, testers, and trainers.

RECOMMENDATION

To provide contingent approval to execute Contract No. J01B260001 – VMware Maintenance and Support.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

J01B260001 VMware Maintenance and Support

PIN NUMBER

N/A

CONTRACT NUMBER

J01B2600001

CONTRACT TITLE

VMware Maintenance and Support

PROJECT SUMMARY

This contract is for the provision of VMware Maintenance and Support for the MDTA Office of Information Technology. VMware software maintenance agreement enables technical support of and future upgrades to the virtualization hypervisors that run multiple virtual machines (servers, desktops, etc.) on a single physical host, as well as various ancillary products. The software suite is also used to run and manage all MDTA production, development and test systems in each of our Data Centers (ICC and JFK) as well as allows for management of workloads between the ICC and JFK Data Centers in the event of a disaster. Further, the suite is used to run and manage our virtual desktop infrastructure (VDI), which is used by teleworkers, developers, testers, and trainers.

SCHEDULE

ADVERTISEMENT DATE

6/16/2021

ANTICIPATED NOTICE TO PROCEED DATE

11/25/2021

DURATION (CALENDAR DAYS)

1095 days
(3 years)

ENGINEER'S ESTIMATE (EE)

\$750,000.00

MBE PARTICIPATION

Advertised Goal

Proposed Goal

OVERALL MBE

0.00%

0%

No Sub Goals

0.00%

0%

VSBE

BID RESULTS

BID AMOUNT (\$)

**% VARIANCE TO
EE**

BID PROTEST YES ☐

NO ☒

Source IT Technologies, LLC

\$741,221.60

-1.2%

Digital Information Services

\$741,765.86

-1.1%

MVS, Inc.

\$743,152.12

-0.9%

Knot Technology Services

\$748,718.72

-0.2%

Applied Technology Services

\$750,789.00

0.1%

HCGI Hartford

Rejected

N/A



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Donna DiCerbo, CPPO, CPPB, Director of Procurement
SUBJECT: KH-3019-0000 – I-95 Express Toll Lanes (ETL) Northbound Extension
MD 152 Interchange Reconstruction
DATE: September 30, 2021

PURPOSE

To seek contingent approval to execute Contract No. KH-3019-0000 – I-95 ETL Northbound Extension MD 152 Interchange Reconstruction.

SUMMARY

The work to be performed under this contract is located along I-95 from approximately 4,000 feet south of MD 152 to 1,800 feet north of Winters Run Bridge in Harford County. The project includes a full interchange reconstruction including the replacement of the MD 152 bridge to ultimately accommodate two ETLs and four general purpose lanes in each direction.

RECOMMENDATION

To provide contingent approval to execute Contract No. KH-3019-0000 – I-95 ETL Northbound Extension MD 152 Interchange Reconstruction.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

KH-3019-0000 I-95 ETL Northbound Extension MD 152 Interchange Reconstruction

PIN NUMBER 2491
CONTRACT NUMBER KH-3019-0000
CONTRACT TITLE I-95 ETL Northbound Extension MD 152 Interchange Reconstruction

PROJECT SUMMARY The work to be performed under this contract is located along I-95 from approximately 4,000 feet south of the MD 152 to 1,800 feet north of Winters Run Bridge in Harford County. The project includes a full interchange reconstruction including the replacement of the MD 152 bridge to ultimately accommodate two express toll lanes (ETLs) and four general purpose lanes (GPLs) in each direction.

SCHEDULE

ADVERTISEMENT DATE 5/6/2021
ANTICIPATED NOTICE TO PROCEED DATE Nov-21
DURATION (CALENDER DAYS) Completion: 10/30/2024

MBE PARTICIPATION

OVERALL MBE

AFRICAN AMERICAN

ASIAN AMERICAN

HISPANIC AMERICAN

WOMEN

NATIVE AMERICAN

VSBE

(^{\$})
Advertised
GOAL (%) **Proposed**
GOAL (%)

15.00%	15.04%
-	2.90%
-	0.76%
-	2.85%
-	4.91%
-	3.62%
1.00%	1.00%

ENGINEER'S ESTIMATE (EE) \$200,100,963.90

BID RESULTS

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

BID PROTEST YES ☒ NO ☐

FUNDING SOURCE 100.00% TOLL REVENUE

Wagman - Allan Myers JV	\$196,197,777.77	-2%
Fay/Pierson JV	\$197,772,096.15	-1%
Concrete General, Inc.	\$200,664,079.43	0%
Mumford Diamond JV, LLC	\$211,796,478.06	6%



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Donna DiCerbo, CPPO, CPPB, Director of Procurement
SUBJECT: MDTA 2020-01A – Structures Inspection Program and Miscellaneous Engineering Services
DATE: September 30, 2021

PURPOSE

To seek contingent approval to execute Contract No. MDTA 2020-01A – Structures Inspection Program and Miscellaneous Engineering Services.

SUMMARY

This project entails the award of five contracts to consultant engineering firms to perform routine condition inspection, reporting, design, nondestructive testing including load and laboratory testing and instrumentation, asset management and health monitoring, and project management services, under the jurisdiction of MDTA. Such services are necessary to ensure that all MDTA's assets are safe and in good working order and condition. Facility wide assets under this contract, include but are not limited to, signature bridges, workhorse bridges, tunnels, tunnel ventilation buildings including the mechanical/electrical/HVAC and plumbing systems. The inspections scope also includes, buildings, roadways, drainage structures, roadway lighting, ancillary structures, truck weigh scale systems, toll system gantries, noise walls and retaining walls, and traffic safety features including Dynamic Message Signage, cameras and poles, and other related appurtenances.

RECOMMENDATION

To provide contingent approval to execute Contract No. MDTA 2020-01A – Structures Inspection Program and Miscellaneous Engineering Services.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY
MDTA 2020-01A Structures Inspection Program and Miscellaneous Engineering Services

PIN NUMBER N/A
MDTA PROJECT NUMBER MDTA 2020-01A
CONTRACT TITLE MDTA Structures Inspection Program Services

PROJECT SUMMARY This project entails the award of five (5) contracts to consultant engineering firms to perform routine condition inspection, reporting, design, non destructive testing including load and laboratory testing and instrumentation, asset management and health monitoring, and project management services, under the jurisdiction of MDTA. Such services are necessary to ensure that all of MDTA's assets are safe and in good working order and condition. Facility wide assets under this contract, include but are not limited to, signature bridges, workhorse bridges, tunnels, tunnel ventilation buildings including the mechanical/electrical/HVAC and plumbing systems. The inspections scope also includes, buildings, roadways, drainage structures, roadway lighting, ancillary structures, truck weigh scale systems, toll system gantries, noisewalls and retaining walls, and traffic safety features including Dynamic Message Signage, cameras and poles, and other related appurtenances.

SCHEDULE			PROPOSER	MDTA CONTRACT NO.	CONTRACT AMOUNT
	ADVERTISEMENT DATE	October 5, 2020	Rummel, Klepper & Kahl/Modjeski & Masters	AE 3071	\$12,000,000.00
	ANTICIPATED NTP DATE	November 1, 2021	Hardesty & Hanover/Whitman, Requardt	AE 3072	\$12,000,000.00
	DURATION/TERM	Four (4) YEARS	AECOM Technical Services/Wallace, Montgomery	AE 3073	\$12,000,000.00
			Whitney, Bailey, Cox & Magnani/Prime AE/Transystems	AE 3074	\$12,000,000.00
			Stantec Consulting Services/WSP USA Inc.	AE 3075	\$12,000,000.00
PROTEST	YES	NO			
		✓			

FUNDING SOURCE	100% TOLL REVENUE			MBE PARTICIPATION			
		ADVERTISED GOAL (%)	AE-3071 PROPOSED GOAL (%)	AE-3072 PROPOSED GOAL (%)	AE-3073 PROPOSED GOAL (%)	AE-3074 PROPOSED GOAL (%)	AE-3075 PROPOSED GOAL (%)
MBE PARTICIPATION - OVERALL							
OVERALL MBE	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%
AFRICAN AMERICAN	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%
ASIAN AMERICAN	-	8.00%	7.00%	6.00%	5.00%	10.00%	
HISPANIC AMERICAN	-	5.00%		5.00%	4.00%	3.00%	
WOMEN OWNED	10.00%	10.00%	16.00%	12.00%	14.00%	10.00%	
VSBE	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	

TAB 4

MARYLAND TRANSPORTATION AUTHORITY

RECOMMENDED TOLL RATE RANGES

PHASE 1 SOUTH: AMERICAN LEGION BRIDGE I-270 TO I-370



Maryland
Transportation
Authority

September 20, 2021

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I. PURPOSE OF THE PRESENTATION

After presenting the Phase I South: American Legion Bridge I-270 to I-370 proposed toll rate ranges at two in-person public hearing sessions in Montgomery County and two virtual call-in public hearing sessions, and providing 85 days of open public comment on the proposal, the MDTA staff has developed a recommended action (recommended toll rate ranges), which is detailed in the sections below. As part of this MDTA Board meeting, the 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. At this point, the MDTA staff are not seeking approval of the recommended action; the final MDTA Board vote will take place at a future MDTA Board meeting. The recommended action makes one change to the proposal that was advertised and presented to the public during the first public comment period.

II. RECOMMENDED ACTION (RECOMMENDED TOLL RATE RANGES)

A. Toll Rate Ranges

The recommended action (recommended toll rate ranges), which are provided in Table II-1 below in cost per mile (\$/mile), include the minimum and maximum toll rate ranges and soft rate caps within, for all vehicle classifications and payment types. The vehicle classifications, payment methods and associated multipliers are consistent with existing MDTA facilities. For example, the 3-axle light multiplier is 1.5x the 2-axle rate for the same payment type and the multiplier between Video Tolling (unregistered video) and electronic toll collection (ETC) for the same vehicle classification is 1.5x. The Executive Director may set or adjust the soft rate cap, operational metrics, or toll zones consistent with the toll ranges established by the MDTA Board.

Table II-1: Recommended Action (Recommended Toll Rate Ranges, Soft Rate Caps, Discounts & Free Passage)

VEHICLE TYPE	GENERAL PURPOSE LANES	HOT LANES					
		Payment Type	Recommended Toll Rate Ranges (2021\$/mile) ³			HOV3+ Vanpools Carpools	Buses Motorcycles
			Minimum Toll Rate Range ²	Soft Cap Rate	Maximum Toll Rate Range		
Passenger Vehicle (2-axle)	Free	Electronic Toll Collection (ETC) (E-ZPass)	\$ 0.17	\$ 1.50	\$ 3.76	Free	Free
Motorcycle			\$ 0.00	\$ 0.00	\$ 0.00		
3-axle Light			\$ 0.26	\$ 2.25	\$ 5.64		
3-axle Heavy			\$ 0.34	\$ 3.00	\$ 7.53		
4-axle Light			\$ 0.43	\$ 3.75	\$ 9.41		
4-axle Heavy			\$ 0.51	\$ 4.50	\$ 11.29		
5-axle			\$ 1.02	\$ 9.00	\$ 22.58		
6+-axle			\$ 1.28	\$ 11.25	\$ 28.22		
Passenger Vehicle (2-axle)	Free	Pay-By- Plate (Registered Video) (1.25x ETC)	\$ 0.21	\$ 1.88	\$ 4.70	Free	Free
Motorcycle			\$ 0.00	\$ 0.00	\$ 0.00		
3-axle Light			\$ 0.32	\$ 2.81	\$ 7.05		
3-axle Heavy			\$ 0.43	\$ 3.75	\$ 9.41		
4-axle Light			\$ 0.53	\$ 4.69	\$ 11.76		
4-axle Heavy			\$ 0.64	\$ 5.63	\$ 14.11		
5-axle			\$ 1.28	\$ 11.25	\$ 28.23		
6+-axle			\$ 1.59	\$ 14.06	\$ 35.28		
Passenger Vehicle (2-axle)	Free	Video Tolling ^{1, 4} (Unregister ed Video) (1.5x ETC)	\$ 0.26	\$ 2.25	\$ 5.64	Free	Free
Motorcycle			\$ 0.00	\$ 0.00	\$ 0.00		
3-axle Light			\$ 0.38	\$ 3.38	\$ 8.47		
3-axle Heavy			\$ 0.51	\$ 4.50	\$ 11.29		
4-axle Light			\$ 0.64	\$ 5.63	\$ 14.11		
4-axle Heavy			\$ 0.77	\$ 6.75	\$ 16.93		
5-axle			\$ 1.53	\$ 13.50	\$ 33.86		
6+-axle			\$ 1.91	\$ 16.88	\$ 42.33		

¹ Total unregistered video surcharge (difference between ETC toll and unregistered video toll amount) cannot exceed \$15.00 per trip. The surcharge is subject to escalation as defined below.

² The minimum trip toll (not per mile) by payment type for all vehicle types would be \$0.50 for customers using E-ZPass, \$0.63 for customers using Pay-By-Plate (Registered Video), and \$0.75 for customers using Video Tolling (Unregistered Video).

³ Escalation formulas can be found at mdta.maryland.gov/ALB270TollSetting and in Section B below.

⁴ 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.

B. Escalation Factors

The minimum and maximum per mile toll rates, soft rate toll caps, minimum tolls, and unregistered video surcharge will be escalated from the 2021 rates (2021\$) shown in the table above using the escalation factors provided in this section. In this case, the recommendation is to move forward with the escalation factors presented in the original staff proposal, as summarized in this section.

1. Minimum Toll Rate Escalation Factor

The minimum toll rate in any given year is recommended to be calculated as follows:

$$Rate_x = Rate_{2021} * CPI_x / CPI_{2021}$$

Where:

X = current year

Rate_x = minimum toll rate in year x

Rate₂₀₂₁ = minimum toll rate established in the 2021 toll setting

CPI_x = Washington Metro CPI in January of year x

CPI₂₀₂₁ = Washington Metro CPI in January 2021

2. Maximum Toll Rate Escalation Factor

The maximum toll rate in any given year is recommended to be calculated as follows:

$$Rate_x = Rate_{2021} * (1 + 1.1\% + 1.0\%)^{(x - 2021)} * CPI_x / CPI_{2021}$$

Where:

X = current year

Rate_x = maximum toll rate in year x

Rate₂₀₂₁ = maximum toll rate established in the 2021 toll setting

CPI_x = Washington Metro CPI in January of year x

CPI₂₀₂₁ = Washington Metro CPI in January 2021

3. Soft Rate Cap Escalation Factor

The soft rate cap will be escalated using the same methodology as the Maximum Toll Rate Escalation.

C. Soft Rate Cap Operational Metrics

As stated previously, the MDTA's Executive Director may set or adjust the soft rate cap, operational metrics, or toll zones consistent with the toll ranges established by the MDTA Board. In this case, the recommendation is to move forward with the soft rate cap performance metrics presented in the original staff proposal, as summarized in this section.

- During operations of the High Occupancy Toll (HOT) lanes, if throughput or speed performance metrics are not met, the per-mile toll rate charged for a segment would temporarily increase to a revised toll rate cap. The throughput and speed performance metrics are as follows: The average traffic volume measured within a tolling segment during the preceding five-minute period does not exceed 1,600 PCEphpl. The PCE calculation assumes a factor of 1 for 2-axle vehicles and a factor of 2.5 for each 3-or-more-axle vehicle.

- The average speed measured in a segment during the preceding five-minute period is 50 mph or higher.

If either of these criteria are not met, the per-mile toll rates charged for that segment may temporarily exceed the soft rate cap and require vehicles to pay an increased (revised) toll rate. In these instances, the new, temporary toll rate cap for that segment will be calculated by multiplying the prior toll rate cap (either the soft rate cap or the previously revised toll rate cap when the performance metrics were not met) by a demand factor between 1.05 and 1.25, as described below:

$$\text{Toll Rate Cap} \times \text{Demand Factor} = \text{Revised Toll Rate Cap}$$

The demand factor to adjust the revised toll rate cap in a segment is relevant to the average traffic volume or average speed measured in that segment during the preceding five-minute period as shown in Table II-2 below:

Table II-2: Demand Factor

Average Traffic Volume (PCEphpl)	Average Speed (mph)	Demand Factor
Greater than or equal to 1,600 and less than 1,650	Less than 50	1.05
Greater than or equal to 1,650 and less than 1,700	Less than 50	1.10
Greater than or equal to 1,700 and less than 1,750	Less than 50	1.15
Greater than or equal to 1,750 and less than 1,800	Less than 50	1.20
Greater than or equal to 1,800	Less than 50	1.25

III. Anticipated Schedule

DATE	ACTIVITY
September 30	<ul style="list-style-type: none"> • MDTA Staff present Recommended Action (Recommended Toll Rate Ranges) to MDTA Board • Second public comment period opens
October 28	<ul style="list-style-type: none"> • Second public comment period concludes at 5 PM
November Board Meeting	<ul style="list-style-type: none"> • MDTA staff present a summary and analysis of comments received during the second public-comment period and post the summary to MDTA's website.
November Board Meeting	<ul style="list-style-type: none"> • Third public comment period is open during a livestreamed MDTA Board meeting open to the public prior to the MDTA Board voting on approval of the toll rate ranges.

IV. Approval to Advertise Recommended Action (Recommended Toll Rate Ranges) for Second Comment Period

The recommended action (recommended toll rate ranges) for Phase 1 South: American Legion Bridge I-270 to I-370 will consist of minimum toll rates, soft toll rate caps, and maximum toll rates for the HOT lanes. The toll rate ranges will be set to ensure the HOT lanes operate to established operational metrics and provide managed lane users with a faster and more reliable trip. The rates will also include annual escalation factors to ensure the toll rate ranges are adequate to cover the full term of the P3 Phase Developer Agreement (anticipated to be 50 years). The recommendation also includes a free passage discount that will be granted along the Phase 1 South: American Legion Bridge I-270 to I-370 HOT lanes for HOV 3+, buses and motorcycles. Toll rates will be set dynamically, meaning they could change up to every five minutes based on traffic volumes in the HOT lanes to provide customers who choose to pay a toll a faster and more reliable trip. The actual toll rates will change based on real-time traffic at each tolling point. The following encompasses the full recommended action.

A. Minimum Toll Rates

The minimum toll rate is the lowest toll rate per mile that will be charged within any tolling segment for the HOT lanes or the lowest total toll a vehicle will pay regardless of how far they travel. The minimum toll rate is intended to cover toll capture, processing and collection costs. Based on public comment and feedback received on the MDTA staff tolling proposal presented on May 20, 2021, MDTA staff has recommended lowering the minimum toll rate range to match the off-peak minimum toll rate range for the Intercounty Connector (ICC)/MD 200.

B. Soft Rate Caps

The soft rate cap is the toll rate amount that can only be exceeded when at least one of the following thresholds are met within a given tolling segment during the preceding five-minute period: the average traffic volume exceeds 1,600 passenger car equivalent vehicles per hour per lane (PCEphpl) or the average speed in a tolling segment is below 50 mph. The soft rate cap will always be lower than the maximum toll rate and can be exceeded only temporarily to provide customers who choose to pay a toll, a faster and more reliable trip. The soft rate cap will only be exceeded until the throughput and speed performance targets are achieved, and then the toll rate will gradually return to the soft cap or below.

The MDTA is recommending the soft rate cap as a protection for our customers. The purpose of the soft rate cap is to constrain the toll rate charged to customers when throughput or speed performance targets will not otherwise be achieved. This provides protection against high prices when traffic conditions do not justify higher rates. Although not standard practice in the tolling industry, the MDTA is choosing to be one of only two states in the United States to set a soft rate cap to constrain the toll rate as a protective measure for customers.

C. Maximum Toll Rates

The maximum toll rate is the highest per-mile toll rate that may be charged within any tolling segment for the HOT lanes. The actual per-mile rate paid by customers is responsive to real-time traffic. The maximum rates cannot be exceeded under any circumstance. The maximum rate will only be realized under

conditions where the soft rate cap is exceeded, which would be during times of deteriorating performance. In extremely rare circumstances, when traffic demand is very high and customers are experiencing decreased speeds in a given tolling segment, the toll rate may reach the maximum toll rate. The toll rate is determined on a segment-by-segment basis. The maximum toll rate is required for the most congested tolling segments and likely would not come into effect for many segments.

D. Escalation

The MDTA staff recommends the minimum and maximum per-mile toll rates, soft rate caps, minimum toll, and unregistered video surcharge escalate annually. The adjustments are necessary to ensure the toll rates will keep up with (1) the growing traffic demand for the HOT lanes, (2) annual inflation, and (3) the goal of providing a faster and more reliable trip for customers who choose to pay the toll. The minimum per-mile toll rate and minimum toll would be escalated based on inflation only.

E. Discounts

In addition, the recommended action includes discounts for qualifying vehicles—including HOV 3+ (including car-vanpools), buses and motorcycles.

F. Recommended Action (Recommended Toll Rate Ranges)

The recommended action (recommended toll rate ranges) are provided in cost per mile (\$/mile). Table II-1 previously presented in this book provides the minimum and maximum toll rate ranges and soft rate caps within, for all vehicle classifications and all payment types: Electronic Toll Collection/*E-ZPass* (ETC), Pay-By-Plate (registered video), or Video Tolling (unregistered video). The vehicle classifications and payment methods and associated multipliers are consistent with existing MDTA facilities.

We are seeking the Board's approval to proceed with the second public comment period for the recommended action (recommended toll rate ranges) noted above.

TAB 5



Maryland
Transportation
Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. Jeffrey Brown, Director of Budget
SUBJECT: Fiscal Year 2021 Operating Budget vs. Actual Spending Review
DATE: September 30, 2021

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to advise the Members of the MDTA Board on the status of full year spending against the Fiscal Year (FY) 2021 Operating Budget.

SUMMARY

As of June 30, 2021, 95% of the budget was spent compared to a target of 100%. Except for Object 03 (Communications – 105% spend), Object 11(Additional Equipment – 158% spend), and Object 13 (Fixed Charges - 108% spend), all other Objects were at or below the targeted spending level. The primary driver for the reduced spend are the effects of COVID-19 (*e.g.*, hiring freeze, increased teleworking, AET, reduced activity, etc.). Also, actual expenses were less than the Amended Budget #1, which included cost containment actions that reduced the preliminary budget by \$19 million.

ANALYSIS

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

All objects, excluding Communications (Object 03), Additional Equipment (Object 11), and Fixed Charges (Object 13) are at or below targeted spending levels by more than 5%:

- Communications (Object 03) is above budget at 105% spent.
 - Telecommunications (0303) is at a 86% spend. Additional funds were budgeted for the RavenX devices (mobile IP devices) that were not needed due to the slippage in various projects.

- State Paid Telecommunications (0305) exceeds the budget at a 111% spend. This line item contains the invoice for the State Radio System (\$1.7 million vs. a budget of \$1.5 million), which accounts for the overage.
- Object 4 (Travel) is below budget at a 9% spend. Reduced travel due to COVID-19 (more teleworking and telelearning, postponement of in-person conferences) drives the performance.
- Fuel and Utilities (Object 06) is below budget at an 89% spend. Electricity (0620) is below budget at 93% due to COVID-19 effects such as the transition to cashless tolling, fewer toll collectors, and increased teleworking, which reduces electrical needs.
- Motor vehicle operations and maintenance (Object 07) is below budget at a 77% spend. Due to COVID-19, spending on gas and vehicle maintenance for both passenger and heavy-duty vehicles is reduced due to lower activity and increased work from home. The MDTA also replaced many of its older fleet vehicles, which resulted in less vehicle maintenance and more costs covered under warranty. Object 0701 is over while object 0730 is under due to a coding error.
- Contractual services (Object 08) is at the budget target with a 95% spend. Significant spending variances include:
 - Advertising (0801) is at a 46% spend. The delay in the 3G go-live date and summer campaign expenses account for the variance in this line item.
 - Equipment Rental (0808) is at a 76% spend. Due to COVID-19 and the constrained budget, the number of roadway and building projects that required rental equipment were limited.
 - Janitorial Services (0813) are below budget with a 78% spend, primarily due to construction shutting down some buildings for a period, which limited access to buildings early in the year.
 - Training (0819) is at a 58% spend. COVID-19 has restricted usage resulting in cancelled or postponed training.
 - Management Studies (0821) is at a 165% spend due to studies for the Bay Bridge Tier 1 NEPA, likely due to having both in person and virtual public hearings, and year-end accruals.
 - Security Services (0823) is at a 39% spend. This is based on fixed rates and service repairs requests. Service repair requests dictate the level of spending in this area. Less building usage results in less repairs to security doors and locks.
 - Trash & Garbage Removal (0827) is at a 163% spend. This is a result of the enhanced cleaning required due to COVID-19.
 - Fiscal Services (0829) is at an 83% spend. *E-ZPass* retail fees and credit card fees are down due to reduced traffic associated with COVID-19.
 - DP Central Process SVC (0841) is below budget at a 75% spend due to a focus on keeping contractor hours limited.
 - Application Software Maintenance (0862) is at a 173% spend due to the increase in expenses associated with the new police computer aided dispatch system. This line item was reduced in the FY 2021 Amended Budget.

Review of Fiscal Year 2021 Operating Budget vs. Actual Spending Review
Page Three

- Systems software maintenance (0864) is below budget at 79% spent due to resource service order contract renewals being under the estimate.
 - Outside Services – System Analysis & Design (0865) is at a 127% spend. Project work on Maximo, Dynamics, and GIS accounts for the increase. This line item was reduced in the FY 2021 Amended Budget.
 - *E-ZPass* Service Center (0873) is at 96% spend. The backlog of NOTDs drives most of the underspend.
 - Other Contractual Services (0899) is at a 93% spend. With COVID-19, many contractual services or resources were unavailable. In addition, some expenses were inadvertently charged to Building Road Repairs & Maintenance (0812) that should have been charged to this line item.
- Supplies & Materials (Object 09) is at a 90% spend:
 - Roadway Maintenance Materials (0905) is at an 83% spend due to lower traffic volume (COVID-19) and limited maintenance activities (COVID-19).
 - Salt (0906) is at a 158% spend due to the February storms.
 - Wearing Apparel (0912) is at an 86% spend. Some Maryland Correction Enterprise (MCE) orders were never received as the COVID-19 restrictions halted MCE activity.
 - *E-ZPass* Transponders (0951) is at a 71% spend. The agency used preexisting inventory to keep costs in line with the budget. This line item was reduced in the FY 2021 Amended Budget.
- Replacement equipment (Object 10) is at a 62% spend as equipment orders were deferred.
- Additional equipment (Object 11) exceeded the budget at a 158% spend primarily due to Peripherals (Sub-Object 1136) and Miscellaneous Equipment (1199). HR scanners that were previously expected to be expensed in FY 2020 were purchased in FY 2021. Miscellaneous equipment purchases were police purchases from asset forfeiture funds which is not budgeted.
- Fixed costs (Object 13) is at a 108% spend primarily due to an increase in insurance.

ATTACHMENT

- Budget vs Actual by Object

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Wednesday, June 30, 2021

	<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	\$9,817,160	\$100,482,404	\$81,862,594	\$18,619,810	81.47%
0102 ADDITIONAL ASSISTANCE		431,276		431,276	0.00%
0104 OVERTIME EARNINGS	344,915	3,547,886	2,755,662	792,225	77.67%
0104 OVERTIME EARNINGS -	3,479	1,424,861	1,424,740	121	99.99%
0105 SHIFT DIFFERENTIAL	15,204	898,473	78,362	820,111	8.72%
0110 MISCELLANEOUS P/R AI	471,788	2,174,895	4,497,694	(2,322,799)	206.80%
0111 ACCRUED LEAVE PAYM	45,663	21,456	616,482	(595,026)	2873.24%
0112 RECLASSIFICATIONS		522,728		522,728	0.00%
0151 SOCIAL SECURITY CON	18,312	7,101,439	86,927	7,014,512	1.22%
0152 HEALTH INSURANCE	118,167	16,352,421	507,095	15,845,326	3.10%
0154 RETIREE'S HLTH INSUR	60,135	8,514,347	251,197	8,263,150	2.95%
0161 EMPLOYEES RETIREMEN	12,769	11,587,843	63,464	11,524,379	0.55%
0165 STATE POLICE RETIREM	480,391	2,894,601	2,185,858	708,743	75.52%
0169 LAW ENFORCEMENT OFF PENSION SYS		17,541,828		17,541,828	0.00%
0171 BURDEN EXPENSE	8,988,776		72,831,144	(72,831,144)	0.00%
0174 UNEMPLOYMENT COMPENSATION		11,468	(428)	11,896	(3.73%)
0175 WORKERS COMPENSATI	4,530,315	4,711,903	4,684,559	27,344	99.42%
0189 TURNOVER		(780,772)		(780,772)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		814,733	800,391	14,342	98.24%
Total Object 01	24,907,072	178,253,790	172,645,740	5,608,051	96.85%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	23,000	125,000	115,000	10,000	92.00%
0220 SPECIAL PAYMENTS PAYROLL		336,681		336,681	0.00%
Total Object 02	23,000	461,681	115,000	346,681	24.91%
Object 03 Communications					
0301 POSTAGE	8,809	54,499	82,544	(28,045)	151.46%
0302 TELEPHONE	20,955	224,170	287,130	(62,960)	128.09%
0303 TELECOMMUNICATIONS	81,452	580,199	498,878	81,321	85.98%
0305 STATE PAID TELECOMM	1,670,382	1,500,000	1,670,382	(170,382)	111.36%
0306 CELL PHONE EXPENDIT	40,366	407,275	373,718	33,558	91.76%
Total Object 03	1,821,964	2,766,143	2,912,651	(146,508)	105.30%
Object 04 Travel					
0401 IN STATE/ROUTINE OPE	1,981	34,869	13,468	21,401	38.62%
0402 INSTATE/CONF/SEMN	613	33,742	1,715	32,027	5.08%
0403 OUTSTATE/ROUTINE OP	817	24,763	967	23,796	3.90%
0404 OUTSTATE/CONF/SEMN	3,999	163,698	7,667	156,031	4.68%
Total Object 04	7,409	257,072	23,817	233,255	9.26%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2	2,772	195,049	74,328	120,721	38.11%
0606 FUEL-NATURAL GAS/PR	21,287	215,733	179,618	36,115	83.26%
0620 UTILITIES-ELECTRICITY	570,933	3,224,392	3,002,011	222,381	93.10%
0621 UTILITIES-WATER/SEW	113,336	306,556	243,241	63,315	79.35%
Total Object 06	708,328	3,941,730	3,499,199	442,531	88.77%
Object 07 Motor Vehicle Operations and Maintenance					
0701 PURCH VEH-CAR,LIGHT	114,948	913,500	1,200,672	(287,172)	131.44%
0702 VEHICLE GAS & OIL	132,598	1,840,923	1,095,840	745,083	59.53%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Wednesday, June 30, 2021

		Expenditures		YTD		%
		This Month	Budget	Expense	Balance	Spent
0703	VEHICLE MAINTENANCE	147,382	1,604,017	1,322,620	281,397	82.46%
0703	VEHICLE MAINTENANCE & REPAIR-SN		7,715	3,888	3,827	50.40%
0704	INSURANCE		407,863	407,863		100.00%
0721	VEHICLE GAS & OIL - W	6,255	38,951	21,968	16,983	56.40%
0722	VEHICLE MAINT & REPA	842	53,463	37,477	15,986	70.10%
0724	BOAT SLIP RENTAL/LAUNCHING FEES		4,200	1,575	2,625	37.50%
0730	PURCH VEH-OTHER LAN	44,964	448,500	58,528	389,972	13.05%
0731	GAS & OIL - OTHER LAN	65,351	880,544	685,285	195,259	77.83%
0732	LG VEHICLE MAINT & R	165,662	1,912,275	1,426,738	485,537	74.61%
0732	LG VEHICLE MAINT & R	15	33,449	25,069	8,380	74.95%
0789	COMMUTER CHARGE	(1,611)	(6,100)	(8,384)	2,284	137.44%
0799	OTHER MOTOR VEHICLI	400	54,379	2,491	51,888	4.58%
Total Object 07		676,806	8,193,679	6,281,631	1,912,048	76.66%

Object 08 Contractual Services

0801	ADVERTISING/LEGAL PU	453,432	3,104,003	1,430,438	1,673,565	46.08%
0802	APPLICATIONS SOFTWARE MAINTENAI		106,960	3,400	103,560	3.18%
0804	PRINTING/REPRODUCTI	44,027	45,800	62,520	(16,720)	136.51%
0805	BOOKBINDING/PHOTOGRAPHIC			149	(149)	0.00%
0807	ENGINEERS	1,257,020	3,100,000	3,840,334	(740,334)	123.88%
0807	ENGINEERS - Environmen	552,616	2,250,000	2,530,850	(280,850)	112.48%
0807	ENGINEERS - Highways (M	15,622	250,000	36,137	213,863	14.45%
0807	ENGINEERS - Architectura	73,554	235,000	248,288	(13,288)	105.65%
0807	ENGINEERS - ITS/Electric	97,328	610,000	581,713	28,287	95.36%
0807	ENGINEERS - Structural (M	266,994	600,000	1,003,181	(403,181)	167.20%
0807	ENGINEERS - Traffic (MA	157,526	1,440,000	1,111,506	328,494	77.19%
0807	ENGINEERS - Asset Mgmt	392,191	500,000	567,759	(67,759)	113.55%
0807	ENGINEERS - On-Call (All	(789,700)	2,325,000	2,133,009	191,991	91.74%
0807	ENGINEERS - Annual Insp	6,281,436	14,895,000	13,695,321	1,199,679	91.95%
0808	EQUIPMENT RENTAL	62,752	511,889	391,177	120,712	76.42%
0809	EQUIPMENT REPAIRS &	2,462	160,623	11,672	148,951	7.27%
0810	EXTERMINATION		16,846	5,715	11,131	33.93%
0812	BUILDING/ROAD REPAIR	522,760	10,150,711	4,832,347	5,318,364	47.61%
0812	BUILDING/ROAD REPAIR	906,680		4,790,225	(4,790,225)	0.00%
0813	JANITORIAL SERVICES	88,326	1,193,549	936,767	256,782	78.49%
0814	GROUNDS MAINTENANCE		46,605	7,850	38,755	16.84%
0815	LAUNDRY	226	5,081	1,622	3,459	31.92%
0817	LEGAL SERVICES	169,624	163,279	240,746	(77,467)	147.44%
0819	EDUCATION/TRAINING ((26,437)	638,308	370,669	267,639	58.07%
0820	MEDICAL CARE	27,936	205,720	115,892	89,828	56.33%
0821	MGMT STUDIES AND CC	1,286,194	1,393,195	2,296,463	(903,268)	164.83%
0823	SECURITY SERVICES	32,670	1,067,830	413,921	653,909	38.76%
0824	LABORATORY SERVICE	3,065	48,082	72,324	(24,242)	150.42%
0825	VETERINARIAN	3,906	29,321	23,820	5,501	81.24%
0826	FREIGHT AND DELIVER	891	17,247	3,346	13,901	19.40%
0827	TRASH AND GARBAGE F	133,733	408,883	666,907	(258,024)	163.10%
0828	OFFICE ASSISTANCE	4,906	301,324	11,814	289,511	3.92%
0829	FISCAL SERVICES	2,557,995	14,040,000	11,611,026	2,428,974	82.70%
0841	DP CENTRAL PROCESS S	78,927	881,600	659,200	222,400	74.77%
0843	DP COMMUNICATIONS C	34,069	110,000	340,693	(230,693)	309.72%
0849	TELECOMM LINES, MOE	17,647	95,741	100,571	(4,830)	105.05%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Wednesday, June 30, 2021

		Expenditures		YTD		%
		This Month	Budget	Expense	Balance	Spent
0854	COMPUTER MAINTENANCE CONTRACT		183,160	64,129	119,031	35.01%
0858	SOFTWARE LICENSES	3,257	32,132	18,439	13,693	57.38%
0861	APPL SOFTWARE ACQUISITION			94,137	(94,137)	0.00%
0862	APPL SOFTWARE MAINT	142,869	1,390,046	2,404,282	(1,014,236)	172.96%
0864	SYSTEMS SOFTWARE MAINT	44,352	790,460	622,067	168,393	78.70%
0865	OUTSIDE SVCS-SYS ANALYSIS	1,200,242	3,765,500	4,789,996	(1,024,496)	127.21%
0866	OUTSIDE SVCS-PROGRAMS	101,000	385,000	381,182	3,818	99.01%
0869	OUTSIDE SVCS-COMPUTER USAGE		355,255	247,581	107,674	69.69%
0873	OUTSIDE SVC - E-Z PASS	3,974,319	36,260,000	34,987,003	1,272,997	96.49%
0874	OFFICE OF ATTORNEY GENERAL FEE		39,064	39,064		100.00%
0875	RETIREMENT AGENCY ADMIN FEE		225,063	219,157	5,906	97.38%
0876	STATEWIDE DOIT SERVICE	104,251	51,706	104,251	(52,545)	201.62%
0894	STATEWIDE PERSONNEL SYS ALLOC		41,190	32,214	8,976	78.21%
0897	STATE ENTERPRISE BUDGET SYSTEM			14,706	(14,706)	0.00%
0899	OTHER CONTRACTUAL SERVICES	611,742	2,686,824	2,498,883	187,941	93.01%
Total Object 08		20,892,410	107,152,997	101,666,463	5,486,533	94.88%

Object 09 Supplies and Materials

0901	AGRICULTURE	7,105	32,839	21,269	11,570	64.77%
0902	OFFICE SUPPLIES	44,795	343,991	225,386	118,605	65.52%
0903	ELECTRICAL MATERIAL	30,098	314,024	216,922	97,102	69.08%
0904	BUILDING & HOUSEHOLD	34,788	352,646	242,402	110,244	68.74%
0905	ROADWAY MAINT MATERIAL	24,051	582,034	481,920	100,114	82.80%
0906	SALT/SNOW MELTING MATERIALS		1,241,976	1,965,438	(723,462)	158.25%
0908	HOUSEKEEPING SUPPLIES	3,853	80,869	52,066	28,803	64.38%
0909	MEDICAL SUPPLIES	2,378	28,441	13,616	14,825	47.88%
0912	WEARING APPAREL-UNIFORMS	122,725	848,021	728,670	119,351	85.93%
0915	LIBRARY SUPPLIES	1,469	24,640	15,509	9,131	62.94%
0917	SMALL TOOLS	44,892	323,846	227,446	96,400	70.23%
0918	VETERINARY SUPPLIES	4,458	27,474	12,013	15,461	43.73%
0920	FOOD	14,318	156,170	67,713	88,457	43.36%
0926	DATA PROCESSING SUPPLIES	5,321	36,434	9,874	26,560	27.10%
0932	MICROCOMPUTER OPER SYS SFTWRE		65,000	65,000		100.00%
0933	SOFTWARE UPGRADES			80	(80)	0.00%
0934	AMMO GUNS FIRING RANGE	17,997	326,808	685,060	(358,252)	209.62%
0951	E-ZPASS TRANSPONDERS		2,700,000	1,903,918	796,083	70.52%
0999	OTHER SUPPLIES AND MATERIALS	7,959	301,463	54,294	247,169	18.01%
Total Object 09		366,208	7,786,676	6,988,598	798,078	89.75%

Object 10 Replacement Equipment

1003	REPL CLEANING EQUIPMENT			2,030	(2,030)	0.00%
1013	REPL MAINTENANCE & REPAIR	630	279,000	27,379	251,622	9.81%
1015	REPL OFFICE EQUIPMENT	1,050	22,700	42,834	(20,134)	188.70%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT		59,000		59,000	0.00%
1033	REPL DP EQUIP-MICROCOMPUTER		199,000	288,907	(89,907)	145.18%
1034	REPL DP EQUIP-WORKSTATIONS			3,005	(3,005)	0.00%
1036	REPL DP EQUIP-PERIPHERALS	450	17,000	16,551	449	97.36%
1099	OTHER REPLACEMENT EQUIPMENT	1,835	163,806	79,138	84,668	48.31%
Total Object 10		3,966	740,506	459,843	280,663	62.10%

Object 11 Additional Equipment

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Twelve Months Ending Wednesday, June 30, 2021

	Expenditures		YTD	Balance	%
	This Month	Budget	Expense		Spent
1102 ADDT'L AUDIO-VISUAL EQUIP			12,717	(12,717)	0.00%
1103 ADDT'L CLEANING EQUIPMENT			40,883	(40,883)	0.00%
1109 ADDT'L HUMAN ENVIRC	1,258	1,000	1,258	(258)	125.80%
1113 ADDT'L MAINTENANCE	3,714	86,000	6,174	79,826	7.18%
1115 ADDT'L OFFICE EQUIPMENT		11,500	965	10,535	8.39%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		100,000		100,000	0.00%
1136 ADDT'L DP EQUIP-PERIPHERALS			142,476	(142,476)	0.00%
1199 OTHER ADDITIONAL EQ	5,488	67,955	217,652	(149,697)	320.29%
Total Object 11	10,460	266,455	422,126	(155,671)	158.42%
Object 13 Fixed Charges					
1301 RENT		500,000	323,223	176,777	64.64%
1302 INSURANCE COVERAGE	41,458	460,138	486,031	(25,893)	105.63%
1303 RENT PAID TO DGS		1,140		1,140	0.00%
1304 SUBSCRIPTIONS	1,039	25,191	23,075	2,116	91.60%
1305 ASSOCIATION DUES	7,780	258,232	201,272	56,960	77.94%
1308 LICENSES	1,437	8,300	5,463	2,837	65.82%
1309 INSURANCE (NON STO PAYMENTS)		4,233,316	4,530,881	(297,565)	107.03%
1320 BAD DEBT EXPENSE	7,641	11,600	352,850	(341,250)	3041.81%
Total Object 13	59,355	5,497,917	5,922,795	(424,878)	107.73%
Total All Objects	49,476,977	315,318,646	300,937,863	14,380,783	95.44%

TAB 6



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Jeanne Marriott, Capital Program Manager
SUBJECT: Fourth Quarter Review of Fiscal Year 2021 Capital Budget vs. Actual Spending
DATE: September 30, 2021

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board Members on the status of actual Fiscal Year (FY) 2021 spending against the FY 2021 capital budget in the FY 2021-2026 Draft Consolidated Transportation Program (CTP). This information was presented to the Finance Committee on September 7, 2021.

SUMMARY

As of June 30, 2021, 79.6% of the FY 2021 budget was spent as compared to the targeted spending level of 100%. The total budget for FY 2021 is \$543.3 million. The actual spending through the fourth quarter was \$432.5 million.

ANALYSIS

Thirteen of the 105 projects budgeted in FY 2021 were within the acceptable spending limits of 90% to 110% (plus or minus 10% of the 100% target). The variation is decreased from the 25% reported for the first, second, and third quarters because all allocations, accruals, and FY 2021 invoices were posted.

Actual spending through the fourth quarter for seven projects budgeted for more than \$10 million each in FY 2021 was \$237.6 million. The seven projects are detailed in Attachment A.

ATTACHMENT

- Attachment A – FY 2021 Capital Program Spending – Projects with FY 2021 Budget Over \$10 Million

**FY 2021 Capital Program Spending
Compared to Draft FY 2021-2026 CTP Budget
Projects with FY 2021 Budget Over \$10 Million**

Project Name	FY 2021 Budget Draft FY21-26 CTP (\$000)	FY 2021 Actual thru 06/30/2021 (\$000)	Q4 Spend Rate
Replace Nice/Middleton Bridge	\$198,604	\$144,952	73%
I-895 Bridge Replacement	\$56,560	\$44,502	79%
Replace 5KV Feeder on EB Span and Add Redundant Cable to EB & WB Spans	\$24,380	\$10,581	43%
Replace Electronic Toll Collection and Operating System - 3rd Generation	\$16,178	\$15,268	94%
Rehabilitate Fort McHenry Tunnel Vent Fans	\$15,000	\$7,397	49%
Deck Rehabilitation and Miscellaneous Modifications to Westbound Span	\$12,238	\$9,004	74%
I-95 Improvements between MD 152 and MD 24	<u>\$10,708</u>	<u>\$5,866</u>	<u>55%</u>
Total	<u>\$333,668</u>	<u>\$237,570</u>	<u>71%</u>

TAB 7



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Ms. Deb Sharpless, Chief Financial Officer
PREPARED BY: Ms. Cheryl Lewis-Orr, Director of Revenue
SUBJECT: Quarterly and Year-to-Date Review of Traffic and Revenue as of
June 30, 2021
DATE: September 30, 2021

PURPOSE

To update the Maryland Transportation Authority (MDTA) Board regarding the quarterly and year-to-date traffic and toll revenue trends compared to the previous year and the forecast.

SUMMARY

Each quarter, an independent review of the MDTA's traffic and revenue is prepared by CDM Smith, Inc. (MDTA's traffic and revenue consultant). The review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts.

Systemwide, for the year ended June 30, 2021, transactions totaled 87.5 million. This represents a 37.7 percent or 52.8 million decline compared to June 30, 2020. Within the context of this memo, transactions refer to paid transactions and not actual traffic. Actual traffic volumes are in-line with anticipated volumes. For the year ended June 30, 2021, collected revenue totaled \$415.8 million. This represents a decline of 29.2 percent or \$171.3 million compared to the same period last year.

During Fiscal Year (FY) 2021, forecasted transactions and collected revenue were 25.6 percent or 30.0 million below forecast, and 18.0 percent or \$90.8 million below forecast, respectively. The delay in processing FY 2021 transactions is a major reason for the overall decrease in revenue compared to the previous year and has directly impacted the achievement of the forecast for FY 2021. Many transactions from FY 2021 were processed in FY 2022. Had these transactions been processed in FY 2021, revenues would have been in line with the forecast. It is anticipated that the backlog of transactions will be processed in FY 2022.

Legacy Facilities

Legacy transactions and revenue are displayed on pages 11 through 15 in the attached Fourth Quarter Fiscal Year 2021 Traffic and Revenue Performance Update Report (the Report). For the year ended June 30, 2021, transactions were down 28.2 percent or 28.1 million, compared to the same period last year, while revenue was down 25.2 percent or \$130.7 million. Delays in trip building and image processing are the primary reasons for the decreases.

Forecasted transactions and revenue are displayed on pages 22 through 25. For the year ended June 30, 2021, transactions were below forecast by 17.2 percent or 14.8 million and revenue was below forecast by 14.6 percent or \$66.1 million. The delay in processing FY 2021 transactions is the primary reason for the forecast to actual variance.

Intercounty Connector (ICC)

The ICC transactions and revenue are displayed on Pages 17 and 18 of the Report. For the year ended June 30, 2021 transactions decreased 67.0 percent or 22.1 million while revenue decreased 64.6 percent or \$37.5 million compared to the prior fiscal year end. Delays in trip building and image processing are the primary reasons for the decreases.

Forecasted transactions and revenue are displayed on page 26 of the Report. For the year ended June 30, 2021 transactions were below forecast by 55.6 percent or 13.6 million and revenue was below forecast by 52.5 percent or \$22.8 million. As mentioned above, the delay in processing FY 2021 transactions is the primary reason for the forecast to actual variance.

I-95 Express Toll Lanes (ETL)

The I-95 ETL transactions and revenue is shown on page 19 of the attached report. For the year ended June 30, 2021, transactions decreased 34.0 percent or 2.6 million, while revenue decreased 28.6 or \$3.1 million. compared to the same period last year. Delays in trip building and image processing are the primary reasons for the decreases.

Forecasted transactions and revenue is displayed on page 27 of the Report. Transactions were below forecast by 23.9 percent or 1.6 million, and revenue was below forecast by 19.9 percent or \$1.9 million. As mentioned above, the delay in processing FY 2021 transactions is the primary reason for the forecast to actual variance.

ATTACHMENTS

- Fourth Quarter Fiscal Year 2021 Traffic and Revenue Performance Update Report



77 Hartland Street, Suite 201
East Hartford, CT 06108
tel: 860-529-7615

August 30, 2021

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

Subject: **FINAL** Fourth Quarter Fiscal Year 2021 Traffic and Revenue Performance Update 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 fourth quarter of Fiscal Year (FY) 2021, ending June 30, 2021. The historical performance is also compared to the most recent forecast developed by CDM Smith and summarized in the “FY 2021 Traffic and Toll Revenue Forecast Update”, (November 2020 forecast report) dated November 6, 2020. At the direction of MDTA and of relevance to this performance update report, unregistered video transactions and revenue were forecasted by CDM Smith in the November 2020 forecast report in the month of collection (cash accounting), while ETC transactions and revenue were forecasted in the month of travel. Also, of note in this quarterly report, MDTA converted to its new 3G back-office toll collection system called “DriveEzMD” on April 29, 2021. April collections were down due to a period of no collections during part of April as the new system was brought online.

The analytical sections of this report are listed below with a brief description of data sources used in the performance trend analysis:

- **2. COVID-19 Impacts** Section: This section includes a transaction-based COVID-19 impact analysis, not revenue-based. The latest FY 2021 data used to perform the COVID-19 analysis is from the raw, in-lane data file “3GTxnCnts_Jan-01-2021_July-14-2021.xlsx” which was taken from the Kapsch 3G toll collection system. FY 2020 data used in the COVID-19 impact analysis was taken from similar in-lane, raw data files used in the NG toll collection system (Current System). All MDTA facilities are included in this data. The data includes classification breakdowns which allowed the COVID-19 impact analysis to be performed by passenger car versus commercial vehicle.
- **3. Legacy System, 4. Intercounty Connector and 5. I-95 Express Toll Lanes** Sections: These sections compare FY 2021 actual data with FY 2020 data for both transactions and





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revenue. Data used in these sections was taken from the FY 2020 and FY 2021 Traffic Volume Income (TVI) reports. Trends reported in these sections can be different than shown in the COVID-19 impact analysis because the TVI report data is based on actual transaction and revenue collections (cash accounting), not raw, in-lane data. In FY 2021, the delay in mailing of NOTDs, the conversion to systemwide cashless tolling, and other impacts due to the 3G back office transition have resulted in more deviation than in the past when comparing the raw, in-lane traffic trends to actual transaction collections. The data presented in this letter for the Intercounty Connector (ICC) has also been impacted by delays in the trip reconstruction process for the facility related to the 3G back office transition.

- **6. Forecast Versus Actual** section: The actual data in this section is the same (TVI reports) as used in the “3. Legacy System”, “4. Intercounty Connector” and “5. I-95 Express Toll Lanes” Sections. The forecast data is from the November 2020 forecast report. It is discussed in more detail later in this report, but a large number of ETC transactions were not collected in FY 2021 and are thus not included in the TVI data, as well as the ICC ETC trips due to the trip reconstruction delay. Because ETC transactions and revenue are forecasted by CDM Smith in the month of travel, not the month of collection, there are inherent differences in the forecast versus actual comparison. Video transactions and revenue forecast results and actual data are more comparable as the video forecasts and actual data are both in the month of collection (cash accounting). Assumptions related to delays in mailing of NOTDs were included in the November 2020 forecast.
- **Appendix:** The same raw, in-lane data that was used as an input to the analysis in the “2. COVID-19 Impacts” section was used for the transaction summary figures shown in the Appendix.

1. Summary

A summary of the most important trends and impacts identified in this report are listed below:

- The COVID-19 pandemic continued to have negative impacts on MDTA performance in the fourth quarter of FY 2021, but improvements were observed during the quarter. COVID-19 traffic impacts for the fourth quarter were estimated to be between -10 and -4 percent for Legacy system passenger cars, and between -30 and -14 percent for the ICC and I-95 ETLs depending on the month. Legacy system commercial vehicles recovered in fall 2020 and had estimated COVID-19 impacts between positive 5 and 7 percent in the fourth quarter. New COVID-19 cases increased rapidly in the second quarter of FY 2021 and then declined significantly through the end of FY 2021. When preparing the November 2020 forecast, CDM Smith accounted for the risk of some increases in COVID-19 impacts in the winter months in the forecast and a recovery beginning in the spring. Actual data for FY 2021 shows impacts recovering as anticipated.

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- Compared to fourth quarter FY 2020, fourth quarter FY 2021 collections showed an increase of 9 percent in transactions for the Legacy system, a decline of 10 percent in revenue for the Legacy system, an increase of 56 percent and 99 percent in trips and revenue for the ICC, and an increase of 33 percent in transactions and 29 percent in revenue for the I-95 ETLs. Cashless tolling operations, delayed invoicing of video tolls, 3G conversion impacts, delays in trip reconstruction on the ICC, and COVID-19 impacts, especially the severe initial impacts in fourth quarter FY 2020, are contributing to these trends.
- Similar to the previous quarters of FY 2021, actual transactions and revenue for the fourth quarter of FY 2021 were lower than forecasts. However, CDM Smith believes all of the forecast versus actual variance is likely due to delays in license plate image reviews on the system (leading to delays in collecting itolls and mailing video-based invoices) and delays in trip reconstruction on the ICC, both of which were not considered in the forecasts. The trip reconstruction delays limited nearly all ETC collections in July to April of FY 2021 on the ICC.
- Estimated actual COVID impacts through the fourth quarter of FY 2021 tracked close to or better than the forecasted impacts used in the forecast. This indicates the actual traffic levels are performing close to or better than forecast, but the difficulties associated with the 3G conversion caused deviations in actual versus forecasted transactions and revenue.

2. COVID-19 Impacts

The COVID-19 pandemic is continuing to cause negative impacts to transactions and revenue on toll facilities around the U.S., including on the MDTA system. Impacts are varying by vehicle class, however, with passenger cars experiencing some continued negative impacts and commercial vehicles generally returning to pre-COVID-19 traffic levels. **Table 1** provides a timeline of events, mandates, and other announcements related to COVID-19 that have contributed to impacts on traffic and revenue on the MDTA system. As seen in the table, easing of COVID-19 restrictions occurred in September and early October 2020. However, with the cases increasing in November, previous restrictions were brought back and were continued through December. Through the third quarter of FY 2021 vaccine eligibility was granted to various age groups and by the end of March, all Maryland residents age 16 and over were eligible for the vaccine. In the fourth quarter of FY 2021, indoor and outdoor capacity restrictions were lifted in Maryland as well as mask mandates. At the end of May, 70 percent of adults in Maryland had received at least one dose of the COVID-19 vaccine. On June 15, the state of emergency in Maryland was also lifted with most pandemic-related restrictions being lifted by July 1.

In the fourth quarter of FY 2021, the new daily COVID-19 cases for the state of Maryland continued to decrease significantly compared to the spikes of cases that occurred in the second quarter. After rapidly rising in November, new cases remained at the highest levels seen during the pandemic in December and January. On January 11, 2021, the peak since the start of the pandemic was reached



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Table 1 (cont. on next page) – National, Maryland, and MDTA Mandates Related to COVID-19

Calendar Year	Date	Location	Description
2020	March 11	USA	- International travel is halted (excluding Great Britain)
2020	March 12	MD	- Gatherings of more than 250 people banned - Schools closed until March 27th
2020	March 13	USA	- National Emergency declared
2020	March 16	MD	- Gatherings of more than 50 people banned - All bars and restaurants closed
2020	March 17	MDTA	- MDTA implements all-electronic (cashless) tolling statewide until further notice
2020	March 18	MDTA	- All E-ZPass® Maryland customer service centers closed until further notice. Motorists can still open accounts online and have their transponder mailed to them
2020	March 18-20	USA	- U.S./Canada and U.S./Mexico borders closed for non-essential travel
2020	March 19	MD	- Gatherings of more than 10 people banned - Transit for essential travel only
2020	March 23	MD	- Non-essential businesses closed
2020	March 27	MDTA	- Paused mailing for all Notices of Toll Due (NOTD) and assessing civil penalties on unpaid NOTDs. Customers can pay online rather than waiting for NOTDs to be mailed - Due dates extended until 30 days after the state of emergency is lifted for previously mailed NOTDs that have a due date of March 17, 2020 or later - E-ZPass® customers who replenish their accounts with cash have 30 days after Maryland's state of emergency is lifted to add funds to their accounts - Expiration dates for Commuter Plans were extended from 45 to 90 days and for Shoppers Plans from 90 to 150 days to give drivers more time to use their remaining trips. These expiration dates were eventually extended through November 1. These plan holders may also change or cancel their plans due to COVID-19 - Referrals of unpaid tolling accounts to the Central Collections Unit and to the Motor Vehicle Administration for registration flagging are on hold until 30 days after the state of emergency is lifted
2020	March 30	MD	- Residents ordered to stay-at-home indefinitely, persons traveling into Maryland are required to self-quarantine for 14 days.
2020	April 17	MD	- Schools closed through May 15th
2020	April 18	MD	- Residents ordered to wear face masks in public settings
2020	May 6	MD	- Schools closed through the end of the academic year
2020	May 15	MD	- Statewide Stay at Home order replaced by Safer at Home advisory. Some jurisdictions began Stage One of "Maryland Strong: Roadmap to Recovery" program but most social distancing measures generally remain in place.
2020	June 5	MD	- Maryland began moving to Stage Two of "Maryland Strong: Roadmap to Recovery" with the opening of businesses including manufacturing, construction, retail shops, specialty vendors, wholesalers, warehouses, and professional offices. Additionally, personal services(including salons, massage, and tattoo parlors) resumed operations at 50 percent capacity and the state government returned to more normal operations
2020	June 12	MD	- Additional Stage Two openings occurred including indoor dining and pools at 50 percent capacity and outdoor amusements at full capacity
2020	June 15	MDTA	- MDTA E-ZPass customer service centers reopen with limited capacity
2020	June 19	MD	- Additional Stage Two openings occurred including indoor fitness activities at 50 percent capacity and casinos, arcades, and malls at full capacity. Schools and child care centers also began partial reopening
2020	July 29	MD	-Maryland's reopening plan put on hold. Out-of-state travel advisory involving nine states is issued and the statewide face mask order is expanded
2020	August 27	MD	- All schools in Maryland authorized to reopen



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Table 1 (continued) – National, Maryland, and MDTA Mandates Related to COVID-19

Calendar Year	Date	Location	Description
2020	August 6	MDTA	- All-Electronic Tolling made permanent at all MDTA Facilities Statewide
2020	September 4	MD	- Maryland began moving to Stage Three of the "Maryland Strong: Roadmap to Recovery" with additional safe and gradual openings. Effective September 4th at 5 PM, outdoor venues may open to general public at 50% capacity or 250 people, whichever is less. Capacity for retail establishments and religious facilities increased from 50 to 75 percent. Indoor theaters may open to the general public at 50% capacity, or 100 people per auditorium—whichever is less
2020	September 21	MD	- Expanded capacity for indoor dining, from 50 to 75 percent, was put into place
2020	September 24	MDTA	- MDTA started accepting proactive toll payments for trips made on or before June 30, 2020 - MDTA announced that standard plan cycles will resume for discount plans on November 1 - MDTA announced that mailing of NOTDs will resume in mid-October
2020	October 1	MDTA	- Capacity limits on child care facilities lifted; indoor visitings allowed at nursing homes
2020	October 15	MDTA	- Mailing of Notices of Toll Due (NOTD) resumes, beginning with unpaid transactions for trips made from March through June 2020.
2020	November 1	MDTA	- E-Zpass Maryland commuter discount plan and shoppers plan resumed.
2020	November 5	MD	- Maryland enters red zone for coronavirus case rates; Travel advisory to avoid travel to and from states with positivity rates for 10% or higher renewed.
2020	November 20	MD	- Hospital visitations restricted until further notice. Nursing home visitations limited to compassionate care visits. - Retail businesses and religious institutions back to Stage Two 50% capacity restrictions. Restaurants and Bars to close by 10 PM. - Fans restricted at any professional or collegiate stadiums and racetracks.
2020	December 14	MD	- First COVID-19 vaccine administered in Maryland
2021	January 1	MDTA	- Standard Video Toll rates to apply for any trips not paid with a valid E-ZPass account at all toll facilities statewide.
2021	January 18	MD	- Maryland moves to Phase 1B of the COVID-19 vaccine protocols to include all Marylanders 75 and older, as well as anyone of any age living in assisted living or independent living facilities and developmental disabilities and behavioral health group homes, K-12 teachers, education staff and child care providers.
2021	January 25	MD	- Maryland moves to Phase 1C of the COVID-19 vaccine protocols to include adults 65 and older, U.S. Postal Service employees and essential workers in manufacturing and agriculture.
2021	March 23	MD	- Maryland moves to Phase 2A of the COVID-19 vaccine protocols to include all Marylanders, aged 60 and older.
2021	March 12	MD	- Capacity limits lifted on outdoor and indoor dining, retail businesses, religious facilities and personal services. - Large Outdoor and Indoor venues may operate at up to 50% capacity. - Quarantine requirements lifted on out of state travel.
2021	March 30	MD	- Maryland moves to Phase 2B of the COVID-19 vaccine protocols to include all Marylanders, aged 16 and older.
2021	April 6	MD	- COVID-19 vaccine eligibility opens for all Marylanders, aged 16 and older at any of the state's mass vaccination sites.
2021	April 12	MD	- COVID-19 vaccine eligibility opens for all Marylanders, aged 16 and older at any vaccine provider in the state.
2021	April 28	MD	- Maryland's statewide outdoor mask mandate lifted
2021	May 15	MD	- All remaining capacity restrictions lifted on all indoor entertainment venues and conventions, and all outdoor entertainment, art, and sports venues, including all ticketed events. - All remaining capacity and distancing restrictions lifted on indoor and outdoor dining. - Maryland's indoor mask mandate lifted except for public transportation, health care settings and schools.
2021	May 31	MD	- 70% of adults in Maryland have received at least one dose of the COVID-19 vaccine.
2021	June 15	MD	- State of emergency in Maryland lifted with most pandemic-related orders ending as of July 1, 2021.

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at 53.4 daily cases per hundred thousand people. New cases in Maryland began to fall after this peak and continued declining through February and early March. At the end of March another uptick of cases began, but the trend turned downward in the beginning of April, and continually dropped to reach the lowest rates seen since the very start of the pandemic with less than 100 new cases per day by the end of June. An uptick in new daily cases began mid-July 2021, and with the spreading of new variants including the more contagious Delta variant it is possible for daily cases to continue to increase. These trends will continue to be closely monitored moving forward.

CDM Smith performed analysis using the most recent available daily in-lane data from each of the MDTA facilities to determine the impacts on traffic due to the COVID-19 pandemic thus far. For the Legacy system, which includes several facilities with significant commercial vehicle usage, the analysis was conducted separately for passenger cars and commercial vehicles. The analysis methodology used is described below:

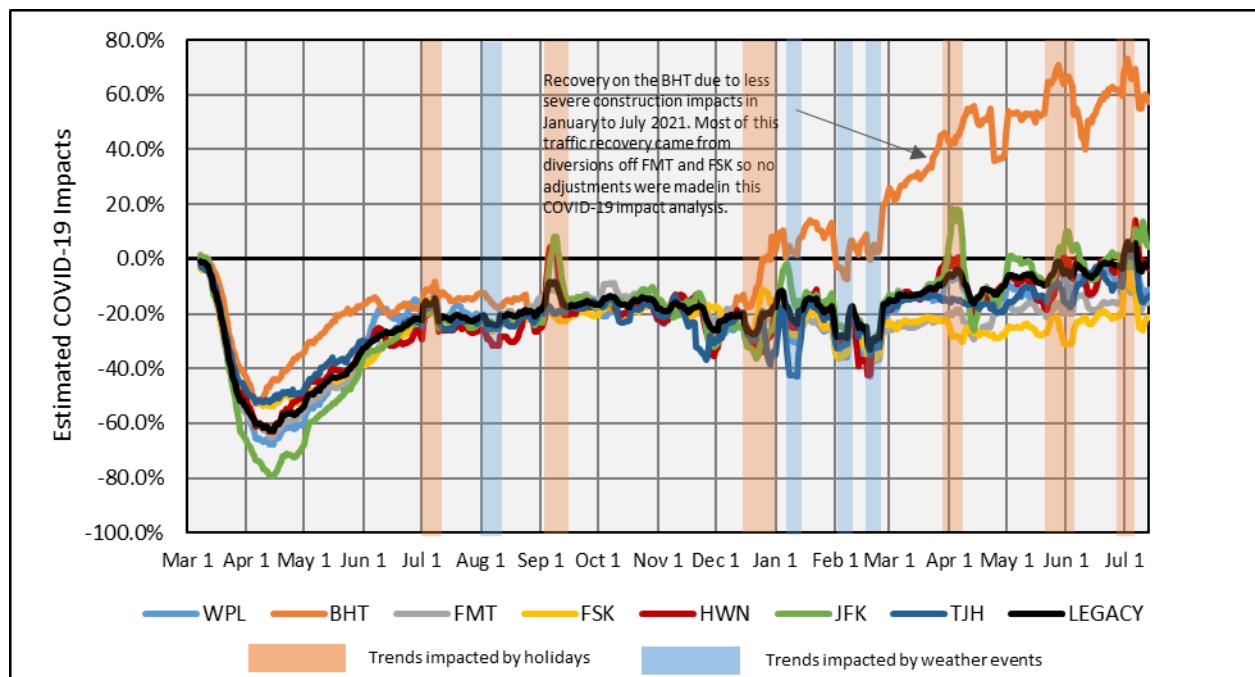
- The most recent raw daily in-lane traffic data for each of the MDTA facilities was obtained.
- Data by day for 2020 before the COVID-19 impact (from January to early March) was compared to similar data by day for 2019 to estimate actual 2019 to 2020 growth rate by facility (and passenger car versus commercial vehicle) before the pandemic. Note that the 2019 to 2020 comparison was made by shifting the comparison dates to the same day of week rather than the same exact date. For example, Sunday March 1, 2020 was compared to Sunday March 3, 2019.
- The 2019 to 2020 pre-COVID-19 growth rates were applied to corresponding data by day from the year before the pandemic. This resulted in an estimate of traffic for the days during the pandemic without the COVID-19 impact.
- Adjustments were made when necessary to better compare data. For example, the estimated traffic without COVID-19 impacts was adjusted to account for the Easter weekend occurring at a different time in 2019 than 2020, for Labor Day occurring earlier in September in 2019 compared to 2020, and for the Bay Bridge construction starting in late September 2019. The actual data was also adjusted to account for year-over-year changes in construction maintenance of traffic for the Harbor Tunnel project.
- The estimated 2020 and 2021 traffic was compared with actual 2020 and 2021 traffic on a seven-day rolling average basis to estimate an impact due to COVID-19. The overall analysis methodology accounts for seasonal impacts on traffic, which are significant on some MDTA facilities.

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The results of the impact analysis are shown in three figures below. **Figure 1** shows the results for Legacy system passenger cars, **Figure 2** for Legacy system commercial vehicles, and **Figure 3** for the ICC and I-95 ETLs. **Table 2** provides COVID-19 pandemic-related traffic impact factors that were observed statistically or anecdotally during the first year of the pandemic and apply to MDTA traffic. As the pandemic situation has improved in recent months, certain factors shown in **Table 2** that were observed in the first year of the pandemic have changed. Some of these are driven by a quicker than expected increase in demand for travel and leisure activities in recent months. For example, fuel prices have increased significantly in the past several months driven especially by increasing demand. Also, longer-distance domestic vacation and leisure travel is also rebounding very quickly as shown in the most recent airline ticketing trends. Commercial shipping activity, which had recovered to pre-pandemic levels in many sectors even by fall 2020, continues to be strong. This is partially driven by significant growth in e-commerce during the pandemic.

Looking to the future, the medium and long-term impacts of several of the factors continue to be actively discussed and researched in the transportation industry, including related to transit usage, e-commerce, telecommuting, and residential and job location patterns. Discussion and research related to these factors will continue to be closely monitored by the project team. For example, trends in fall 2021 will be closely monitored as many employers are expected to implement new work from home and travel policies and to see if the wave of leisure and vacation travel expected in summer 2021 continues into the fall.

Figure 1 – Legacy Passenger Car Seven Day Rolling Average COVID-19 Transaction Impacts



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Figure 2 – Legacy Commercial Vehicle Seven Day Rolling Av. COVID-19 Transaction Impacts

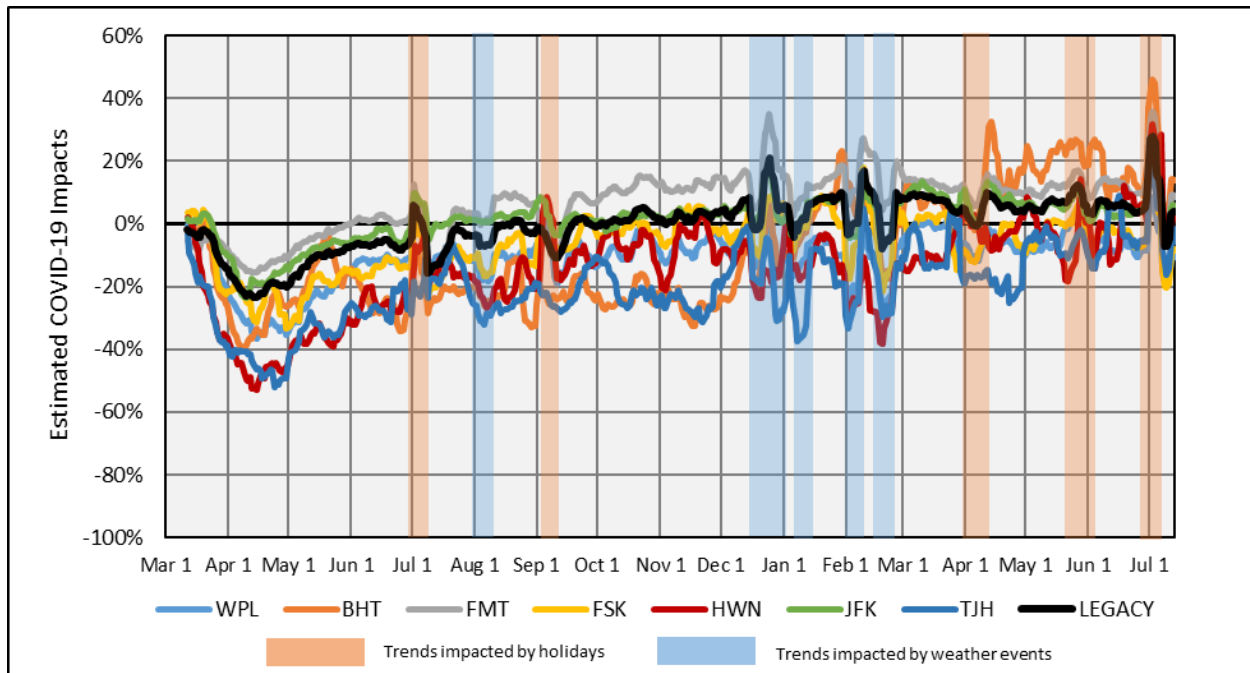


Figure 3 - ICC and I-95 ETL Seven Day Rolling Average COVID-19 Transaction Impacts

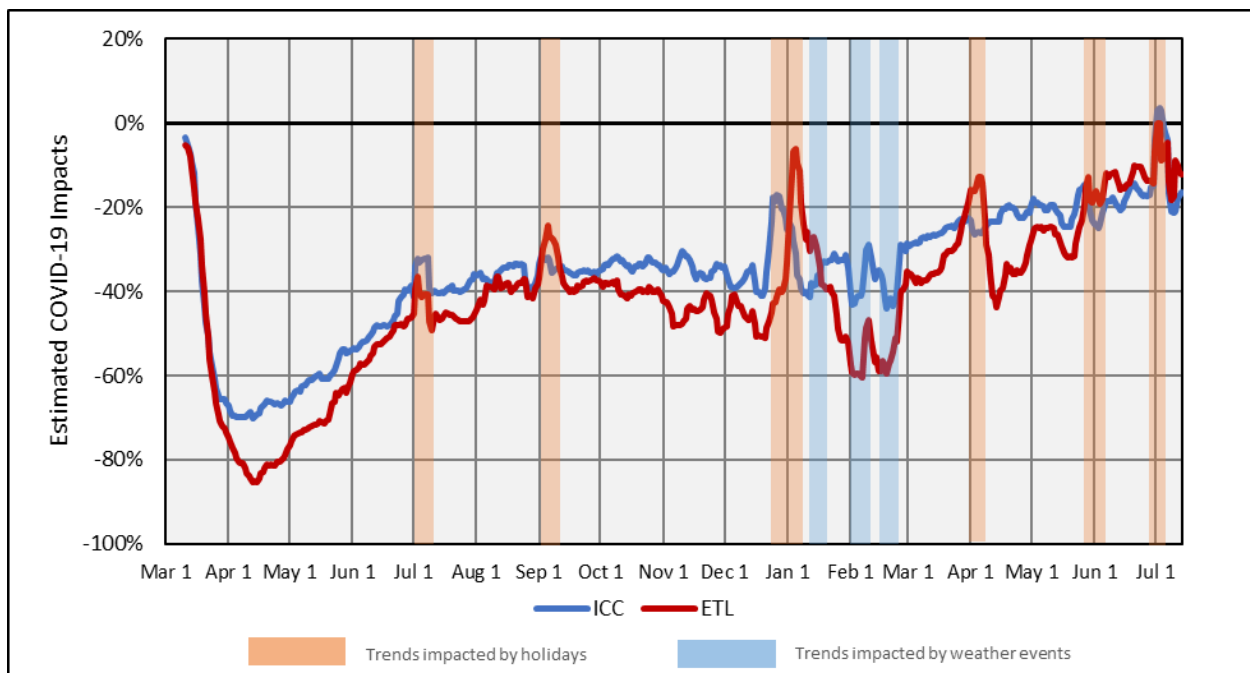


Table 2 – Potential COVID-19 Impact Factors Related to MDTA Traffic

Positive Traffic Impacts		Negative Traffic Impacts		Varied Traffic Impacts	
Passenger Cars	Commercial Vehicles	Passenger Cars	Commercial Vehicles	Passenger Cars	Commercial Vehicles
<ul style="list-style-type: none"> • Health concerns with transit causing shifts to vehicular travel in urban areas • Lower fuel prices • On-demand delivery services using personal vehicles including food 	<ul style="list-style-type: none"> • Accelerated trends in e-commerce growth 	<ul style="list-style-type: none"> • Reduced travel due to stay at home orders • Employment losses • Telecommuting • Ongoing avoidance of less-critical travel due to health concerns • Accelerated trends in e-commerce growth • Lower population growth due to lower immigration 	<ul style="list-style-type: none"> • Less shipping activity and deliveries related to declines in economic activity 	<ul style="list-style-type: none"> • Shifts to relatively more local vacation and leisure activity • Shifts in residential and job location patterns 	<ul style="list-style-type: none"> • Supply chain changes, for example related to international trade

The most severe negative COVID-19 traffic impact on all MDTA facilities was reached mid-April 2020. From mid-April through early July, a rapid recovery occurred as Maryland reopened in the phased manner detailed in **Table 1**. From July through the end of the first quarter of FY 2021, impacts remained relatively stable, with Legacy passenger cars at about a negative 18 percent impact and Legacy commercial vehicles at about a negative 3 percent impact. Commercial vehicles have been less impacted overall by the pandemic and have recovered quicker in Maryland and on other roads across the country. Passenger car impacts became slightly more severe at the end of November and through December, corresponding with rising rates of new COVID-19 cases. Declines in cases in January 2021 led to stable impacts, but multiple winter storms in February led to a decline to negative 26 percent. Since February, passenger car impacts have continued to improve. In the fourth quarter of FY 2021, impacts improved from negative 10 percent in April to negative 4 percent in June. Increases in local and long-distance travel for the summer and reductions in cases is likely contributing to the improvement in impacts. Commercial vehicles have more than recovered and have had generally positive impacts through the end of FY 2021.

The ICC and I-95 ETL have experienced much higher negative impacts than the Legacy system through the duration of the pandemic. Relatively more severe impacts have also been observed on similar urban congestion relief-type facilities and priced managed lane-type facilities in other parts of the country. The ICC and I-95 ETLs showed a flattening of impacts through the first quarter of FY 2021, with the ICC averaging a negative 36 percent impact and the I-95 ETLs averaging a negative 40 percent impact. Similar to the Legacy facilities, there was an improvement in trends over the 4th of July and Labor Day holidays, primarily on the I-95 ETLs, which carries higher vacationing traffic due to its location on I-95/Kennedy Memorial Highway. Through the second quarter of FY 2021,

impacts became slightly more negative in December. The ICC had less severe COVID impacts around the Christmas holiday and the I-95 ETLs had less severe impacts for New Years. These trends were holiday related and the impacts returned to levels seen prior to the holidays. The winter storms in February caused more severe impacts for both facilities but they had a strong recovery in March, with the facilities averaging impacts of negative 26 and 33 percent for the ICC and I-95 ETLs, respectively. In the fourth quarter of FY 2021, both the ICC and I-95 ETLs had significant improvement in impacts, reaching negative 18 and negative 14 percent, respectively. Since March, the pace of recovery on these commuting-based congestion relief facilities has improved significantly, likely indicative of increasing return to work for employees who have been working remotely due to the pandemic and spring and early summer recreational travel.

Table 3 summarizes the average estimated COVID-19 impacts by month shown in Figure 1, Figure 2, and Figure 3.

Table 3 - Summary of Average COVID-19 Transaction Impacts by Month

Calendar Year	Month	Legacy System Passenger Cars	Legacy System Commercial Vehicles	Intercounty Connector	I-95 ETL
2020	March	-19%	-4%	-27%	-29%
2020	April	-58%	-20%	-68%	-81%
2020	May	-43%	-11%	-60%	-70%
2020	June	-27%	-6%	-49%	-53%
2020	July	-20%	-5%	-38%	-45%
2020	August	-21%	-2%	-36%	-40%
2020	September	-15%	-3%	-35%	-35%
2020	October	-15%	2%	-33%	-40%
2020	November	-19%	2%	-35%	-45%
2020	December	-22%	6%	-33%	-45%
2021	January	-17%	5%	-34%	-32%
2021	February	-25%	3%	-37%	-54%
2021	March	-12%	7%	-26%	-33%
2021	April	-10%	5%	-23%	-30%
2021	May	-6%	7%	-20%	-25%
2021	June	-4%	5%	-18%	-14%

⁽¹⁾ Impacts shown here for February 2021 were due to significant severe winter weather in addition to COVID-19.

3. Legacy System

Monthly transactions for FY 2020 and FY 2021 for the Legacy System are presented in **Table 4** by vehicle type and payment method. Cashless tolling operations, delayed invoicing of video tolls, 3G conversion impacts, and COVID-19 impacts are contributing to the performance shown in the Video Transactions and Cash Transactions columns. Considering ETC transactions, COVID-19 impacts are contributing to the trends shown. Additionally, delays in license plate image reviews related to the



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Table 4 (cont. on next page) - Legacy System Historical Transaction Trends by Month

Passenger Car Transactions																
Month	ETC Transactions				Video Transactions				Cash/Pay-by-Plate Transactions				Total Transactions			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	7,659,927	5,792,444	(1,867,482)	(24.4)	149,662	77,323	(72,339)	(48.3)	2,119,887	-	-	-	9,929,476	5,869,768	(4,059,708)	(40.9)
August	7,920,912	6,023,562	(1,897,350)	(24.0)	219,682	58,896	(160,786)	(73.2)	2,125,070	-	-	-	10,265,665	6,082,458	(4,183,207)	(40.7)
September	6,998,670	5,308,575	(1,690,095)	(24.1)	195,548	122,127	(73,421)	(37.5)	1,749,326	-	-	-	8,943,544	5,430,702	(3,512,843)	(39.3)
October	7,175,798	5,477,152	(1,698,646)	(23.7)	149,898	182,168	32,270	21.5	1,558,791	-	-	-	8,884,487	5,659,320	(3,225,167)	(36.3)
November	7,107,457	4,895,480	(2,211,977)	(31.1)	153,684	262,221	108,536	70.6	1,378,188	-	-	-	8,639,329	5,157,700	(3,481,629)	(40.3)
December	7,058,445	4,831,294	(2,227,152)	(31.6)	211,080	598,222	387,142	183.4	1,458,137	-	-	-	8,727,663	5,429,516	(3,298,147)	(37.8)
January	6,646,933	4,609,351	(2,037,582)	(30.7)	295,410	491,312	195,901	66.3	1,167,988	-	-	-	8,110,332	5,100,663	(3,009,669)	(37.1)
February	6,425,496	3,940,929	(2,484,567)	(38.7)	171,818	328,300	156,482	91.1	1,165,043	-	-	-	7,762,356	4,269,229	(3,493,127)	(45.0)
March	5,505,467	5,535,128	29,661	0.5	204,119	439,117	234,997	115.1	663,278	-	-	-	6,372,864	5,974,244	(398,620)	(6.3)
April	3,160,480	2,711,406	(449,074)	(14.2)	221,464	345,656	124,191	56.1	-	-	-	-	3,381,944	3,057,061	(324,883)	(9.6)
May	4,444,272	5,435,834	991,562	22.3	94,071	204,698	110,626	117.6	-	45	-	-	4,538,343	5,640,576	1,102,233	24.3
June	5,239,645	6,449,630	1,209,985	23.1	93,347	117,376	24,028	25.7	-	7,631	-	-	5,332,992	6,574,636	1,241,644	23.3
Q4 Total	12,844,396	14,596,869	1,752,473	13.6	408,883	667,729	258,846	63.3	-	7,676	-	-	13,253,280	15,272,274	2,018,994	15.2
FY Total	75,343,502	61,010,784	(14,332,718)	(19.0)	2,159,785	3,227,414	1,067,628	49.4	13,385,708	7,676	-	-	90,888,995	64,245,873	(26,643,122)	(29.3)

Commercial Vehicle Transactions																
Month	ETC Transactions				Video Transactions				Cash/Pay-by-Plate Transactions				Total Transactions			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	733,770	644,962	(88,808)	(12.1)	10,388	3,816	(6,573)	(63.3)	75,346	-	-	-	819,504	648,778	(170,726)	(20.8)
August	730,909	672,962	(57,946)	(7.9)	10,071	2,738	(7,333)	(72.8)	72,896	-	-	-	813,875	675,700	(138,175)	(17.0)
September	682,077	642,501	(39,577)	(5.8)	12,337	4,595	(7,742)	(62.8)	66,906	-	-	-	761,321	647,096	(114,224)	(15.0)
October	727,849	688,132	(39,717)	(5.5)	10,141	6,416	(3,725)	(36.7)	64,828	-	-	-	802,818	694,548	(108,270)	(13.5)
November	670,435	618,684	(51,751)	(7.7)	9,531	14,469	4,938	51.8	48,792	-	-	-	728,758	633,153	(95,605)	(13.1)
December	667,886	649,502	(18,385)	(2.8)	10,398	38,296	27,898	268.3	46,115	-	-	-	724,399	687,798	(36,601)	(5.1)
January	677,244	616,013	(61,230)	(9.0)	15,453	21,769	6,316	40.9	42,416	-	-	-	735,113	637,783	(97,330)	(13.2)
February	622,094	545,541	(76,554)	(12.3)	6,845	15,735	8,890	129.9	39,113	-	-	-	668,052	561,275	(106,776)	(16.0)
March	681,737	692,224	10,487	1.5	6,878	20,816	13,937	202.6	26,362	-	-	-	714,977	713,040	(1,937)	(0.3)
April	592,193	230,115	(362,077)	(61.1)	9,668	15,430	5,762	59.6	-	-	-	-	601,861	245,546	(356,316)	(59.2)
May	643,985	580,078	(63,907)	(9.9)	4,609	9,071	4,462	96.8	-	-	-	-	648,594	589,149	(59,445)	(9.2)
June	678,832	483,374	(195,458)	(28.8)	6,587	5,201	(1,386)	(21.0)	-	59	-	-	685,419	488,634	(196,785)	(28.7)
Q4 Total	1,915,010	1,293,567	(621,442)	(32.5)	20,865	29,703	8,838	42.4	-	59	-	-	1,935,875	1,323,329	(612,546)	(31.6)
FY Total	8,109,012	7,064,089	(1,044,923)	(12.9)	112,907	158,353	45,446	40.3	482,773	59	-	-	8,704,691	7,222,500	(1,482,191)	(17.0)



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Table 4 (continued) – Legacy System Historical Transaction Trends by Month

Month	Total Transactions												Total Transactions			
	ETC Transactions				Video Transactions				Cash/Pay-by-Plate Transactions				Total Transactions			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	8,393,697	6,437,407	(1,956,290)	(23.3)	160,050	81,139	(78,911)	(49.3)	2,195,232	-	-	-	10,748,980	6,518,546	(4,230,434)	(39.4)
August	8,651,821	6,696,525	(1,955,296)	(22.6)	229,753	61,634	(168,119)	(73.2)	2,197,966	-	-	-	11,079,540	6,758,158	(4,321,381)	(39.0)
September	7,680,747	5,951,076	(1,729,671)	(22.5)	207,885	126,722	(81,163)	(39.0)	1,816,232	-	-	-	9,704,865	6,077,798	(3,627,067)	(37.4)
October	7,903,647	6,165,284	(1,738,363)	(22.0)	160,039	188,584	28,545	17.8	1,623,619	-	-	-	9,687,305	6,353,868	(3,333,437)	(34.4)
November	7,777,892	5,514,163	(2,263,729)	(29.1)	163,215	276,690	113,475	69.5	1,426,980	-	-	-	9,368,087	5,790,853	(3,577,234)	(38.2)
December	7,726,332	5,480,796	(2,245,536)	(29.1)	221,478	636,518	415,040	187.4	1,504,252	-	-	-	9,452,062	6,117,314	(3,334,748)	(35.3)
January	7,324,177	5,225,364	(2,098,813)	(28.7)	310,863	513,081	202,218	65.1	1,210,404	-	-	-	8,845,445	5,738,445	(3,107,000)	(35.1)
February	7,047,590	4,486,469	(2,561,121)	(36.3)	178,663	344,035	165,372	92.6	1,204,155	-	-	-	8,430,408	4,830,504	(3,599,904)	(42.7)
March	6,187,204	6,227,352	40,148	0.6	210,998	459,932	248,935	118.0	689,640	-	-	-	7,087,841	6,687,284	(400,557)	(5.7)
April	3,752,673	2,941,521	(811,152)	(21.6)	231,133	361,086	129,953	56.2	-	-	-	-	3,983,806	3,302,607	(681,199)	(17.1)
May	5,088,257	6,015,912	927,655	18.2	98,681	213,769	115,088	116.6	-	45	-	-	5,186,937	6,229,725	1,042,788	20.1
June	5,918,477	6,933,004	1,014,527	17.1	99,935	122,577	22,642	22.7	-	7,690	-	-	6,018,412	7,063,270	1,044,858	17.4
Q4 Total	14,759,406	15,890,436	1,131,030	7.7	429,748	697,432	267,683	62.3	-	7,735	-	-	15,189,155	16,595,603	1,406,448	9.3
FY Total	83,452,514	68,074,872	(15,377,642)	(18.4)	2,272,692	3,385,767	1,113,075	49.0	13,868,481	7,735	-	-	99,593,687	71,468,373	(28,125,313)	(28.2)



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3G conversion are impacting ETC transaction trends. This is occurring for ETC transactions where an in-lane transponder-based transaction is not recorded and the license plate of the vehicle must be matched to an ETC account. These types of transactions are referred to as itolls and most commonly occur when the driver does not have his or her transponder in the vehicle or mounted properly.

Fourth quarter FY 2021 total transactions in April were down 17.1 percent, and May and June were up 20.1 percent and 17.4 percent, respectively, compared to FY 2020. Total FY 2021 transactions were down 28.2 percent over FY 2020. Commercial vehicles experienced nearly half the impact of passenger cars in FY 2021 by being down 17 percent over FY 2020, compared to 29.3 percent for passenger cars. Passenger car ETC transactions in the fourth quarter were up 13.6 percent while commercial ETC transactions were down 32.5 percent. For total FY 2021, passenger car ETC transactions were down 19 percent and commercial vehicles were down 12.9 percent over FY 2020. Video transaction trends were much different than ETC trends, with passenger car and commercial vehicle FY 2021 video transactions up 49.4 and 40.3 percent, respectively, compared to FY 2020. This is related to resuming NOTD invoicing during the second quarter of FY 2021 as well as the conversion to permanent cashless tolling. The permanent conversion to cashless tolling has caused no cash transactions to be made in FY 2021, but beginning in May, pay-by-plate transactions occurred and are included in the same columns for FY 2021. Because the payment method is new, a small number of transactions occurred in May with increasing adoption in June. Passenger cars account for nearly all the pay-by-plate transactions in FY 2021. It is anticipated that the share of pay-by-plate transactions will continue to increase as more customers become aware of the program and the incentive it provides with lower toll rates than a regular video customer.

Monthly toll revenue for FY 2020 and FY 2021 is shown in **Table 5**. Considering fourth quarter FY 2021 data, total revenue decreased by 10.6 percent compared to FY 2020 with passenger car revenue increasing by 18.9 percent and commercial vehicles decreasing by 35.7 percent. Total revenue declines in FY 2021 of 25.2 percent compared to FY 2020 were about three percentage points less severe for revenue compared to transactions. This is due to commercial vehicles, which have been impacted less severely by the COVID-19 pandemic compared to passenger cars and have a higher overall proportion of total revenue than total transactions due to their higher toll rates. Fourth quarter FY 2021 revenue was down by 36.5 and 10.7 percent in April and June, respectively, over FY 2020 but had a positive impact in May of 11.1 percent. In general, revenue trends by month for ETC and video by vehicle class followed similar trends to transactions.



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Table 5 (cont. on next page) – Legacy System Historical Revenue Trends by Month

Passenger Car Toll Revenue																
Month	ETC Toll Revenue				Video Toll Revenue				Cash/Pay-by-Plate Transactions				Total Toll Revenue			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	\$ 23,934,316	\$ 18,340,002	(5,594,314)	(23.4)	\$ 1,002,445	\$ 507,749	(494,696)	(49.3)	\$ 10,013,301	\$ -	-	-	\$ 34,950,062	\$ 18,847,751	(16,102,311)	(46.1)
August	24,935,051	18,948,302	(5,986,749)	(24.0)	1,465,391	378,073	(1,087,318)	(74.2)	10,030,935	-	-	-	36,431,376	19,326,375	(17,105,002)	(47.0)
September	21,051,985	16,171,627	(4,880,358)	(23.2)	1,328,709	818,335	(510,374)	(38.4)	8,127,024	-	-	-	30,507,718	16,989,963	(13,517,755)	(44.3)
October	21,502,683	16,724,853	(4,777,830)	(22.2)	1,011,814	1,231,357	219,542	21.7	7,294,206	-	-	-	29,808,704	17,956,210	(11,852,494)	(39.8)
November	22,089,111	15,166,776	(6,922,335)	(31.3)	1,040,700	1,736,350	695,650	66.8	6,588,322	-	-	-	29,718,132	16,903,126	(12,815,007)	(43.1)
December	22,299,190	14,905,483	(7,393,707)	(33.2)	1,407,923	4,094,943	2,687,020	190.8	6,969,852	-	-	-	30,676,965	19,000,426	(11,676,538)	(38.1)
January	19,282,205	13,929,568	(5,352,638)	(27.8)	1,962,794	3,476,018	1,513,224	77.1	5,497,122	-	-	-	26,742,121	17,405,586	(9,336,535)	(34.9)
February	18,922,914	11,861,243	(7,061,671)	(37.3)	1,134,673	2,319,593	1,184,920	104.4	5,490,326	-	-	-	25,547,913	14,180,836	(11,367,077)	(44.5)
March	16,068,046	17,138,921	1,070,875	6.7	1,375,956	3,220,863	1,844,908	134.1	3,143,802	-	-	-	20,587,804	20,359,784	(228,019)	(1.1)
April	8,508,588	7,619,133	(889,455)	(10.5)	1,480,848	2,500,038	1,019,190	68.8	-	-	-	-	9,989,436	10,119,170	129,735	1.3
May	13,583,712	17,731,263	4,147,551	30.5	617,504	1,571,444	953,940	154.5	-	192	-	-	14,201,216	19,302,899	5,101,683	35.9
June	16,035,594	18,269,393	2,233,799	13.9	615,819	842,760	226,942	36.9	-	34,126	-	-	16,651,413	19,146,279	2,494,867	15.0
Q4 Total	38,127,894	43,619,789	5,491,894	14.4	2,714,170	4,914,242	2,200,072	81.1	-	34,318	-	-	40,842,064	48,568,349	7,726,285	18.9
FY Total	228,213,395	186,806,565	(41,406,830)	(18.1)	14,444,574	22,697,522	8,252,948	57.1	63,154,890	34,318	-	-	305,812,859	209,538,405	(96,274,454)	(31.5)

Commercial Vehicle Toll Revenue																
Month	ETC Toll Revenue				Video Toll Revenue				Cash/Pay-by-Plate Transactions				Total Toll Revenue			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	\$ 17,578,343	\$ 16,010,412	(1,567,931)	(8.9)	\$ 342,613	\$ 117,976	(224,637)	(65.6)	\$ 1,591,519	\$ -	-	-	\$ 19,512,475	\$ 16,128,387	(3,384,088)	(17.3)
August	17,499,797	16,530,805	(968,992)	(5.5)	322,035	85,967	(236,068)	(73.3)	1,540,597	-	-	-	19,362,428	16,616,772	(2,745,657)	(14.2)
September	16,465,945	15,837,818	(628,127)	(3.8)	387,677	129,549	(258,128)	(66.6)	1,403,629	-	-	-	18,257,252	15,967,367	(2,289,884)	(12.5)
October	17,776,481	16,916,997	(859,485)	(4.8)	337,924	181,856	(156,068)	(46.2)	1,404,544	-	-	-	19,518,950	17,098,853	(2,420,097)	(12.4)
November	16,154,969	15,337,482	(817,486)	(5.1)	308,797	442,896	134,099	43.4	1,096,630	-	-	-	17,560,396	15,780,379	(1,780,017)	(10.1)
December	16,366,813	16,152,140	(214,673)	(1.3)	331,543	1,305,313	973,770	293.7	1,074,270	-	-	-	17,772,626	17,457,453	(315,173)	(1.8)
January	16,796,938	15,332,418	(1,464,519)	(8.7)	467,425	721,521	254,096	54.4	974,669	-	-	-	18,239,031	16,053,939	(2,185,093)	(12.0)
February	15,490,547	13,687,072	(1,803,474)	(11.6)	877,948	547,728	(330,220)	(37.6)	209,757	-	-	-	16,578,251	14,234,800	(2,343,451)	(14.1)
March	16,843,340	17,056,519	213,180	1.3	211,794	772,265	560,472	264.6	605,012	-	-	-	17,660,145	17,828,785	168,640	1.0
April	14,772,084	5,253,083	(9,519,001)	(64.4)	305,030	536,603	231,573	75.9	-	-	-	-	15,077,114	5,789,686	(9,287,428)	(61.6)
May	15,912,200	13,988,271	(1,923,929)	(12.1)	128,426	315,461	187,035	145.6	-	-	-	-	16,040,626	14,303,732	(1,736,894)	(10.8)
June	16,630,392	10,545,684	(6,084,708)	(36.6)	169,633	180,889	11,255	6.6	-	1,010	-	-	16,800,025	10,727,582	(6,072,443)	(36.1)
Q4 Total	47,314,676	29,787,037	(17,527,638)	(37.0)	603,089	1,032,953	429,864	71.3	-	1,010	-	-	47,917,765	30,821,000	(17,096,765)	(35.7)
FY Total	198,287,848	172,648,701	(25,639,147)	(12.9)	4,190,845	5,338,024	1,147,179	27.4	9,900,626	1,010	-	-	212,379,319	177,987,735	(34,391,584)	(16.2)



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Table 5 (continued) – Legacy System Historical Revenue Trends by Month

Total Toll Revenue																
Month	ETC Toll Revenue				Video Toll Revenue				Cash/Pay-by-Plate Transactions				Total Toll Revenue			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	\$ 41,512,659	\$ 34,350,414	(7,162,245)	(17.3)	\$ 1,345,058	\$ 625,724	(719,333)	(53.5)	\$ 11,604,820	\$ -	-	-	\$ 54,462,537	\$ 34,976,139	(19,486,399)	(35.8)
August	42,434,848	35,479,107	(6,955,741)	(16.4)	1,787,426	464,040	(1,323,386)	(74.0)	11,571,531	-	-	-	55,793,805	35,943,146	(19,850,658)	(35.6)
September	37,517,930	32,009,445	(5,508,485)	(14.7)	1,716,386	947,885	(768,502)	(44.8)	9,530,653	-	-	-	48,764,969	32,957,330	(15,807,639)	(32.4)
October	39,279,164	33,641,850	(5,637,314)	(14.4)	1,349,739	1,413,213	63,474	4.7	8,698,750	-	-	-	49,327,653	35,055,063	(14,272,591)	(28.9)
November	38,244,079	30,504,258	(7,739,821)	(20.2)	1,349,497	2,179,246	829,749	61.5	7,684,952	-	-	-	47,278,528	32,683,504	(14,595,024)	(30.9)
December	38,666,003	31,057,624	(7,608,380)	(19.7)	1,739,465	5,400,256	3,660,790	210.5	8,044,122	-	-	-	48,449,591	36,457,879	(11,991,711)	(24.8)
January	36,079,143	29,261,986	(6,817,157)	(18.9)	2,430,218	4,197,538	1,767,320	72.7	6,471,791	-	-	-	44,981,152	33,459,524	(11,521,628)	(25.6)
February	34,413,460	25,548,315	(8,865,145)	(25.8)	2,012,621	2,867,321	854,700	42.5	5,700,083	-	-	-	42,126,164	28,415,636	(13,710,528)	(32.5)
March	32,911,386	34,195,440	1,284,055	3.9	1,587,749	3,993,129	2,405,379	151.5	3,748,814	-	-	-	38,247,948	38,188,569	(59,379)	(0.2)
April	23,280,672	12,872,216	(10,408,456)	(44.7)	1,785,878	3,036,641	1,250,763	70.0	-	-	-	-	25,066,550	15,908,856	(9,157,693)	(36.5)
May	29,495,912	31,719,534	2,223,622	7.5	745,929	1,886,905	1,140,976	153.0	-	192	-	-	30,241,842	33,606,631	3,364,789	11.1
June	32,665,986	28,815,077	(3,850,909)	(11.8)	785,452	1,023,649	238,197	30.3	-	35,136	-	-	33,451,438	29,873,862	(3,577,576)	(10.7)
Q4 Total	85,442,570	73,406,826	(12,035,744)	(14.1)	3,317,259	5,947,195	2,629,936	79.3	-	35,328	-	-	88,759,829	79,389,349	(9,370,480)	(10.6)
FY Total	426,501,243	359,455,265	(67,045,978)	(15.7)	18,635,419	28,035,546	9,400,127	50.4	73,055,516	35,328	-	-	518,192,177	387,526,140	(130,666,038)	(25.2)

4. Intercounty Connector

Monthly trips for ETC and video for FY 2020 and FY 2021 for the ICC are presented in **Table 6**. Trends in FY 2021 were negatively impacted by the COVID-19 pandemic and 3G conversion. Due to the delays in trip reconstruction noted earlier, most trips and revenue from travel occurring in FY 2021 has not yet been collected. However, ETC collections improved in May and June after the new toll system was brought online in April. ETC trips for FY 2021 are 69 percent lower than FY 2020 and video trips were 45.5 percent lower, than FY 2020. The fourth quarter consisted of nearly all ETC trips, particularly May and June where trips were more than double the same month in FY 2020. Total trips in the fourth quarter of FY 2021 were 56.5 percent higher than the same period in FY 2020.

Toll revenue collected during FY 2020 and FY 2021 is shown in **Table 7**. ETC revenue trends were similar to transactions with revenue down 64.0 percent for FY 2021 to FY 2020. Video revenue fared worse than trips, down 67.7 percent compared to FY 2020. FY 2021 fourth quarter ETC revenue was 122.8 percent higher than the same period in FY 2020 while video revenue was down 64.4 percent. Due to the small share of video trips on the ICC, the fourth quarter total revenue was 99.4 percent higher than FY 2020.

5. I-95 Express Toll Lanes

Monthly transactions for passenger cars and commercial vehicles for FY 2020 and FY 2021 for the I-95 ETLs are presented in **Table 8**. Trends in FY 2021 were negatively impacted by the COVID-19 pandemic and 3G conversion. Delayed invoicing of video tolls is having a minimal impact on the I-95 Express Lanes due to the high ETC share on the facility. FY 2021 passenger cars were down 34.8 percent over FY 2020, while commercial vehicles were down by 19.9 percent. The fourth quarter passenger car transactions were up 33.4 percent over FY 2020 due to lower COVID impacts and ongoing processing of the backlog transactions. Commercial vehicle trips were down 7.7 percent in the fourth quarter over FY 2020.

Toll revenue collected during FY 2020 and FY 2021 is shown in **Table 9**. Passenger car revenue trends were similar to transactions with revenue down 34.2 percent in FY 2021 compared to FY 2020. Commercial vehicle revenue fared better than transactions, down just 3.1 percent. Fourth quarter passenger car revenue was 41.7 percent higher than fourth quarter FY 2020, while commercial vehicles were down 4.0 percent.



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Table 6 – Intercounty Connector Historical Trip Trends by Month

Month	ETC Trips				Video Trips				Pay-by-Plate Trips				Total Trips			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	2,898,707	1,180,236	(1,718,471)	(59.3)	282,102	110,526	(171,576)	(60.8)	-	-	-	-	3,180,809	1,290,762	(1,890,047)	(59.4)
August	2,838,027	16,686	(2,821,341)	(99.4)	282,102	93,182	(188,920)	(67.0)	-	-	-	-	3,120,129	109,868	(3,010,261)	(96.5)
September	2,820,031	-	-	-	330,805	95,682	(235,123)	(71.1)	-	-	-	-	3,150,836	95,682	(3,055,154)	(97.0)
October	2,701,397	-	-	-	279,507	123,395	(156,112)	(55.9)	-	-	-	-	2,980,904	123,395	(2,857,509)	(95.9)
November	2,748,242	-	-	-	225,667	243,460	17,793	7.9	-	-	-	-	2,973,909	243,460	(2,730,449)	(91.8)
December	2,647,628	-	-	-	245,953	334,023	88,070	35.8	-	-	-	-	2,893,581	334,023	(2,559,558)	(88.5)
January	2,702,062	-	-	-	299,967	205,153	(94,814)	(31.6)	-	-	-	-	3,002,029	205,153	(2,796,876)	(93.2)
February	3,285,364	-	-	-	234,154	81,260	(152,894)	(65.3)	-	-	-	-	3,519,518	81,260	(3,438,258)	(97.7)
March	2,596,766	-	-	-	214,744	82,610	(132,134)	(61.5)	-	-	-	-	2,811,510	82,610	(2,728,900)	(97.1)
April	1,160,778	36,183	(1,124,595)	(97)	214,642	52,068	(162,574)	(75.7)	-	-	-	-	1,375,420	88,251	(1,287,169)	(93.6)
May	1,449,776	3,350,471	1,900,695	131.1	70,990	71,218	228	0.3	-	1	1	-	1,520,766	3,421,690	1,900,924	125.0
June	2,332,212	4,786,958	2,454,746	105.3	84,298	13,686	(70,612)	(83.8)	-	2,330	2,330	-	2,416,510	4,802,974	2,386,464	98.8
Q4 Total	4,942,766	8,173,612	3,230,846	65.4	369,930	136,972	(232,958)	(63.0)	-	2,331	2,331	-	5,312,696	8,312,915	3,000,219	56.5
FY Total	30,180,990	9,370,534	(20,810,456)	(69.0)	2,764,931	1,506,263	(1,258,668)	(45.5)	-	2,331	2,331	-	32,945,921	10,879,128	(22,066,793)	(67.0)



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Table 7 – Intercounty Connector Historical Revenue Trends by Month

Month	ETC Revenue				Video Revenue				Pay-by-Plate Revenue				Total Revenue			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%			Number	%
July	\$ 5,257,495	\$ 2,535,871	(2,721,624)	(51.8)	\$ 809,918	\$ 182,695	(627,223)	(77.4)	\$ -	\$ -	-	-	6,067,413	2,718,566	(3,348,847)	(55.2)
August	5,223,476	101,322	(5,122,154)	(98.1)	857,511	154,690	(702,821)	(82.0)	-	-	-	-	6,080,987	256,012	(5,824,975)	(95.8)
September	5,141,922	-	-	-	974,677	156,687	(817,990)	(83.9)	-	-	-	-	6,116,599	156,687	(5,959,912)	(97.4)
October	4,919,280	-	-	-	846,638	202,498	(644,140)	(76.1)	-	-	-	-	5,765,918	202,498	(5,563,420)	(96.5)
November	5,110,154	-	-	-	676,280	404,921	(271,359)	(40.1)	-	-	-	-	5,786,434	404,921	(5,381,513)	(93.0)
December	4,853,862	-	-	-	732,227	556,299	(175,928)	(24.0)	-	-	-	-	5,586,089	556,299	(5,029,790)	(90.0)
January	4,924,125	-	-	-	892,907	339,698	(553,209)	(62.0)	-	-	-	-	5,817,032	339,698	(5,477,334)	(94.2)
February	4,303,607	-	-	-	699,509	133,649	(565,860)	(80.9)	-	-	-	-	5,003,116	133,649	(4,869,467)	(97.3)
March	3,399,793	-	-	-	644,163	137,296	(506,867)	(78.7)	-	-	-	-	4,043,956	137,296	(3,906,660)	(96.6)
April	1,820,280	69,230	(1,751,050)	(96.2)	594,662	133,582	(461,080)	(77.5)	-	-	-	-	2,414,942	202,812	(2,212,130)	(91.6)
May	2,314,692	6,386,689	4,071,997	175.9	181,401	183,339	1,938	1.1	-	1	1	-	2,496,093	6,570,029	4,073,936	163.2
June	2,751,880	8,889,547	6,137,667	223.0	211,856	35,232	(176,624)	(83.4)	-	5,443	5,443	-	2,963,736	8,930,222	5,966,486	201.3
Q4 Total	6,886,852	15,345,466	8,458,614	122.8	987,919	352,153	(635,766)	(64.4)	-	5,444	5,444	-	7,874,771	15,703,063	7,828,292	99.4
FY Total	50,020,566	17,982,660	(32,037,906)	(64.0)	8,121,749	2,620,586	(5,501,163)	(67.7)	-	5,444	5,444	-	58,142,315	20,608,690	(37,533,625)	(64.6)



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Table 8 – I-95 ETL Historical Transaction Trends by Month

Month	Passenger Car Transactions				Commerical Vehicle Transactions				Total Transactions			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%
July	871,456	445,220	426,236	(48.9)	46,613	31,262	(15,351)	(32.9)	918,069	476,482	(441,587)	(48.1)
August	876,329	466,834	409,495	(46.7)	47,148	32,565	(14,583)	(30.9)	923,477	499,399	(424,078)	(45.9)
September	733,314	416,978	316,336	(43.1)	42,458	31,947	(10,512)	(24.8)	775,772	448,925	(326,847)	(42.1)
October	849,222	459,071	390,151	(45.9)	48,849	33,550	(15,299)	(31.3)	898,071	492,621	(405,450)	(45.1)
November	827,224	400,097	427,127	(51.6)	46,553	31,150	(15,403)	(33.1)	873,777	431,248	(442,529)	(50.6)
December	820,935	403,715	417,220	(50.8)	46,657	33,733	(12,924)	(27.7)	867,592	437,448	(430,144)	(49.6)
January	530,673	349,719	180,954	(34.1)	28,046	31,253	3,207	11.4	558,719	380,973	(177,746)	(31.8)
February	557,760	292,164	265,596	(47.6)	31,410	27,477	(3,933)	(12.5)	589,170	319,641	(269,529)	(45.7)
March	464,280	437,467	26,813	(5.8)	35,437	37,001	1,564	4.4	499,717	474,468	(25,249)	(5.1)
April	158,280	199,093	(40,813)	26	21,626	10,580	(11,046)	(51)	179,906	209,673	29,767	17
May	260,347	487,068	(226,721)	87	24,077	35,563	11,486	48	284,424	522,631	238,207	84
June	391,044	425,166	(34,122)	9	29,384	23,181	(6,203)	(21)	420,428	448,347	27,919	7
Q4 Total	809,671	1,111,327	(301,656)	37.3	75,087	69,324	5,763	(7.7)	884,758	1,180,651	(295,893)	33.4
FY Total	7,340,864	4,782,593	(2,558,271)	(34.8)	448,258	359,262	(88,996)	(19.9)	7,789,122	5,141,855	(2,647,267)	(34.0)

Table 9 – I-95 ETL Historical Toll Revenue Trends by Month

Month	Passenger Car Revenue				Commerical Vehicle Revenue				Total Revenue			
	FY 2020	FY 2021	Change		FY 2020	FY 2021	Change		FY 2020	FY 2021	Change	
			Number	%			Number	%			Number	%
July	\$ 1,055,693	\$ 533,239	(522,455)	(49.5)	\$ 202,260	\$ 162,464	(39,796)	(19.7)	\$ 1,257,954	\$ 695,703	(562,251)	(44.7)
August	1,074,616	559,426	(515,189)	(47.9)	206,084	169,277	(36,807)	(17.9)	1,280,699	728,703	(551,996)	(43.1)
September	909,570	501,401	(408,169)	(44.9)	187,467	165,663	(21,804)	(11.6)	1,097,037	667,064	(429,973)	(39.2)
October	1,048,268	555,544	(492,724)	(47.0)	218,926	174,157	(44,769)	(20.4)	1,267,193	729,700	(537,493)	(42.4)
November	1,014,515	486,766	(527,750)	(52.0)	206,251	165,045	(41,206)	(20.0)	1,220,767	651,811	(568,956)	(46.6)
December	1,006,867	497,453	(509,414)	(50.6)	203,744	178,159	(25,585)	(12.6)	1,210,611	675,612	(534,999)	(44.2)
January	617,865	430,618	(187,248)	(30.3)	99,359	165,837	66,478	66.9	717,224	596,454	(120,770)	(16.8)
February	614,166	355,628	(258,538)	(42.1)	108,421	147,484	39,063	36.0	722,587	503,112	(219,475)	(30.4)
March	535,404	548,119	12,715	2.4	138,234	196,845	58,611	42.4	673,638	744,964	71,326	10.6
April	183,349	234,972	51,623	28.2	97,059	52,172	(44,887)	(46.2)	280,408	287,144	6,736	2.4
May	307,555	588,867	281,312	91.5	110,378	178,910	68,532	62.1	417,933	767,777	349,844	83.7
June	452,040	512,213	60,173	13.3	153,283	115,321	(37,962)	(24.8)	605,323	627,534	22,211	3.7
Q4 Total	942,944	1,336,052	(393,108)	41.7	360,720	346,403	14,317	(4.0)	1,303,664	1,682,455	(378,791)	29.1
FY Total	8,819,909	5,804,245	(3,015,664)	(34.2)	1,931,465	1,871,333	(60,132)	(3.1)	10,751,374	7,675,578	(3,075,796)	(28.6)

6.Forecast Versus Actual

As noted previously, the actual FY 2021 TVI data presented in this report is impacted by delayed transaction and revenue processing. Caution should be taken when reviewing the forecast versus actual experience in this section due to changing assumptions related to MDTA's conversion to the 3G back office system. Of relevance to this, unregistered video transactions and revenue were forecasted by CDM Smith in the month of collection (cash accounting) while all other payment types, including ETC, are forecasted in the month of travel. This means that delays in license plate image reviews related to the 3G conversion are delaying the collection of a significant number of ETC itoll-based transactions and are causing significant variances in the forecast versus actual ETC comparisons shown in this section. Delays in trip reconstruction on the ICC also contributed to variances on that facility.

Table 10 presents a comparison of FY 2021 passenger car and commercial vehicle Legacy System actual transactions versus the most recent forecast from the November 2020 forecast update report. Passenger car actual ETC transactions were 15.6 percent lower than forecast for FY 2021 and passenger car video transactions were 41.4 percent lower than forecast. Commercial vehicle actual ETC transactions were 14.4 percent lower than forecast and video transactions were 29.9 percent below forecast. It is likely that most or all of the ETC forecasting variation is due to delays in itoll processing. Overall, FY 2021 passenger car transactions were down 17.4 percent from forecast and commercial vehicles were down 14.8 percent. The large percentage variation in video forecasting performance can be partially attributed to the relatively small video transaction numbers being compared. With the return to mailing NOTD invoices in mid-October 2020, video transactions increased significantly and surpassed the forecasts, but continued to decrease through the end of the fiscal year. These variations are also partially due to deviations from the monthly NOTD mailings assumed in the forecast, which included a ramp-up in mailing rate to higher levels. The actual trend was that after initial successes in mailing out NOTDs in the second quarter of FY 2021 the processing of video images slowed in the third quarter and mailings went down.

Table 11 provides a comparison of FY 2021 actual versus forecast for toll revenue on the Legacy System. FY 2021 passenger car toll revenue was 15.4 percent lower than forecast and commercial vehicle revenue was 13.5 percent lower. ETC toll revenue was lower than forecast in the range of 12 percent for passenger cars and 4 percent for commercial vehicles through the third quarter of FY 2021. In the fourth quarter, trends were more varied due to the temporary pause of processing in April, which had an impact on all MDTA facilities. Video toll revenue fell below forecast by 18.5 percent for passenger cars whereas commercial vehicle revenue nearly matched forecast. The ramp up is partially attributable to the courtesy letters mailed to customers in September and the return to mailing video invoices in October. As stated previously, the large percentage variation in video forecasting performance can also be partially attributed to the relatively small video revenue numbers being compared.

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Table 12 presents a comparison of FY 2021 actual total trips and revenue versus the most recent forecast from the November 2020 report for the ICC. The ICC FY 2021 trips and revenue were 55.6 and 53.9 percent lower than forecast, respectively. The ICC forecasting variation is due to delays in itoll processing and trip reconstruction as mentioned previously, which caused nearly all ETC transactions and revenue to be booked in the fourth quarter of FY 2021 after the back office conversion.

Table 13 presents a comparison of FY 2021 actual total transactions and revenue versus the most recent forecast from the November 2020 report for the I-95 ETLs. The I-95 ETL FY 2021 transactions and revenue were 23.9 and 19.9 percent lower than forecast, respectively. It is likely that much of the I-95 ETL forecasting variation is due to delays in itoll processing. The fourth quarter was also more severely impacted by the temporary pause of processing transactions associated with the back office conversion in April.



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Table 10 (cont. on next page) – Legacy FY 2021 Transaction Forecast Comparison ⁽¹⁾

FY 2021 Passenger Car Transactions												
Month	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	6,182,218	5,792,444	(389,774)	(6.3)	-	77,323	77,323	-	6,182,218	5,869,768	(312,451)	(5.1)
August	6,156,833	6,023,562	(133,270)	(2.2)	-	58,896	58,896	-	6,156,833	6,082,458	(74,375)	(1.2)
September	5,976,327	5,308,575	(667,752)	(11.2)	85,750	122,127	36,376	42.4	6,062,078	5,430,702	(631,376)	(10.4)
October	6,176,793	5,477,152	(699,641)	(11.3)	84,624	182,168	97,544	115.3	6,261,417	5,659,320	(602,097)	(9.6)
November	6,031,918	4,895,480	(1,136,439)	(18.8)	88,208	262,221	174,013	197.3	6,120,126	5,157,700	(962,426)	(15.7)
December	5,845,086	4,831,294	(1,013,792)	(17.3)	318,709	598,222	279,513	87.7	6,163,795	5,429,516	(734,279)	(11.9)
January	5,291,089	4,609,351	(681,738)	(12.9)	613,082	491,312	(121,771)	(19.9)	5,904,172	5,100,663	(803,509)	(13.6)
February	5,096,189	3,940,929	(1,155,260)	(22.7)	756,455	328,300	(428,155)	(56.6)	5,852,644	4,269,229	(1,583,415)	(27.1)
March	5,894,114	5,535,128	(358,987)	(6.1)	863,903	439,117	(424,787)	(49.2)	6,758,018	5,974,244	(783,774)	(11.6)
April	6,426,712	2,711,406	(3,715,306)	(57.8)	893,150	345,656	(547,494)	(61.3)	7,319,862	3,057,061	(4,262,800)	(58.2)
May	6,583,836	5,435,834	(1,148,002)	(17.4)	901,459	204,743	(696,717)	(77.3)	7,485,295	5,640,576	(1,844,719)	(24.6)
June	6,614,313	6,449,630	(164,683)	(2.5)	916,106	125,006	(791,100)	(86.4)	7,530,419	6,574,636	(955,783)	(12.7)
Q4 Total	19,624,861	14,596,869	(5,027,992)	(25.6)	2,710,715	675,405	(2,035,311)	(75.1)	22,335,576	15,272,274	(7,063,302)	(31.6)
FY Total	72,275,429	61,010,784	(11,264,646)	(15.6)	5,521,447	3,235,089	(2,286,358)	(41.4)	77,796,877	64,245,873	(13,551,004)	(17.4)

FY 2021 Commercial Vehicle Transactions												
Month	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	699,298	644,962	(54,335)	(7.8)	-	3,816	3,816	-	699,298	648,778	(50,520)	(7.2)
August	692,247	672,962	(19,284)	(2.8)	-	2,738	2,738	-	692,247	675,700	(16,546)	(2.4)
September	679,471	642,501	(36,970)	(5.4)	3,459	4,595	1,137	32.9	682,929	647,096	(35,833)	(5.2)
October	715,386	688,132	(27,254)	(3.8)	3,612	6,416	2,804	77.6	718,999	694,548	(24,451)	(3.4)
November	655,630	618,684	(36,946)	(5.6)	3,291	14,469	11,178	339.7	658,921	633,153	(25,768)	(3.9)
December	701,394	649,502	(51,892)	(7.4)	11,532	38,296	26,764	232.1	712,926	687,798	(25,129)	(3.5)
January	642,818	616,013	(26,805)	(4.2)	25,213	21,769	(3,443)	(13.7)	668,031	637,783	(30,248)	(4.5)
February	614,909	545,541	(69,368)	(11.3)	27,955	15,735	(12,221)	(43.7)	642,865	561,275	(81,589)	(12.7)
March	710,675	692,224	(18,451)	(2.6)	37,769	20,816	(16,953)	(44.9)	748,444	713,040	(35,404)	(4.7)
April	713,837	230,115	(483,721)	(67.8)	38,248	15,430	(22,818)	(59.7)	752,085	245,546	(506,540)	(67.4)
May	697,150	580,078	(117,072)	(16.8)	36,566	9,071	(27,495)	(75.2)	733,717	589,149	(144,567)	(19.7)
June	725,216	483,374	(241,843)	(33.3)	38,408	5,260	(33,147)	(86.3)	763,624	488,634	(274,990)	(36.0)
Q4 Total	2,136,203	1,293,567	(842,636)	(39.4)	113,223	29,762	(83,461)	(73.7)	2,249,426	1,323,329	(926,097)	(41.2)
FY Total	8,248,031	7,064,089	(1,183,942)	(14.4)	226,054	158,412	(67,642)	(29.9)	8,474,085	7,222,500	(1,251,585)	(14.8)

⁽¹⁾ ETC Forecasts include Itolls but ETC Actual Results do not include Itolls prior to back office conversion.

⁽²⁾ Pay-by-plate transactions is included with video transactions.



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Table 10 (continued) – Legacy FY 2021 Transaction Forecast Comparison ⁽¹⁾

Month	FY 2021 All Vehicle Transactions											
	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	6,881,516	6,437,407	(444,109)	(6.5)	-	81,139	81,139	-	6,881,516	6,518,546	(362,970)	(5.3)
August	6,849,079	6,696,525	(152,555)	(2.2)	-	61,634	61,634	-	6,849,079	6,758,158	(90,921)	(1.3)
September	6,655,798	5,951,076	(704,722)	(10.6)	89,209	126,722	37,513	42.1	6,745,007	6,077,798	(667,209)	(9.9)
October	6,892,180	6,165,284	(726,895)	(10.5)	88,236	188,584	100,348	113.7	6,980,416	6,353,868	(626,548)	(9.0)
November	6,687,548	5,514,163	(1,173,385)	(17.5)	91,499	276,690	185,191	202.4	6,779,047	5,790,853	(988,194)	(14.6)
December	6,546,480	5,480,796	(1,065,685)	(16.3)	330,241	636,518	306,277	92.7	6,876,722	6,117,314	(759,408)	(11.0)
January	5,933,908	5,225,364	(708,543)	(11.9)	638,295	513,081	(125,214)	(19.6)	6,572,203	5,738,445	(833,758)	(12.7)
February	5,711,098	4,486,469	(1,224,629)	(21.4)	784,410	344,035	(440,375)	(56.1)	6,495,508	4,830,504	(1,665,004)	(25.6)
March	6,604,789	6,227,352	(377,438)	(5.7)	901,672	459,932	(441,740)	(49.0)	7,506,462	6,687,284	(819,178)	(10.9)
April	7,140,548	2,941,521	(4,199,027)	(58.8)	931,398	361,086	(570,313)	(61.2)	8,071,947	3,302,607	(4,769,340)	(59.1)
May	7,280,986	6,015,912	(1,265,074)	(17.4)	938,026	213,814	(724,212)	(77.2)	8,219,012	6,229,725	(1,989,286)	(24.2)
June	7,339,530	6,933,004	(406,526)	(5.5)	954,514	130,267	(824,247)	(86.4)	8,294,044	7,063,270	(1,230,773)	(14.8)
Q4 Total	21,761,064	15,890,436	(5,870,627)	(27.0)	2,823,938	705,166	(2,118,772)	(75.0)	24,585,002	16,595,603	(7,989,400)	(32.5)
FY Total	80,523,460	68,074,872	(12,448,588)	(15.5)	5,747,502	3,393,501	(2,354,001)	(41.0)	86,270,962	71,468,373	(14,802,589)	(17.2)

⁽¹⁾ ETC Forecasts include Itolls but ETC Actual Results do not include Itolls prior to back office conversion.
⁽²⁾ Pay-by-plate transactions is included with video transactions.



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Table 11 (cont. on next page) – Legacy FY 2021 Revenue Forecast Comparison ⁽¹⁾

FY 2021 Passenger Car Revenue												
Month	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	\$ 18,881,590	\$ 18,340,002	(541,587)	(2.9)	\$ -	\$ 507,749	507,749	-	\$ 18,881,590	\$ 18,847,751	(33,838)	(0.2)
August	18,988,582	18,948,302	(40,280)	(0.2)	-	378,073	378,073	-	18,988,582	19,326,375	337,793	1.8
September	18,161,570	16,171,627	(1,989,943)	(11.0)	436,622	818,335	381,714	87.4	18,598,192	16,989,963	(1,608,229)	(8.6)
October	18,805,175	16,724,853	(2,080,322)	(11.1)	429,426	1,231,357	801,931	186.7	19,234,601	17,956,210	(1,278,391)	(6.6)
November	18,432,847	15,166,776	(3,266,071)	(17.7)	452,765	1,736,350	1,283,585	283.5	18,885,612	16,903,126	(1,982,486)	(10.5)
December	17,831,435	14,905,483	(2,925,952)	(16.4)	1,634,891	4,094,943	2,460,052	150.5	19,466,326	19,000,426	(465,900)	(2.4)
January	15,843,816	13,929,568	(1,914,248)	(12.1)	3,267,360	3,476,018	208,658	6.4	19,111,176	17,405,586	(1,705,590)	(8.9)
February	15,154,341	11,861,243	(3,293,098)	(21.7)	4,106,672	2,319,593	(1,787,079)	(43.5)	19,261,012	14,180,836	(5,080,177)	(26.4)
March	17,678,690	17,138,921	(539,769)	(3.1)	4,200,880	3,220,863	(980,017)	(23.3)	21,879,570	20,359,784	(1,519,786)	(6.9)
April	19,691,505	7,619,133	(12,072,372)	(61.3)	4,376,791	2,500,038	(1,876,754)	(42.9)	24,068,296	10,119,170	(13,949,126)	(58.0)
May	20,250,318	17,731,263	(2,519,055)	(12.4)	4,444,320	1,571,636	(2,872,684)	(64.6)	24,694,638	19,302,899	(5,391,739)	(21.8)
June	20,177,279	18,269,393	(1,907,886)	(9.5)	4,527,264	876,886	(3,650,377)	(80.6)	24,704,543	19,146,279	(5,558,264)	(22.5)
Q4 Total	60,119,102	43,619,789	(16,499,313)	(27.4)	13,348,374	4,948,560	(8,399,814)	(62.9)	73,467,477	48,568,349	(24,899,128)	(33.9)
FY Total	219,897,148	186,806,565	(33,090,583)	(15.0)	27,876,989	22,731,840	(5,145,148)	(18.5)	247,774,137	209,538,405	(38,235,732)	(15.4)

FY 2021 Commercial Vehicle Revenue												
Month	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	\$ 17,084,790	\$ 16,010,412	(1,074,378)	(6.3)	\$ -	\$ 117,976	117,976	-	\$ 17,084,790	\$ 16,128,387	(956,403)	(5.6)
August	16,791,886	16,530,805	(261,082)	(1.6)	-	85,967	85,967	-	16,791,886	16,616,772	(175,115)	(1.0)
September	16,526,005	15,837,818	(688,187)	(4.2)	89,130	129,549	40,419	45.3	16,615,135	15,967,367	(647,768)	(3.9)
October	17,421,534	16,916,997	(504,537)	(2.9)	92,933	181,856	88,923	95.7	17,514,467	17,098,853	(415,614)	(2.4)
November	16,021,694	15,337,482	(684,212)	(4.3)	87,960	442,896	354,937	403.5	16,109,654	15,780,379	(329,275)	(2.0)
December	16,980,221	16,152,140	(828,081)	(4.9)	307,518	1,305,313	997,795	324.5	17,287,740	17,457,453	169,713	1.0
January	15,642,734	15,332,418	(310,316)	(2.0)	619,270	721,521	102,250	16.5	16,262,004	16,053,939	(208,065)	(1.3)
February	14,977,799	13,687,072	(1,290,727)	(8.6)	697,910	547,728	(150,183)	(21.5)	15,675,709	14,234,800	(1,440,909)	(9.2)
March	17,188,764	17,056,519	(132,245)	(0.8)	857,510	772,265	(85,245)	(9.9)	18,046,274	17,828,785	(217,490)	(1.2)
April	17,279,855	5,253,083	(12,026,772)	(69.6)	866,492	536,603	(329,888)	(38.1)	18,146,346	5,789,686	(12,356,660)	(68.1)
May	16,984,653	13,988,271	(2,996,382)	(17.6)	833,976	315,461	(518,515)	(62.2)	17,818,629	14,303,732	(3,514,897)	(19.7)
June	17,584,816	10,545,684	(7,039,133)	(40.0)	873,116	181,899	(691,218)	(79.2)	18,457,932	10,727,582	(7,730,350)	(41.9)
Q4 Total	51,849,324	29,787,037	(22,062,287)	(42.6)	2,573,584	1,033,963	(1,539,621)	(59.8)	54,422,908	30,821,000	(23,601,907)	(43.4)
FY Total	200,484,752	172,648,701	(27,836,051)	(13.9)	5,325,815	5,339,034	13,219	0.2	205,810,567	177,987,735	(27,822,833)	(13.5)

⁽¹⁾ ETC Forecasts include Itolls but ETC Actual Results do not include Itolls prior to back office conversion.

⁽²⁾ Pay-by-plate revenue is included with video revenue.



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Table 11 (continued) – Legacy FY 2021 Revenue Forecast Comparison ⁽¹⁾

Month	FY 2021 Total Vehicle Revenue											
	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	\$ 35,966,380	\$ 34,350,414	(1,615,966)	(4.5)	\$ -	\$ 625,724	625,724	-	\$ 35,966,380	\$ 34,976,139	(990,241)	(2.8)
August	35,780,468	35,479,107	(301,362)	(0.8)	-	464,040	464,040	-	35,780,468	35,943,146	162,678	0.5
September	34,687,575	32,009,445	(2,678,130)	(7.7)	525,752	947,885	422,133	80.3	35,213,327	32,957,330	(2,255,997)	(6.4)
October	36,226,709	33,641,850	(2,584,859)	(7.1)	522,359	1,413,213	890,854	170.5	36,749,067	35,055,063	(1,694,004)	(4.6)
November	34,454,541	30,504,258	(3,950,283)	(11.5)	540,724	2,179,246	1,638,522	303.0	34,995,265	32,683,504	(2,311,761)	(6.6)
December	34,811,657	31,057,624	(3,754,033)	(10.8)	1,942,409	5,400,256	3,457,847	178.0	36,754,066	36,457,879	(296,187)	(0.8)
January	31,486,549	29,261,986	(2,224,564)	(7.1)	3,886,630	4,197,538	310,908	8.0	35,373,180	33,459,524	(1,913,655)	(5.4)
February	30,132,140	25,548,315	(4,583,825)	(15.2)	4,804,582	2,867,321	(1,937,261)	(40.3)	34,936,722	28,415,636	(6,521,086)	(18.7)
March	34,867,455	34,195,440	(672,014)	(1.9)	5,058,390	3,993,129	(1,065,261)	(21.1)	39,925,845	38,188,569	(1,737,276)	(4.4)
April	36,971,360	12,872,216	(24,099,144)	(65.2)	5,243,283	3,036,641	(2,206,642)	(42.1)	42,214,643	15,908,856	(26,305,786)	(62.3)
May	37,234,971	31,719,534	(5,515,437)	(14.8)	5,278,295	1,887,097	(3,391,199)	(64.2)	42,513,267	33,606,631	(8,906,636)	(21.0)
June	37,762,096	28,815,077	(8,947,019)	(23.7)	5,400,380	1,058,785	(4,341,595)	(80.4)	43,162,475	29,873,862	(13,288,614)	(30.8)
Q4 Total	111,968,426	73,406,826	(38,561,600)	(34.4)	15,921,958	5,982,523	(9,939,435)	(62.4)	127,890,384	79,389,349	(48,501,035)	(37.9)
FY Total	420,381,900	359,455,265	(60,926,635)	(14.5)	33,202,804	28,070,874	(5,131,930)	(15.5)	453,584,704	387,526,140	(66,058,564)	(14.6)

⁽¹⁾ ETC Forecasts include Itolls but ETC Actual Results do not include Itolls prior to back office conversion.
⁽²⁾ Pay-by-plate revenue is included with video revenue.



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Table 12 – Intercounty Connector Comparison of FY 2021 Forecasted and Actual Monthly Trips and Toll Revenue ⁽¹⁾

FY 2021 Trips												
Month	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	1.886	1.180	(0.705)	(37.4)	-	0.111	0.111	-	1.886	1.291	(0.595)	(31.5)
August	1.910	0.017	(1.893)	(99.1)	-	0.093	0.093	-	1.910	0.110	(1.800)	(94.2)
September	1.927	-	-	-	0.013	0.096	0.083	628.9	1.940	0.096	(1.844)	(95.1)
October	2.037	-	-	-	0.014	0.123	0.109	775.1	2.051	0.123	(1.928)	(94.0)
November	1.879	-	-	-	0.016	0.243	0.228	1459.4	1.895	0.243	(1.651)	(87.1)
December	1.767	-	-	-	0.051	0.334	0.283	560.2	1.818	0.334	(1.484)	(81.6)
January	1.586	-	-	-	0.093	0.205	0.113	121.7	1.678	0.205	(1.473)	(87.8)
February	1.565	-	-	-	0.134	0.081	(0.053)	(39.3)	1.698	0.081	(1.617)	(95.2)
March	2.024	-	-	-	0.118	0.083	(0.035)	(29.9)	2.142	0.083	(2.059)	(96.1)
April	2.192	0.036	(2.156)	(98.3)	0.125	0.052	(0.073)	(58.4)	2.317	0.088	(2.229)	(96.2)
May	2.344	3.350	1.007	43.0	0.137	0.071	(0.066)	(48.0)	2.481	3.422	0.941	37.9
June	2.520	4.787	2.267	90.0	0.148	0.014	(0.135)	(90.8)	2.668	4.801	2.132	79.9
Q4 Total	7.056	8.174	1.118	15.8	0.410	0.137	(0.273)	(66.6)	7.466	8.311	0.844	11.3
FY Total	23.636	9.371	(14.265)	(60.4)	0.848	1.506	0.658	77.6	24.484	10.877	(13.607)	(55.6)

FY 2021 Collected Toll Revenue												
Month	ETC				Video ⁽²⁾				Total			
	Forecast	Actual	Difference		Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%			Number	%
July	3.322	2.536	(0.786)	(23.7)	-	0.183	0.183	-	3.322	2.719	(0.604)	(18.2)
August	3.364	0.101	(3.263)	(97.0)	-	0.155	0.155	-	3.364	0.256	(3.108)	(92.4)
September	3.369	-	-	-	0.045	0.157	0.111	246.1	3.414	0.157	(3.258)	(95.4)
October	3.573	-	-	-	0.049	0.202	0.154	316.0	3.621	0.202	(3.419)	(94.4)
November	3.277	-	-	-	0.057	0.405	0.348	610.2	3.334	0.405	(2.929)	(87.9)
December	3.097	-	-	-	0.184	0.556	0.372	202.5	3.281	0.556	(2.724)	(83.0)
January	2.762	-	-	-	0.216	0.340	0.123	57.0	2.978	0.340	(2.638)	(88.6)
February	2.734	-	-	-	0.321	0.134	(0.187)	(58.3)	3.055	0.134	(2.921)	(95.6)
March	3.548	-	-	-	0.255	0.137	(0.117)	(46.1)	3.803	0.137	(3.665)	(96.4)
April	3.842	0.069	(3.773)	(98.2)	0.268	0.134	(0.134)	(50.1)	4.110	0.203	(3.907)	(95.1)
May	4.086	6.387	2.301	56.3	0.294	0.183	(0.110)	(37.6)	4.379	6.570	2.191	50.0
June	4.422	8.890	4.468	101.1	0.319	0.035	(0.284)	(89.0)	4.741	8.925	4.184	88.3
Q4 Total	12.350	15.345	2.996	24.3	0.881	0.352	(0.529)	(60.0)	13.230	15.698	2.467	18.6
FY Total	41.395	17.983	(23.413)	(56.6)	2.007	2.621	0.613	30.6	43.403	20.603	(22.799)	(52.5)

⁽¹⁾ Forecasts include Itolls but Actual Results do not. Delays in Trip Reconstruction not included in the Forecasts are also causing large variances on the ICC.

⁽²⁾ Pay-by-Plate is included with video trips and revenue.

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Table 13 – I-95 ETL Comparison of FY 2021 Forecasted and Actual Monthly Transactions and Toll Revenue ⁽¹⁾

Month	Transactions				Revenue			
	Forecast	Actual	Difference		Forecast	Actual	Difference	
			Number	%			Number	%
July	552,737	476,482	(76,255)	(13.8)	779,445	695,703	(83,742)	(10.7)
August	589,782	499,399	(90,383)	(15.3)	829,978	728,703	(101,275)	(12.2)
September	529,502	448,925	(80,577)	(15.2)	756,423	667,064	(89,359)	(11.8)
October	592,162	492,621	(99,542)	(16.8)	838,895	729,700	(109,195)	(13.0)
November	558,441	431,248	(127,193)	(22.8)	789,683	651,811	(137,872)	(17.5)
December	523,500	437,448	(86,052)	(16.4)	745,375	675,612	(69,762)	(9.4)
January	394,850	380,973	(13,877)	(3.5)	565,708	596,454	30,746	5.4
February	459,984	319,641	(140,343)	(30.5)	648,910	503,112	(145,798)	(22.5)
March	505,464	474,468	(30,996)	(6.1)	725,141	744,964	19,823	2.7
April	656,970	209,673	(447,297)	(68.1)	924,550	287,144	(637,406)	(68.9)
May	683,928	522,631	(161,297)	(23.6)	968,083	767,777	(200,306)	(20.7)
June	710,647	448,347	(262,300)	(36.9)	1,009,947	627,534	(382,413)	(37.9)
Q4 Total	2,051,545	1,180,651	870,894	(42.5)	2,902,580	1,682,455	1,220,125	(42.0)
FY Total	6,757,968	5,141,855	(1,616,113)	(23.9)	9,582,139	7,675,578	(1,906,561)	(19.9)

⁽¹⁾ Forecasts include Itolls but Actual Results do not include Itolls prior to back office conversion.

Due to the ongoing challenges comparing forecast versus actual transactions and revenue due to the 3G back office conversion and the delayed NOTD invoicing noted earlier, the estimated COVID impacts shown previously in Figure 1, Figure 2, and Figure 3 were compared to the forecasted COVID impact factors used in the November forecast. **Figure 4** provides this comparison for the Legacy system passenger cars and commercial vehicles, and **Figure 5** provides the comparison for the ICC and I-95 ETLs.

As shown in Figure 4, the overall trend of COVID impacts for passenger cars through the end of FY 2021 tracked generally close to or better than forecasted impacts. For commercial vehicles, COVID impacts were forecasted to stay around 0 percent, assuming recovery has stabilized. Through FY 2021, commercial vehicles continued to meet or outperform the forecasted impacts.

Figure 5 shows that through the end of FY 2021, the ICC and I-95 ETL impacts tracked generally close to or better than forecasted impacts. Positive spikes around the holidays are temporary, but the overall trend since January has been upward and in line with forecasted impacts.

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Figure 4 –Forecasted and Actual COVID Impacts for Legacy System

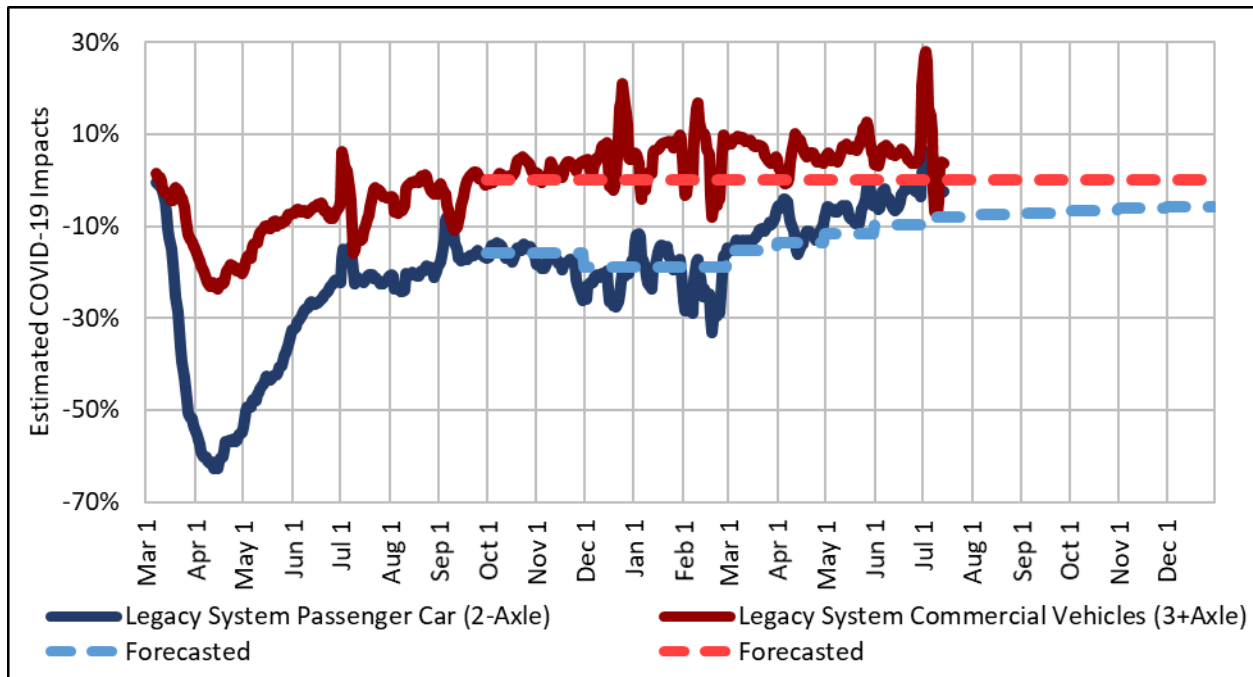
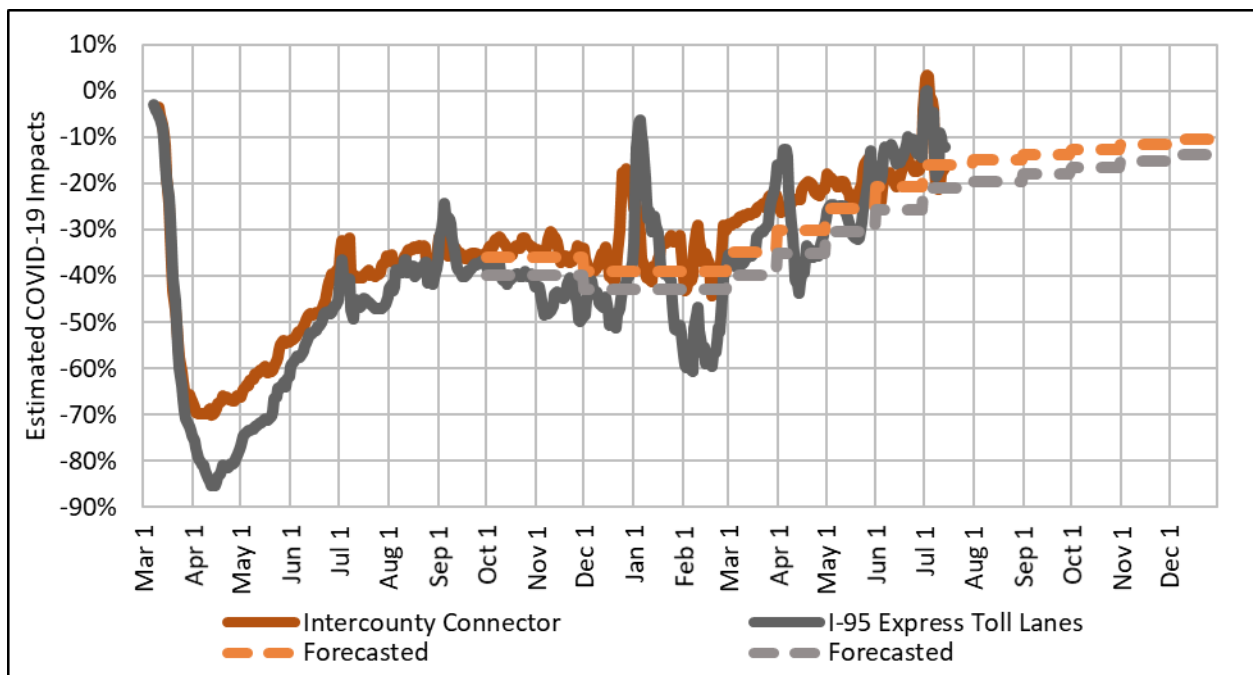


Figure 5 –Forecasted and Actual COVID Impacts for ICC and I-95 Express Toll Lanes



Traffic and Revenue Growth Explanatory Factors

Several factors are monitored to help explain traffic and toll revenue trends on the ICC and Legacy facilities. Although ongoing COVID impacts and processing delays related to the back office conversion significantly influenced the collection trends in FY 2021, other factors can still influence traffic trends that can be seen from the raw in-lane gantry level traffic data. This section considers the following factors in more detail in comparison to the in-lane data: fuel prices, unemployment rate, and port activity.

Fuel Prices

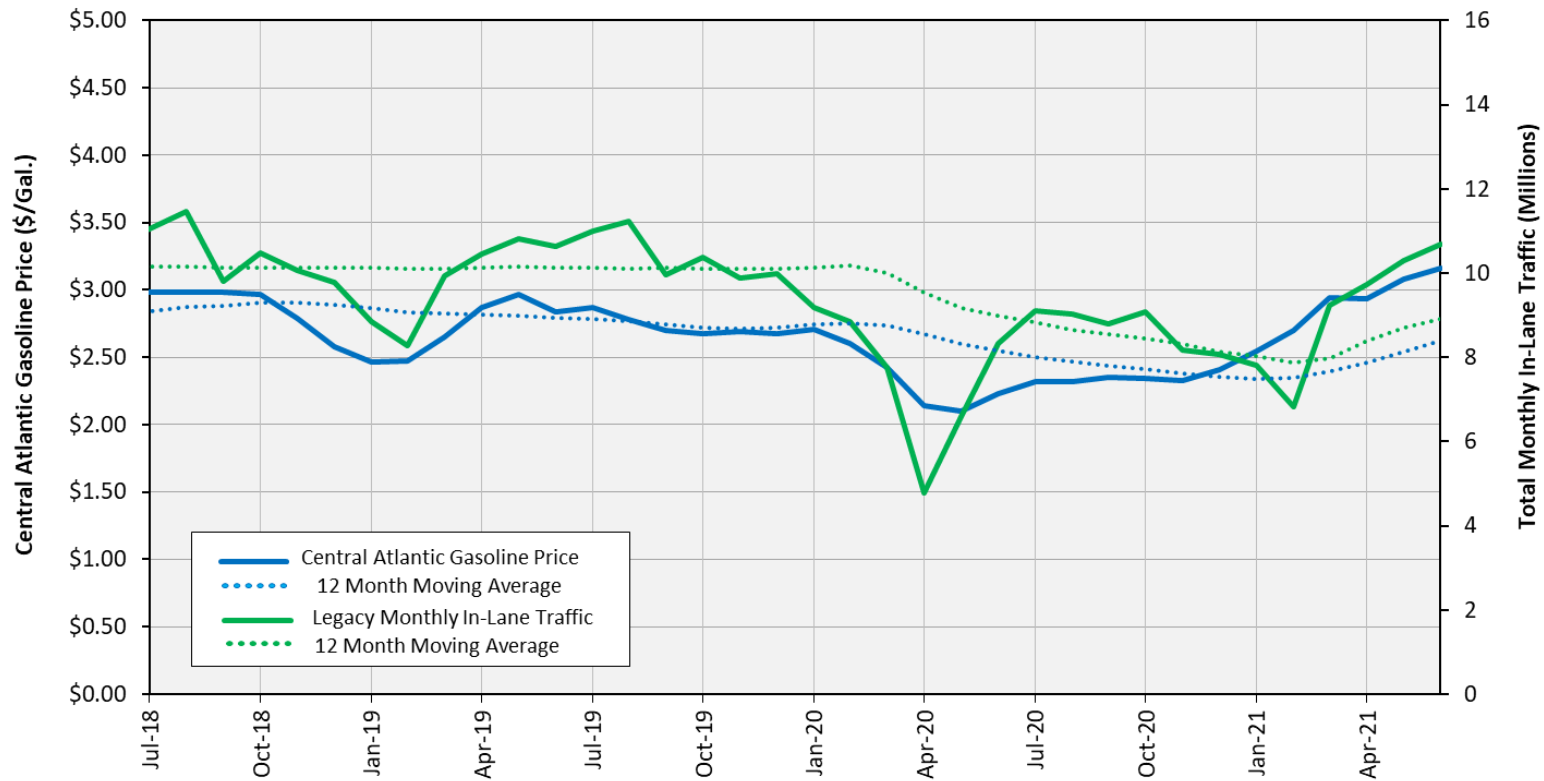
Figure 6 presents historical gasoline prices for the Central Atlantic Region from July 2018 through May 2021. Gasoline prices dropped significantly at the start of the pandemic to \$2.13 per gallon in April and have steadily increased since. In FY 2021, Central Atlantic fuel prices increased from \$2.32 per gallon in July 2020 to \$3.08 in May 2021, an increase of 33 percent. Gasoline prices returned to pre-pandemic levels in February 2021. Prices have continued to increase since then. This was in line with demand increases as shown in the figure, where Legacy monthly in-lane traffic increased at a similar rate over the same period.

Unemployment Rate

Since some of the Legacy facilities have high percentages of passenger cars and commuting traffic, low unemployment and other positive labor market indicators play a significant role in traffic growth trends.

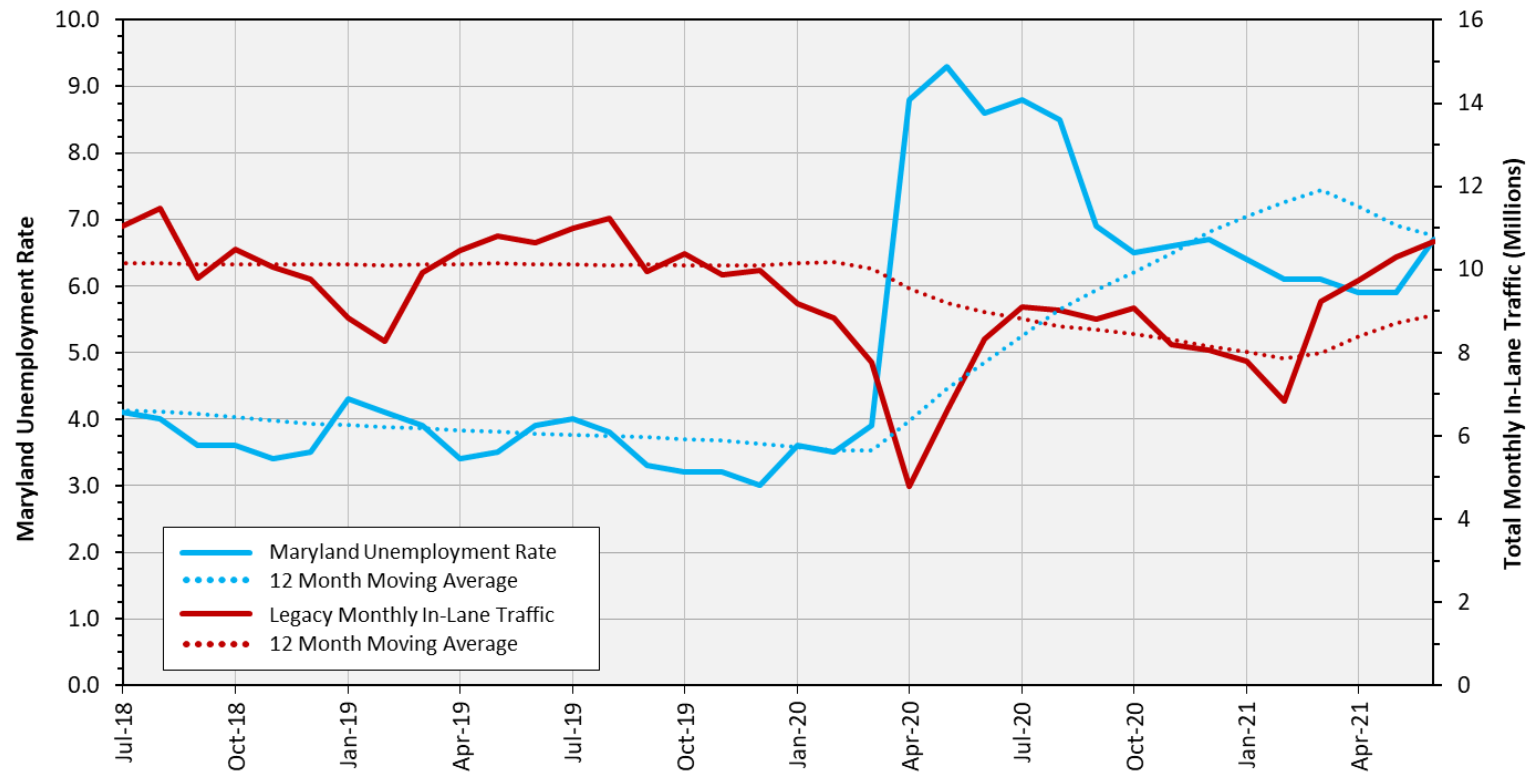
Figure 7 provides a comparison of the state of Maryland unemployment rate and the Legacy facility toll transactions for the same period, July 2018 to May 2021. The unemployment rate for the state of Maryland sharply increased at the start of the pandemic as was the trend across the country and held high around 9 percent through August. Since August, the unemployment rate exhibited a continuing decline and has hovered near 6 percent since February 2021.

Figure 6
Comparison of Monthly Central Atlantic Gasoline Prices and
Legacy In-Lane Traffic, FY 2018 - 2021



Source: US Energy Information Administration; Maryland Transportation Authority (MDTA).

Figure 7
Comparison of Maryland Unemployment Rate and
Legacy Facility In-Lane Traffic, FY 2018 - 2021



Source: US Bureau of Labor Statistics; Maryland Transportation Authority (MDTA).

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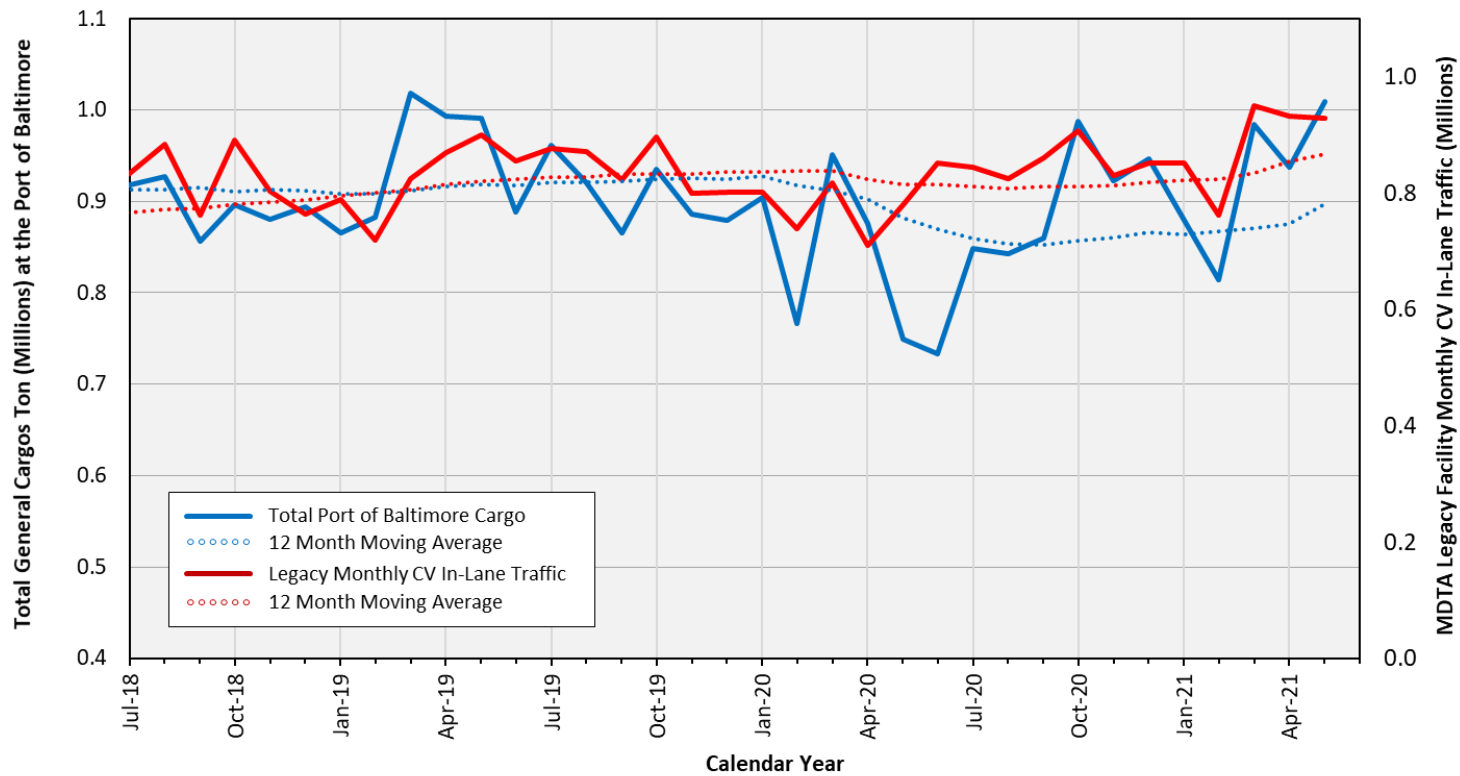
Port of Baltimore Cargo Trends

A significant factor correlated to growth in commercial vehicle transactions on the Legacy facilities, particularly at the Central Region facilities, is cargo activity at the Port of Baltimore. The Intercounty Connector, in contrast, is not impacted by port activity due to its low share of commercial vehicles. **Figure 8** provides a comparison of cargo activity at the port of Baltimore to Legacy commercial vehicle toll transactions from July 2018 through May 2021. The Port of Baltimore showed large initial declines in cargo activity in the few months immediately into the pandemic (April and May 2020). Cargo activity recovered during summer 2020 and return to more typical levels in the fall, around the same time as the COVID-19 pandemic impacts were estimated to have fully recovered for Legacy system commercial vehicles. Since the second quarter of FY 2021, commercial vehicle transactions and port activity have been exhibiting similar trends.

Baltimore/Washington International Airport (BWI) Enplanement Trends

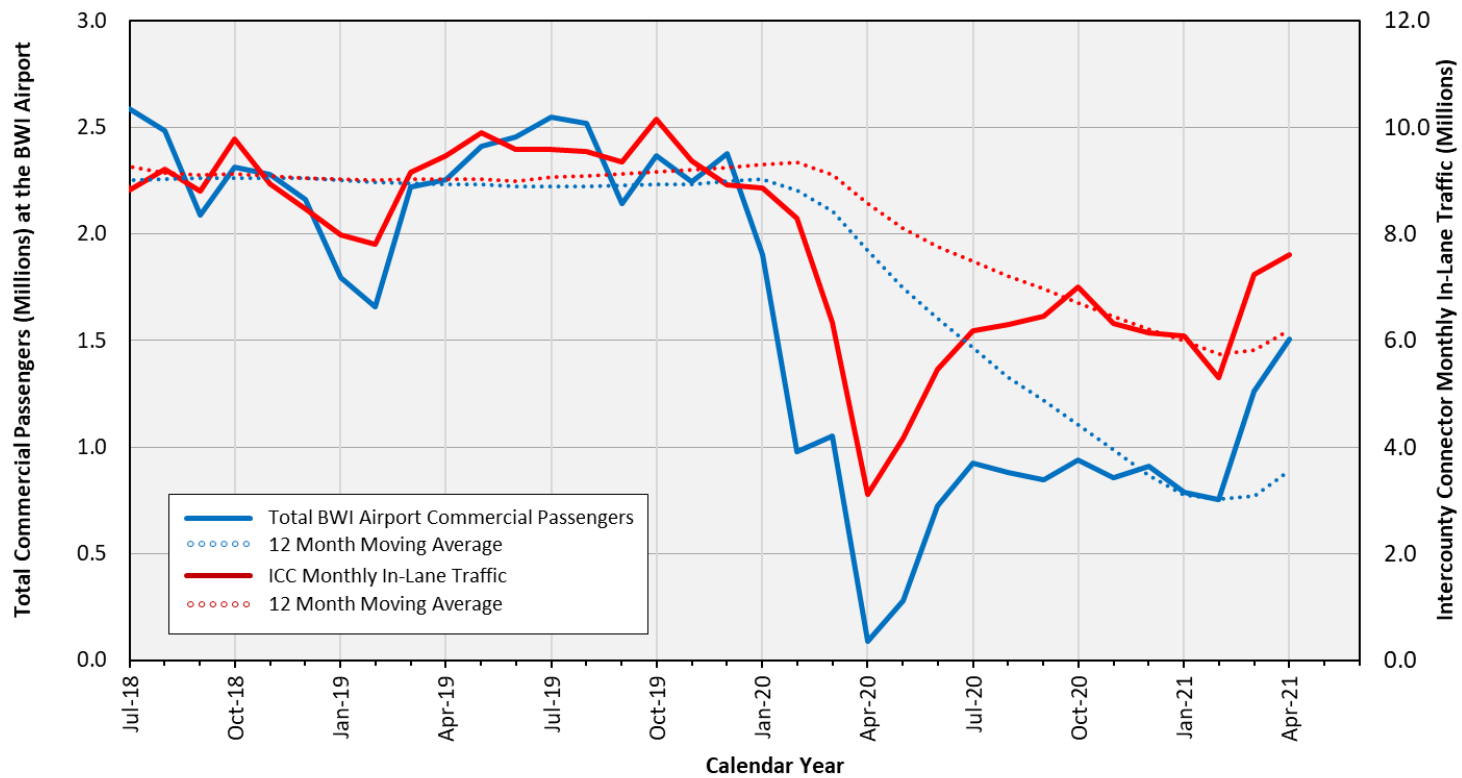
In order to evaluate whether travelers are returning to more normal trends after the pandemic and since travel restrictions were lifted, the Baltimore/Washington International Airport (BWI) enplanement data was analyzed against the Intercounty Connector monthly transactions. **Figure 9** shows the total passengers at BWI and the ICC toll transactions from July 2018 through April 2021. When all domestic and international travel was halted in April 2020, enplanements dropped significantly more than toll transactions. While some local travel was still occurring on the roadways, nearly all air travel was stopped except for emergency purposes. However, the direction of the trend since the first few months of the pandemic has been very similar. Travel increased last summer, but was dampened in the winter as cases increased, which is apparent in both metrics. February 2021 had winter storm impacts which impacted both road and air travel, but the spring has shown a very strong recovery.

Figure 8
Comparison of Monthly Port of Baltimore Total General Cargo in Tons and
MDTA Legacy Facilities Commercial Vehicle In-Lane Traffic, FY 2018 - 2021



Source: Maryland Department of Transportation Port Administration.

Figure 9
Comparison of Monthly Baltimore Washington International (BWI) Airport and
MDTA Intercounty Connector In-Lane Traffic, FY 2018 - 2021



Source: Baltimore/Washington International (BWI) Airport



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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.

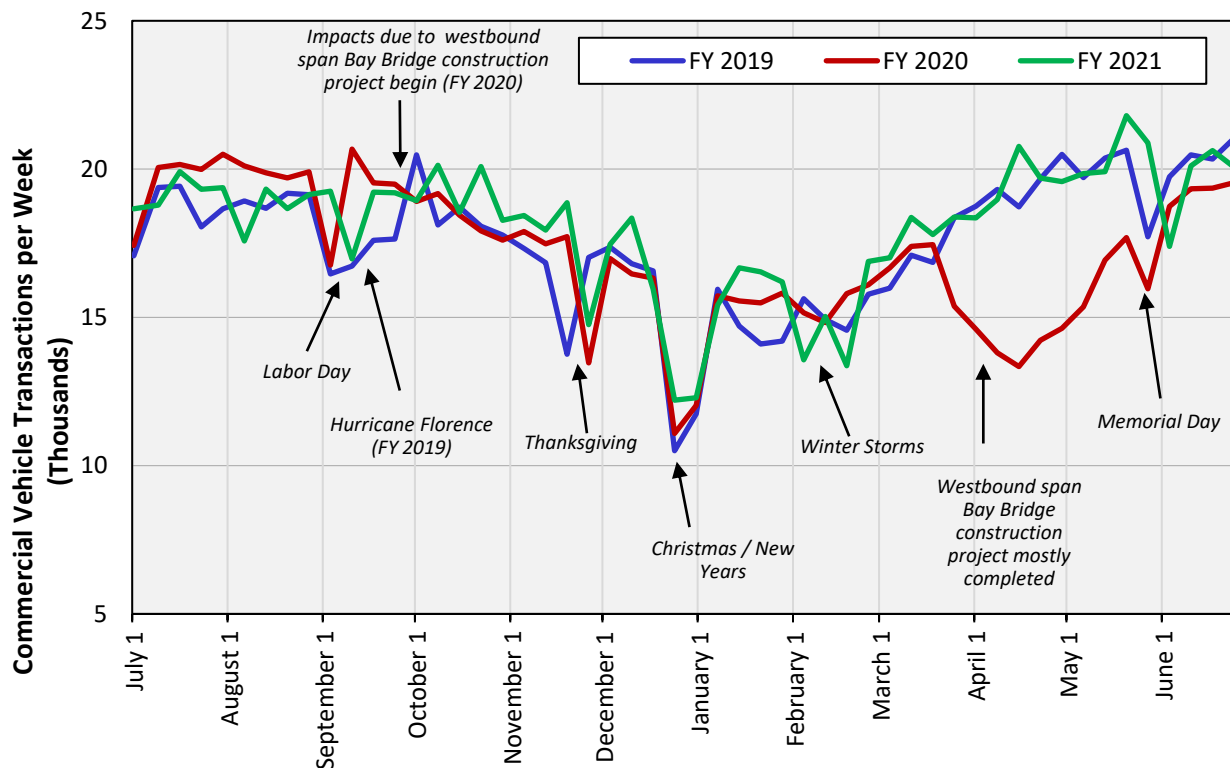
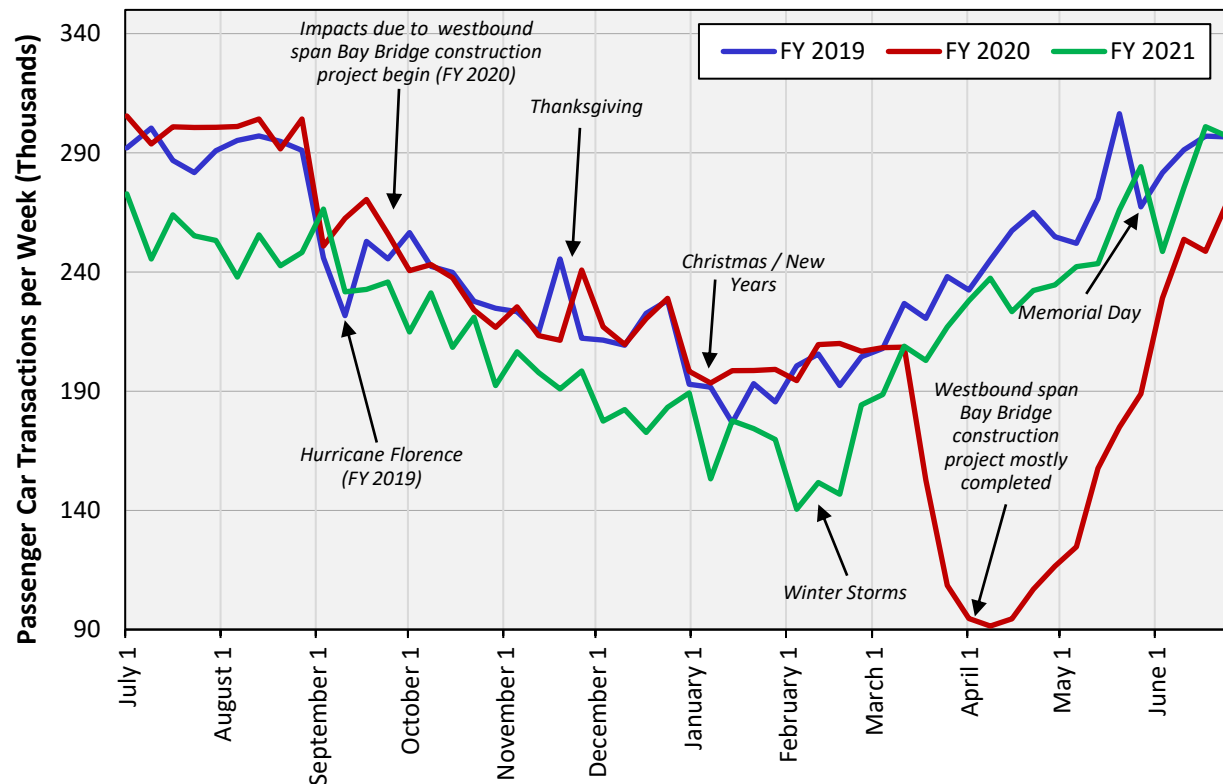
Very truly yours,

A handwritten signature in blue ink, appearing to read "Ronald Davis, III".

Ronald Davis, III
Project Manager
CDM Smith Inc.

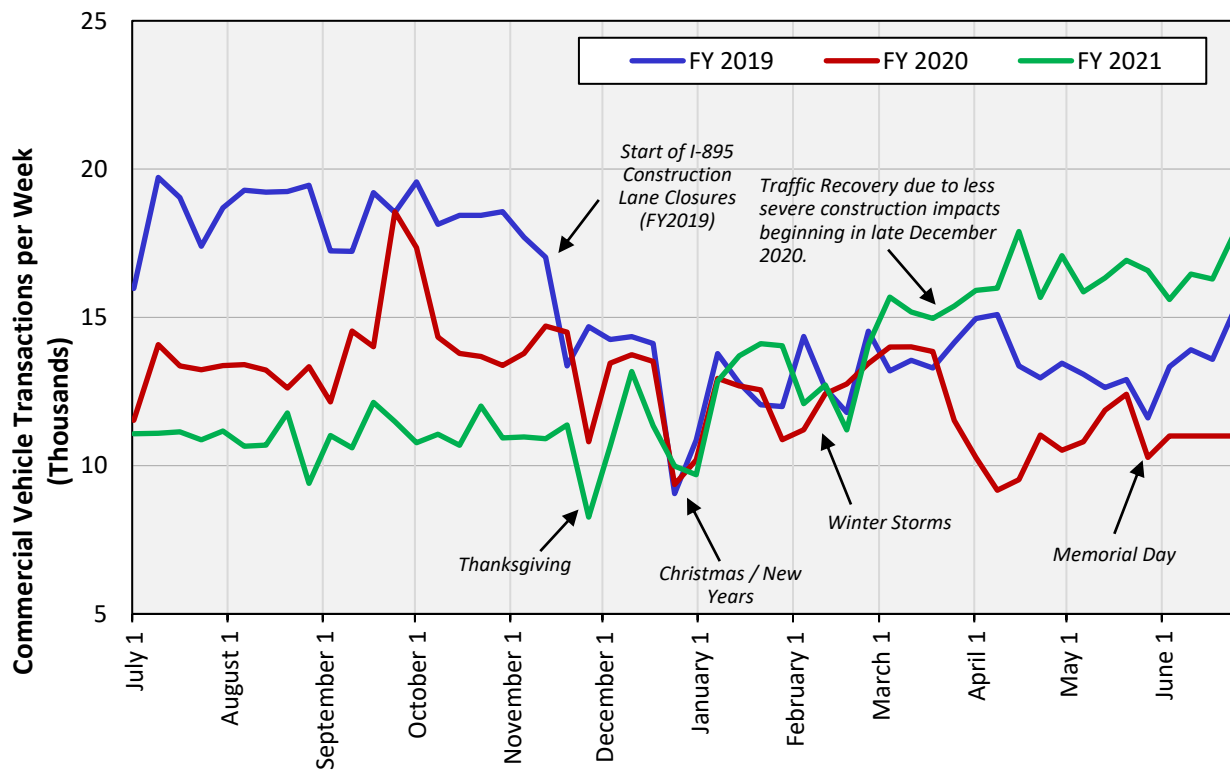
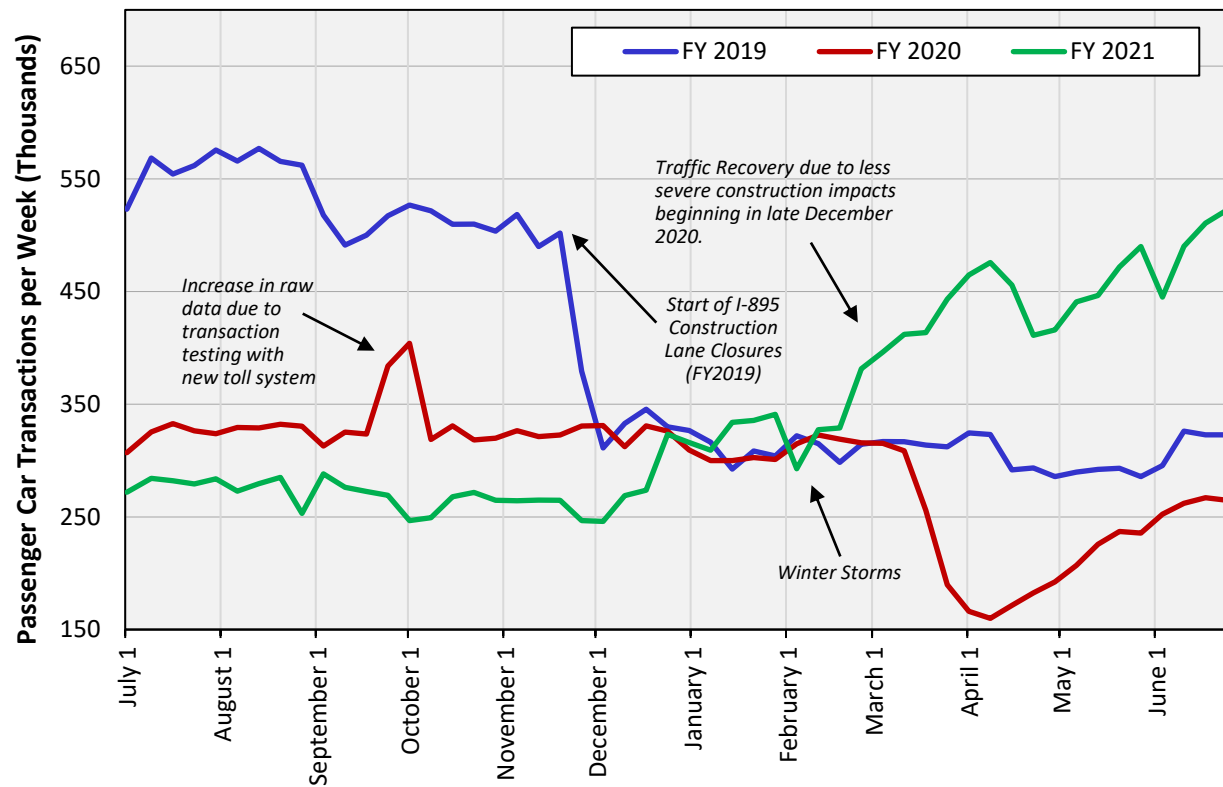
Appendix A

In-lane gantry transactions per week for the past three fiscal years by facility



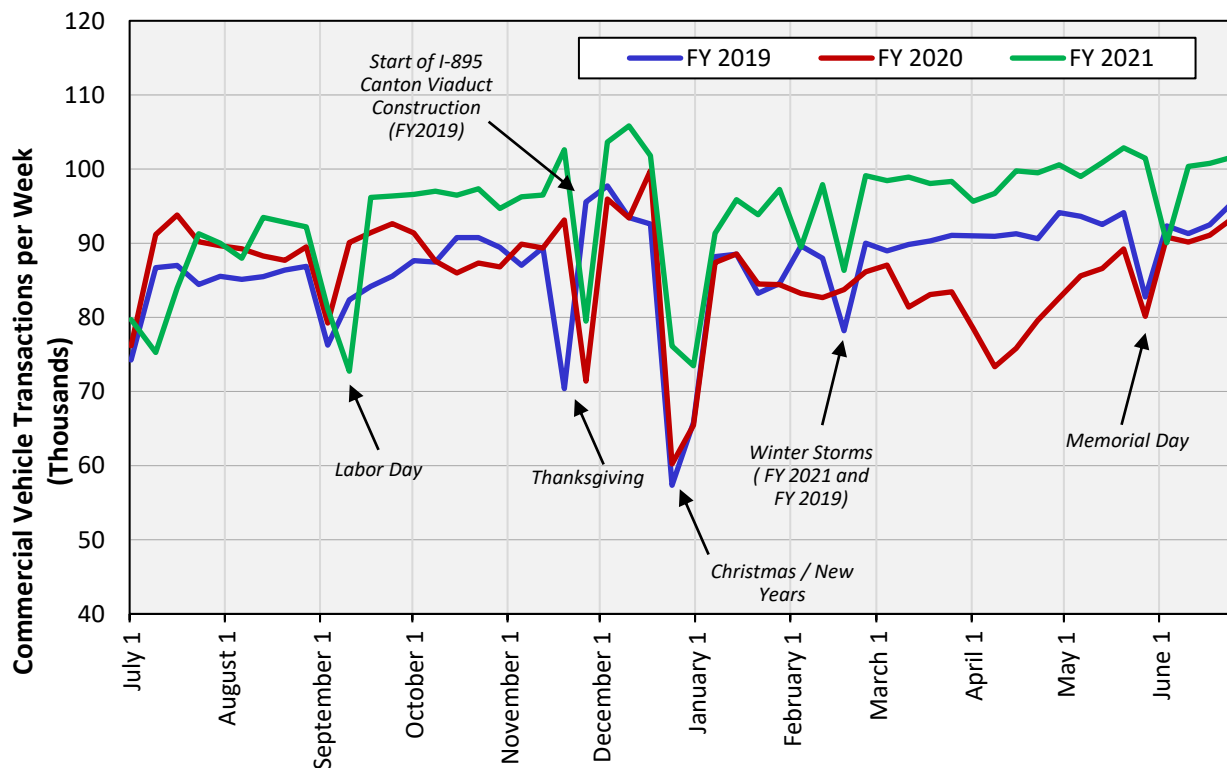
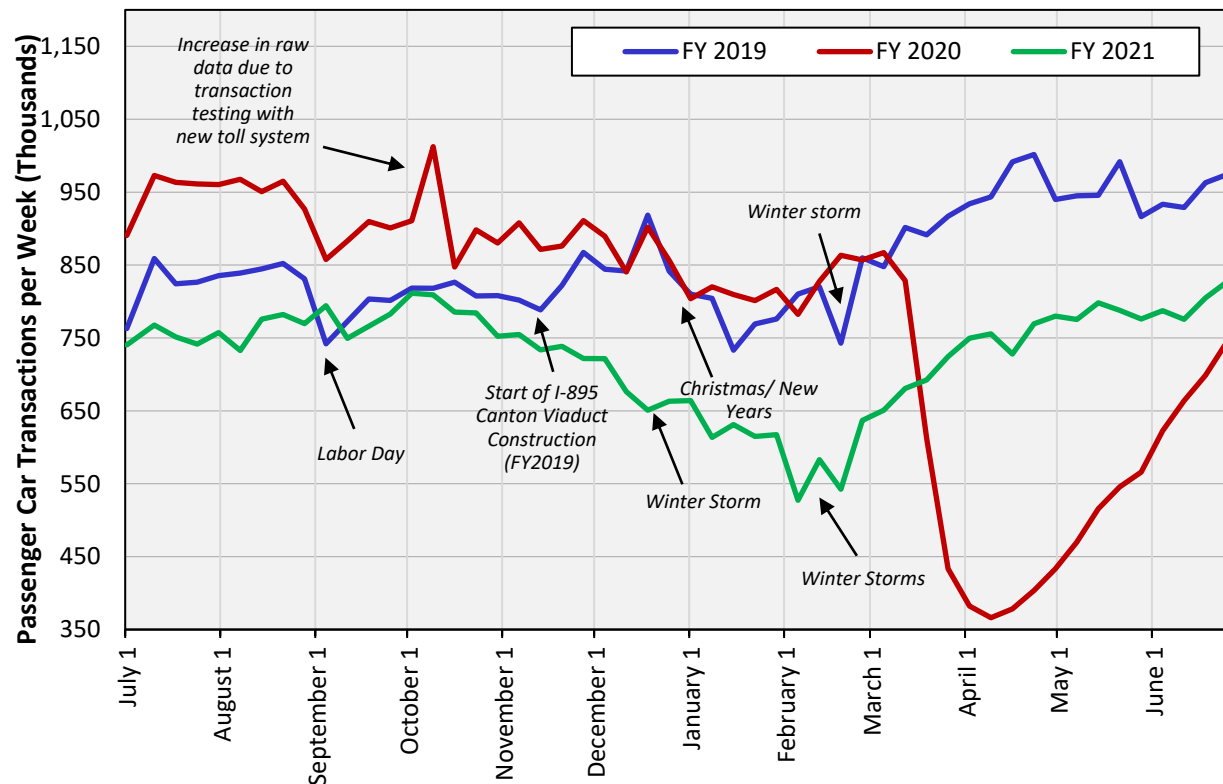
Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

TRANSACTIONS PER WEEK BY FISCAL YEAR WILLIAM P. LANE (BAY) BRIDGE



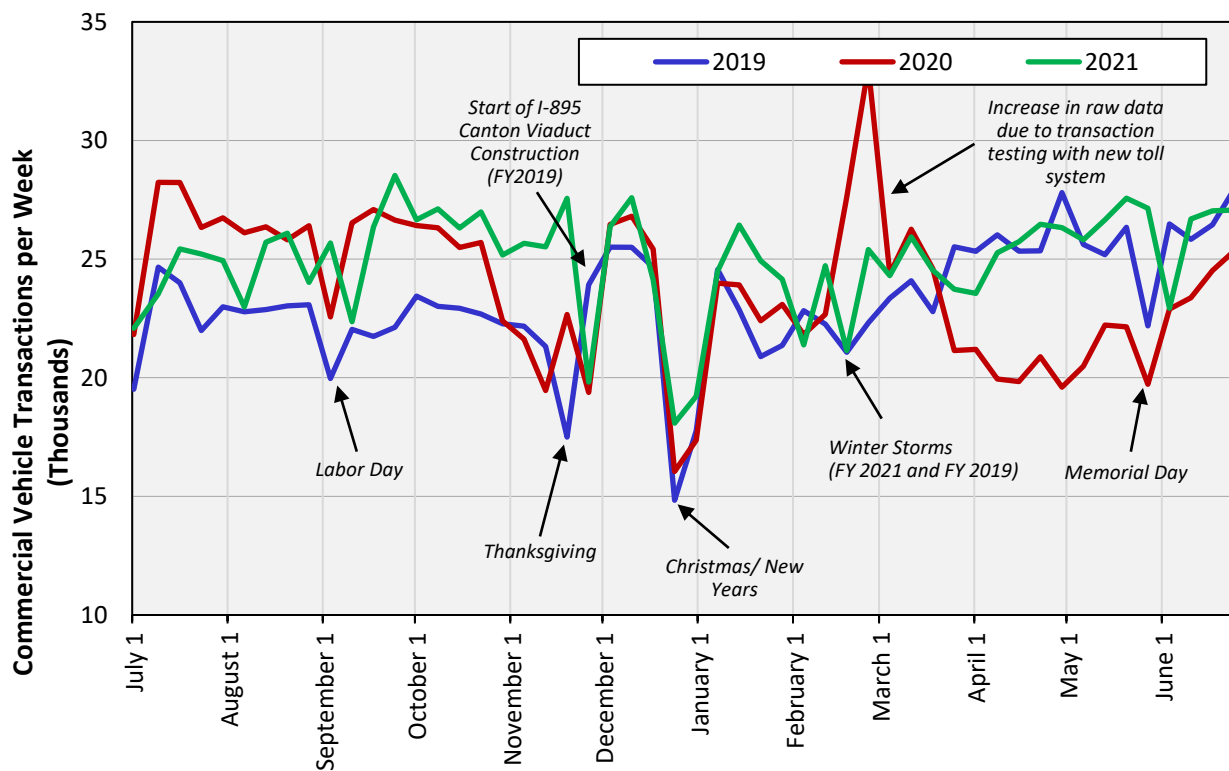
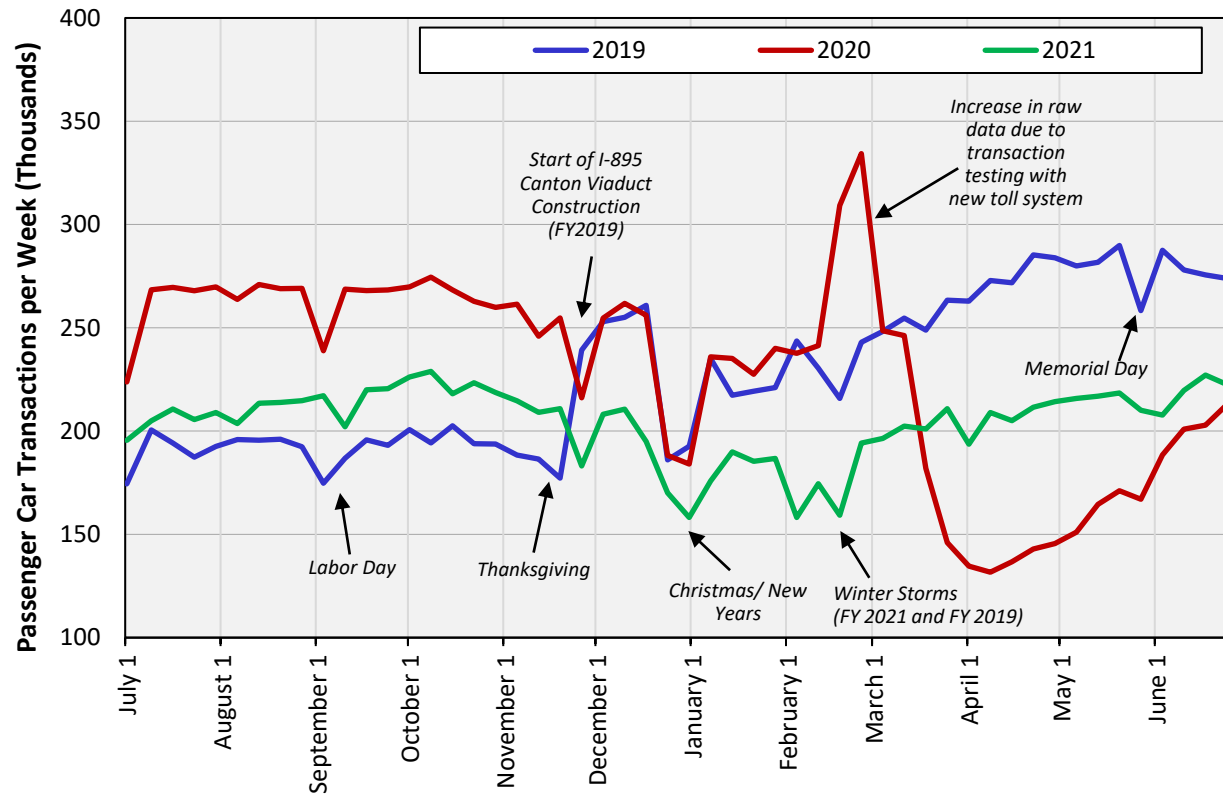
Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

TRANSACTIONS PER WEEK BY FISCAL YEAR BALTIMORE HARBOR TUNNEL



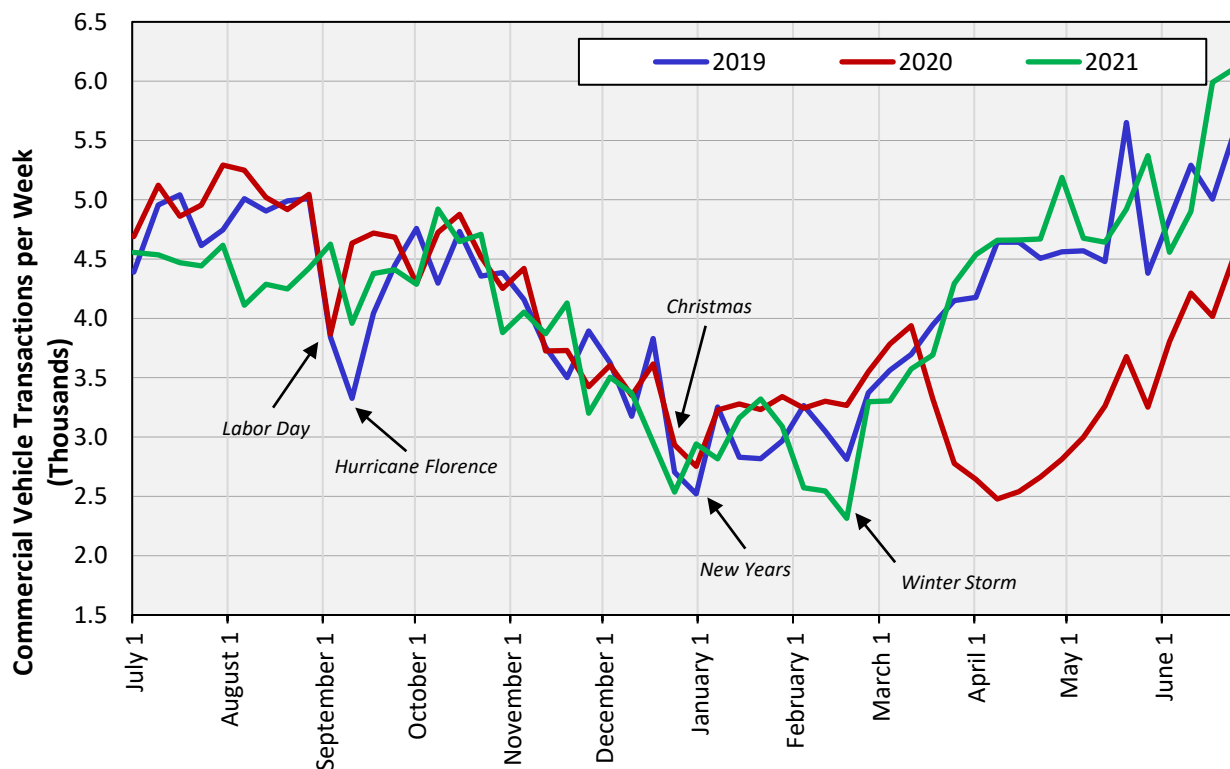
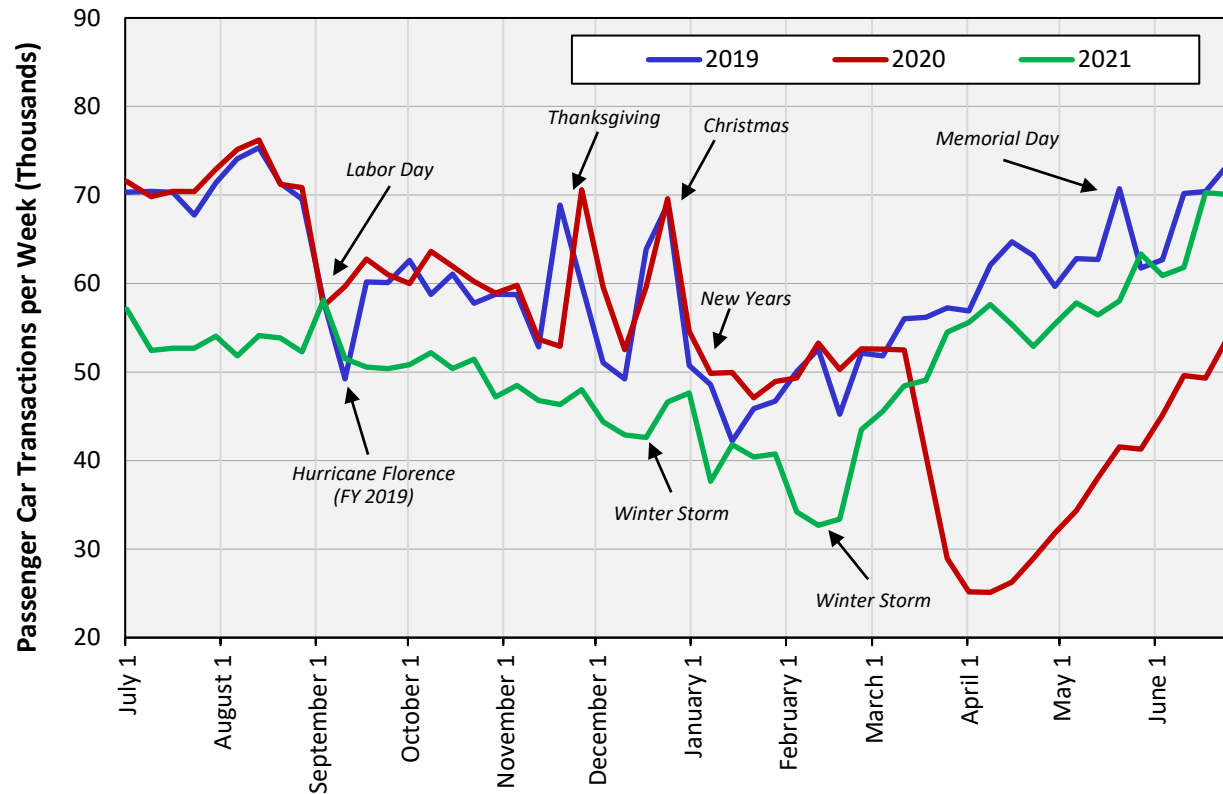
Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

TRANSACTIONS PER WEEK BY FISCAL YEAR FORT MCHENRY TUNNEL



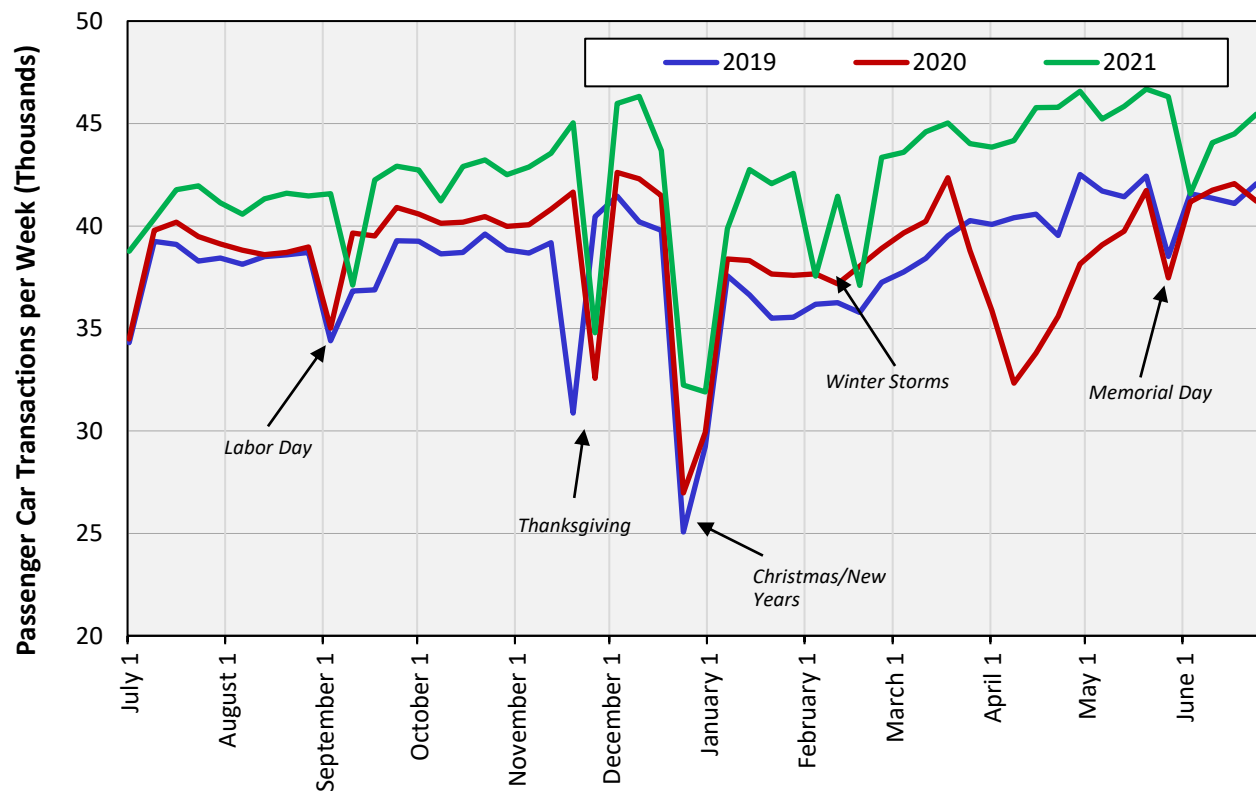
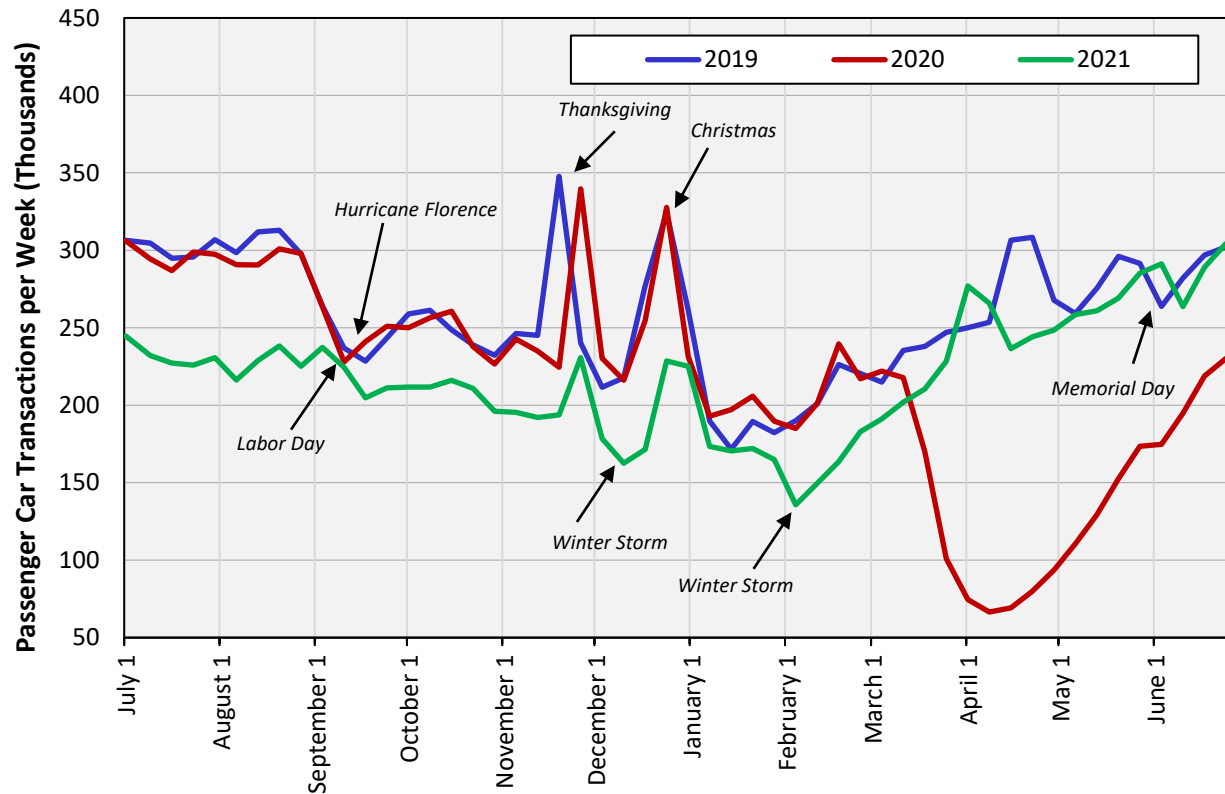
Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

TRANSACTIONS PER WEEK BY FISCAL YEAR FRANCIS SCOTT KEY BRIDGE



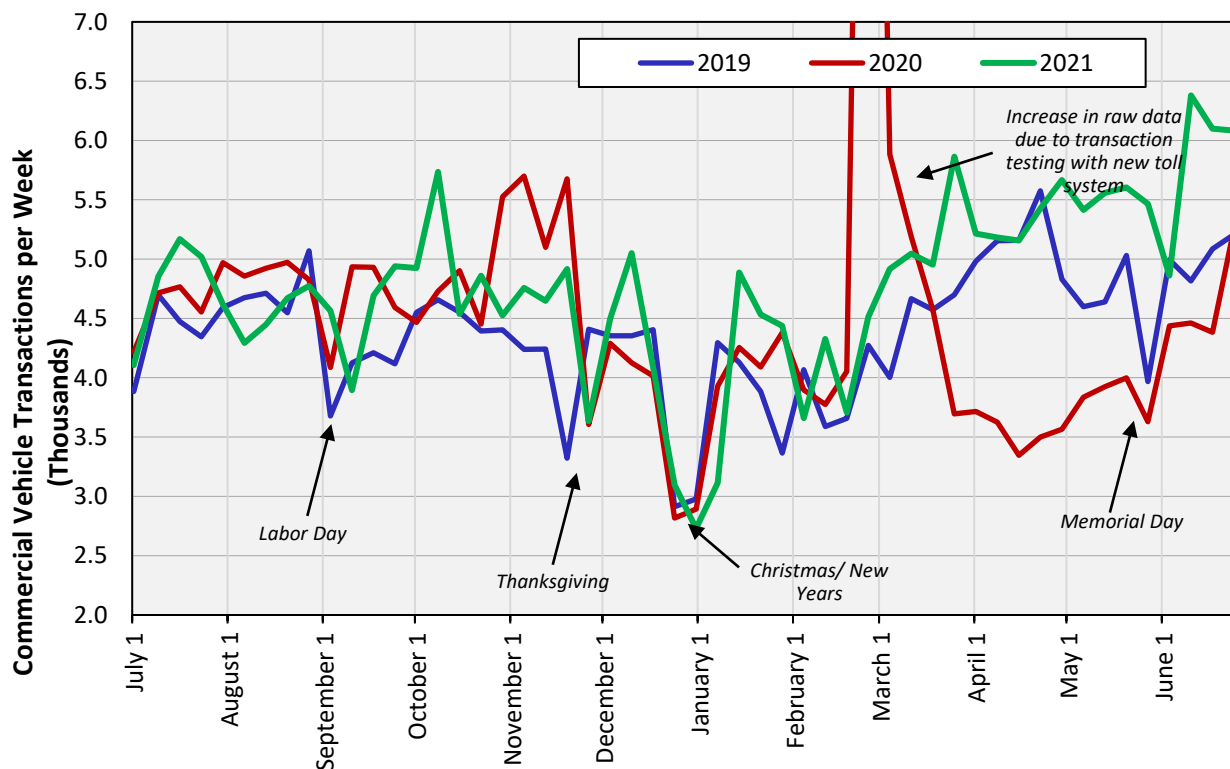
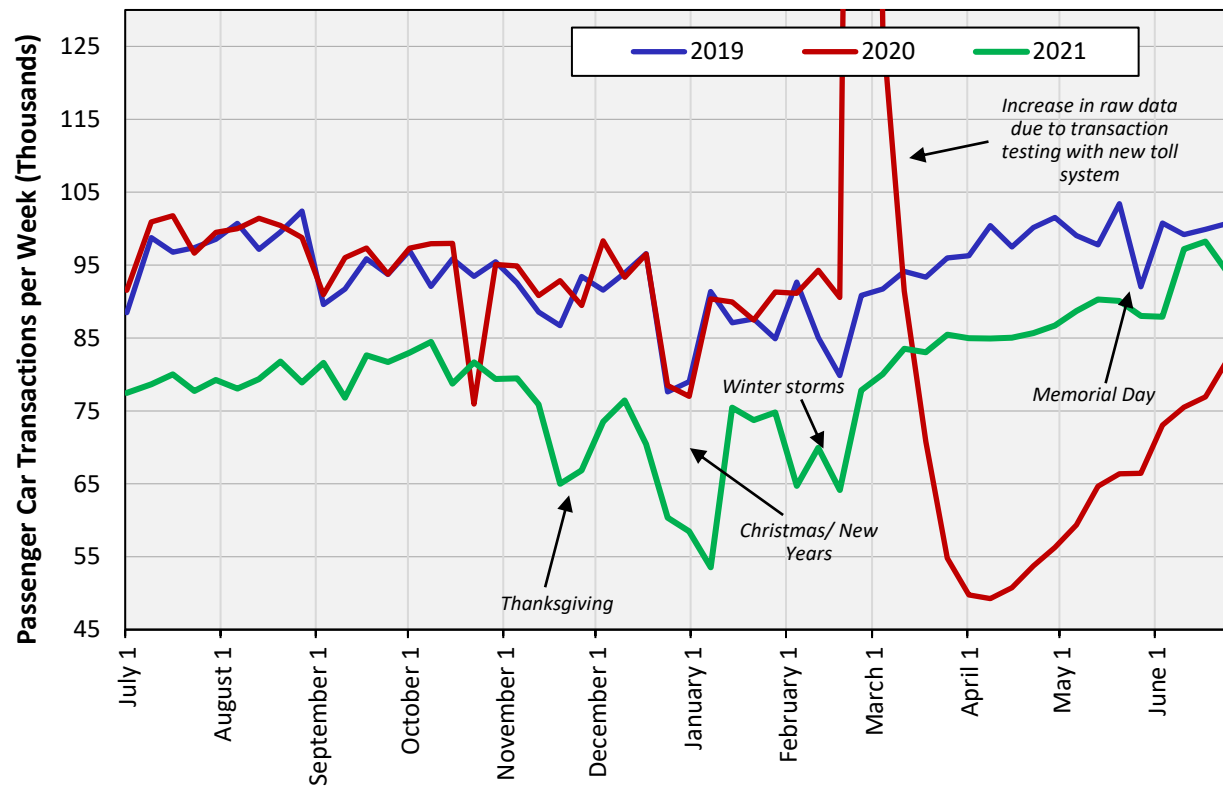
Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

TRANSACTIONS PER WEEK BY FISCAL YEAR GOVERNOR HARRY W. NICE BRIDGE / SENATOR THOMAS "MAC" MIDDLETON BRIDGE



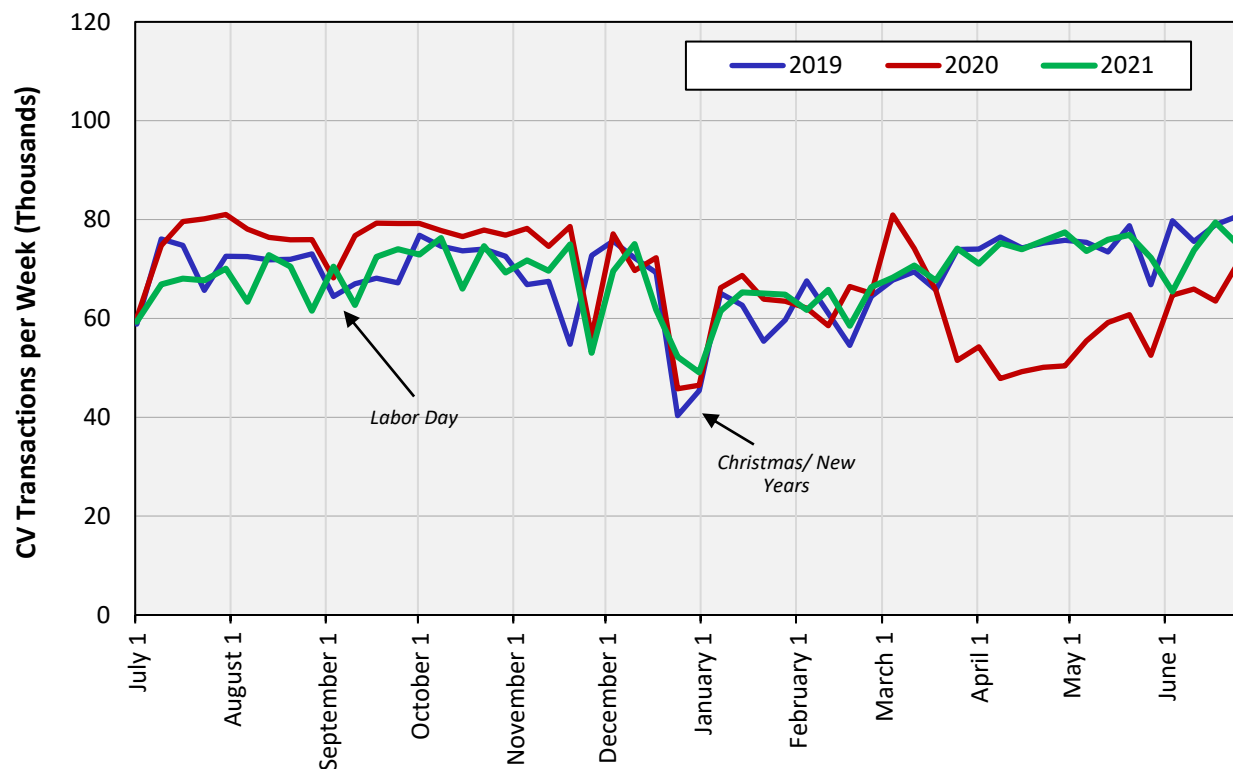
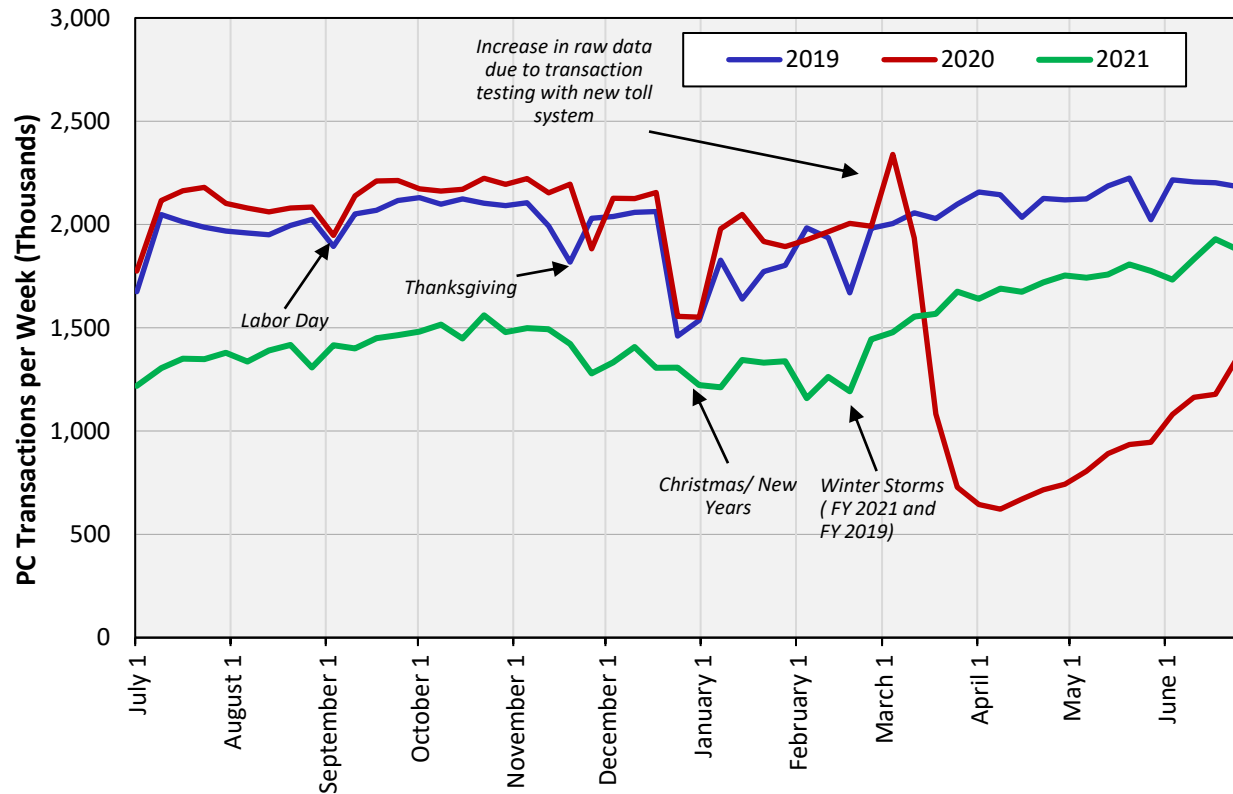
Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

TRANSACTIONS PER WEEK BY FISCAL YEAR JOHN F. KENNEDY MEMORIAL HIGHWAY (I-95)



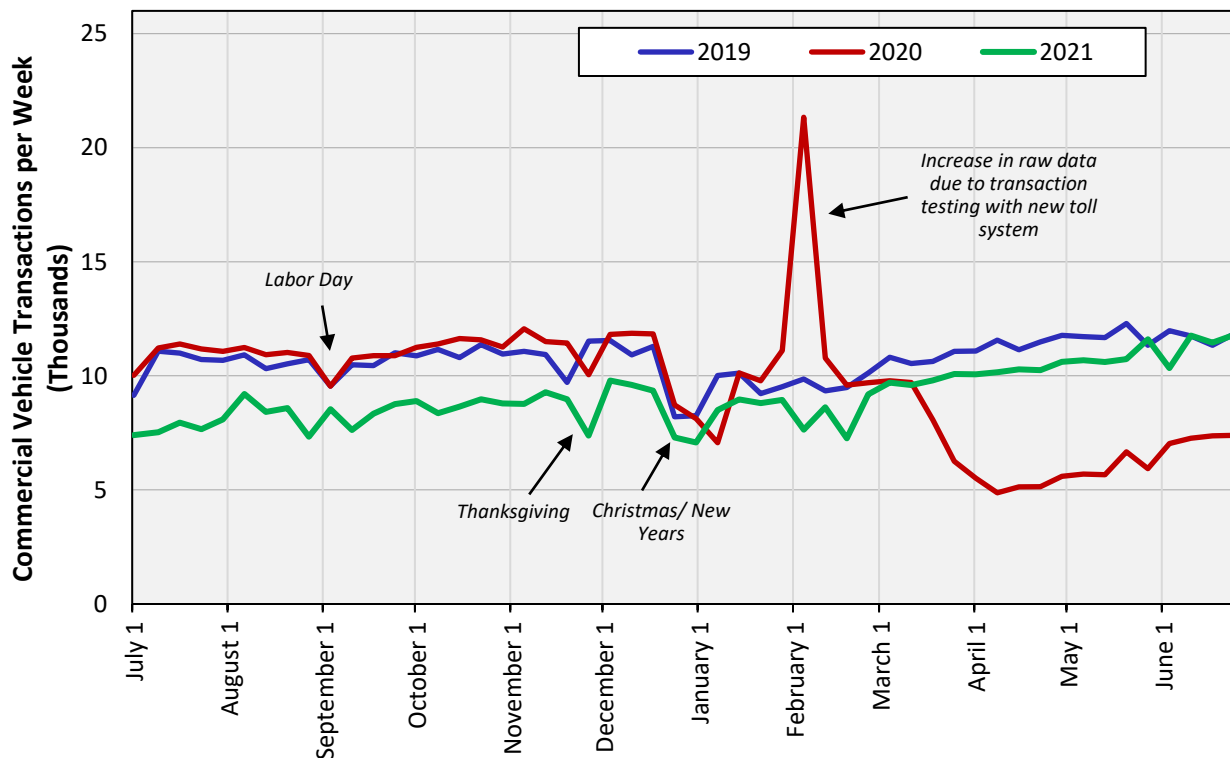
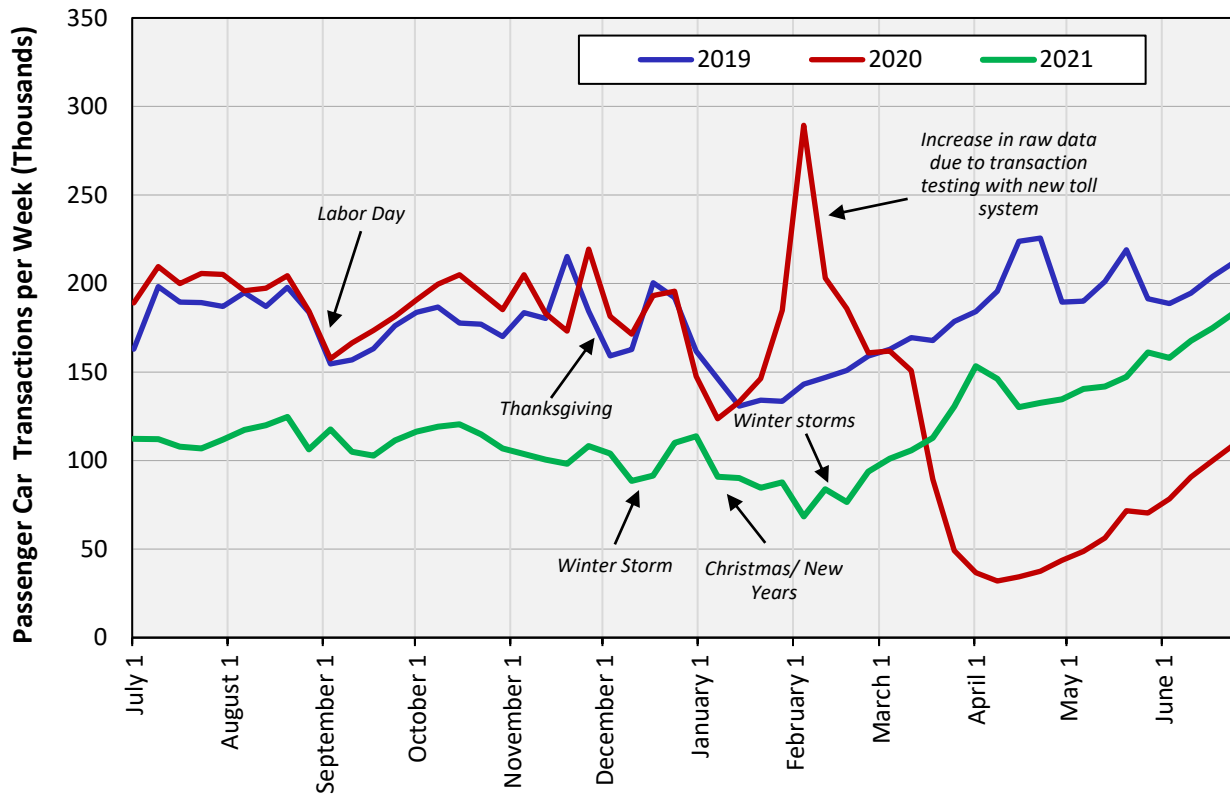
Source: Maryland Transportation Authority E-ZPass Operations, Daily Transactions

TRANSACTIONS PER WEEK BY FISCAL YEAR THOMAS J. HATEM MEMORIAL BRIDGE



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

TRANSACTIONS PER WEEK BY FISCAL YEAR INTERCOUNTY CONNECTOR



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

TRANSACTIONS PER WEEK BY FISCAL YEAR I-95 EXPRESS TOLL LANES (ETL)

TAB 8



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Mr. Will Pines, PE, PMP, CCM, Chief Operating Officer
SUBJECT: Third Generation Electronic Toll Collection (3G ETC) System Current Operations Update
DATE: September 30, 2021

PURPOSE

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

SUMMARY

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

ATTACHMENTS

- 3G ETC System Update Presentation

Electronic Tolling

Current Operations Update

MDTA Board Meeting

September 30, 2021

Schedule Update

- Original Go-Live plan to get to System Acceptance was focused on delivering 30 day, 60 day and Post-SAT releases with contingencies for new issues
 - Focus of plan was to address system defects & complete deferred functionality
- Many newly identified issues have been higher priority to address customer and MDTA operational concerns, such that System Acceptance is delayed
- Received Contractor's updated SAT schedule
 - Schedule based on a fully agile release approach with new tickets addressed every 3 weeks
- Negotiating with Contractor to establish clear SAT deadlines and ensuring Post-SAT is limited to punchlist items
 - Preparing Modifications and State DOIT and BPW updates,
 - The schedule portion of the modifications is anticipated to be a non-compensable time extension,
 - Revising liquidated damages provisions for the CSC contract to provide accountability to the schedule,
 - Will also include updates for COVID backlog and AET revisions

Key Focus Areas

Software Reports & Documentation

- Continue finalizing outstanding reports and documentation

Post-Transition & Backlog Tasks

- Tightly monitor schedule & coordination between MDTA and vendors
- Queue transactions for processing and resolve issues
- Continue to triage and resolve software bugs
- Coordinate with the IAG

QA/QC & Lane Maintenance Improvements

- Coordinating and addressing ongoing AET conversions for JFK, FMT and HWN
- Accountability for timeliness of resolution for identified issues
- Enforcement of contractual requirements
- Consistent pro-active approach to the maintenance tasks

System Acceptance & Key Performance Indicators (KPI)

- Finalize System Acceptance Testing and Plans
 - Reviewing and approving reports for system monitoring
- Plan and test KPI

Contract Administration & Operational Functions

- Coordinating responsibilities & communication across IT, Operations and Finance
- Standing up contract administration tools & processes
- Forming cross-functional workgroups
- Partnering meeting completed with Lane Vendor and planned with CSC Vendor

Post Go-Live Risk Tracking

Call Center

- Call volumes and wait times are high with average waits in excess of an hour
 - Increased volumes with escalations resuming and backlog processing
 - Staffing losses have been an issue, but hiring continues
 - Overflow center and new hires supporting volumes
 - Certain periods heavier than others
- Actively managing customer outreach to reduce call volumes and avoid communications that may drive call volumes

Transaction & Backlog Processing

- Transactions released manually based on a pre-defined schedule
 - Tight coordination with MDTA and vendors to maintain processing
 - Actively metering NOTDs at 30,000 envelopes per day with an average of just under 5 transactions per envelope
- Escalations as of 9/15/2021
 - Approximately 14 million video transactions posted to customer accounts
 - Several notices sent to alert customers to proactively pay electronically to receive early payment discounts
 - \$4.3 million PNOTDs paid online to date
 - Mailing commenced on proactive mailer to customers with more than 25 transactions
 - 2.9 million NOTD transactions have been mailed, since resuming
 - Image certifications and citations fully resumed

QA/QC

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

Backlog Processing Status

Current Status – 9/22/21

- Continue to anticipate processing all backlog within FY22 (Summer 2022)
- Continued transaction processing
 - Approximately current transactions plus one week of backlog, per week
 - Some clean up activities related to IAG processing
- Video Toll Transactions
 - ITOLs separated and issued with AVI
 - Metering plan implementation ongoing to limit customer impacts
 - Monitoring the plan and call center impacts

TAB 9



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. James Harkness, P.E., PTOE
Chief Engineer, Office of Engineering and Construction
SUBJECT: Updates: Major Capital Projects Valued over \$40 Million
DATE: September 30, 2021

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of the Major Projects in the Capital Program.

SUMMARY

As of September 16, 2021, there are ten Major Projects in the Capital Program. Six of the projects are under Construction, three in Procurement, and one in Design. This update only includes projects with funding for construction in the Consolidated Transportation Program and includes six projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 Express Toll Lanes Northbound Expansion program.

ATTACHMENT

- MDTA Major Capital Projects (>\$40 million) – September 2021 Update

MDTA Major Capital Projects (>\$40 Million) - September 2021 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Construction Completion Date	Construction (C), Procurement (P) or Design (D)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	123,251	Fall 2021	C
0280	HT-694	I-895 Bridge Replacement (Canton Viaduct)	5/10/17	4/2/18	241,155	Summer 2021	C
1024	NB-543	Replace Nice/Middleton Bridge	10/20/18	3/17/20	635,788	Winter 2024	C
2251	FT-2651R	Rehabilitate Ventilation Fans	9/5/19	7/1/20	41,844	Spring 2024	C
2516	BB-3014	Emergency BB All Electronic Toll (AET) Conversion	9/29/20	1/11/21	51,456	Spring 2023	C
2453	KH-3009	I-95 Northern Transition - Express Toll Lanes to MD 152	8/17/20	5/3/21	222,851	Summer 2024	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	12/13/21	60,809	Spring 2025	P
2491	KH-3019	I-95 Northern Transition - MD 152 Interchange Reconstruction	5/7/21	11/5/21	241,866	Fall 2024	P
2306	HT-2709	Envelope and Switchgear Replacements at BHT Ventilation Buildings	10/8/21	3/1/22	64,477	Fall 2023	P
2317	BB-2726	Eastbound Bay Bridge Deck Replacment	9/6/19	7/12/21	225,600	Fall 2025	D

TAB 10



**Maryland
Transportation
Authority**

Larry Hogan, Governor
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Gregory Slater, Chairman

Board Members:

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Jeffrey S. Rosen
John F. von Paris

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. David Goldsborough, Director of Information Technology
SUBJECT: Quarterly Information Technology Update
DATE: September 30, 2021

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to provide a quarterly update to the MDTA Board on MDTA's Division of Information Technology (DoIT).

SUMMARY

As of September 30, 2021, the Division of Information Technology maintains an active portfolio of 19 projects. The portfolio has remained constant since the last update to the MDTA Board. In compliance with the return to work requirement, DoIT has shifted back to an on-site work status leveraging telework where applicable. Post go-live support of the third-generation tolling system (3G) continues and will remain in place until official transition to operations and maintenance occurs. DoIT is experiencing some recruitment challenges because of the requirement for an on-site work presence. We are considering allowing some flexibility with telework within our highly specialized skilled positions that are contractors.

Some of the significant initiatives that DoIT continues to work on include the following:

- Cybersecurity - we will be going through a penetration test in the upcoming months
- Police body cameras
- Post go-live support of 3G
- Enterprise budget system
- Conversion of the purchasing card system to the new platform
- Migration of contract data from Dynamics to Maximo

TAB 11



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, 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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. Percy E. Dangerfield, Chief Administrative Officer
Mrs. Towanda R. Livingston, Director of Civil Rights and Fair Practices
PREPARED BY: Mrs. Towanda R. Livingston, Director of Civil Rights and Fair Practices
Mrs. Normetha Goodrum, DBE Program Manager
Ms. Alisha Fredericks, Compliance Manager
SUBJECT: Quarterly Update: Socioeconomic Programs Status
DATE: September 30, 2021

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to provide the Maryland Transportation Authority (MDTA) Board of Directors with an update on the MDTA's progress toward achieving the legislatively mandated socioeconomic program goals.

SUMMARY

In accordance with Article II of the MDTA Board Operating Policy, as amended January 25, 2018, this summary has been prepared and distributed. The Division of Civil Rights and Fair Practices (CRFP) is responsible for the development, oversight, and administration of the MDTA's State and Federal socioeconomic programs. These programs include the following:

- Disadvantaged Business Enterprise (DBE) Program;
- Minority Business Enterprise (MBE) Program;
- Small Business Reserve (SBR) Program; and
- Veteran-Owned Small Business Enterprise (VSBE) Program.

The following socioeconomic programs' performance information presented is based on Fiscal Year (FY) 2021 annual, which covers the performance period of July 1, 2020 to June 30, 2021¹. This performance period will be referenced as FY 2021 annual.

¹ The achieved goals reported for the MBE, SBR, and VSBE programs in this document are specific to contract awards and payments. This data does not include Purchasing Credit Card (P-Card) information and may vary from data submitted for the Governor's Office of Small Minority and Women Business Affairs (GOSMWBA) quarterly reporting.

Disadvantaged Business Enterprise (DBE) Program

CRFP is responsible for monitoring the Nice-Middleton Bridge Project's federally funded contracts to ensure compliance with nondiscrimination and affirmative action requirements. The responsibilities include oversight of the Disadvantage Business Enterprise (DBE) Program, the Contractor's Equal Employment Opportunity (EEO)/Workforce Affirmative Action plans, On-the-Job Training (OJT) programs, and Contractor Labor Compliance. The unit also provides management, supervision, and direction to the third-party civil rights compliance monitors assigned to the Project by the General Engineering Consultant for the Nice-Middleton Bridge Replacement Project.

The Nice-Middleton Bridge Project will construct a new 4-lane crossing of US-301 over the Potomac River to replace the existing bridge, which is over 80 years old. The Project also includes minor roadway work on each side of the Potomac River, improvements to the campus infrastructure, and demolition of the existing bridge. The Nice-Middleton Bridge Project is comprised of five (5) contracts that have an estimated value of \$531 million.

The five (5) contracts that are included in Nice-Middleton Bridge Project were identified for federal financial assistance via a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. DBE firms' utilization is monitored on a monthly basis and reported to the Federal Highway Administration (FHWA) semi-annually. DBE firms' utilization is calculated by dividing the total dollars paid to DBE subcontractors by the total dollars expended for this Project.

Table 1 depicts total DBE payments by Contract for the Nice-Middleton Bridge Project through June 30, 2021. Each Contract has a contract-specific DBE goal commitment. Table 1 depicts each Contract's DBE utilization in payments project-to-date.

Minority Business Enterprise (MBE) Program

CRFP's Compliance Officers are responsible for monitoring State-funded projects to ensure compliance with Maryland's Minority Business Enterprise (MBE) Program. The MBE Program intends to increase procurement opportunities for socially and economically disadvantaged small business owners within the State contracting marketplace. Maryland's MBE Program requires State agencies to structure their procurements in a manner that allows 29 percent of the agency's total annual expenditures on procurement contracts to be paid directly or indirectly to certified MBE firms as prime contractors or subcontractors.

The MBE participation for FY 2021 is calculated by dividing the total MBE contract award dollars by the total contract award dollars, including MBE and Majority Firms. Majority Firms are any non-MBE participants, such as Prime Contractors and any non-MBE subcontractors.

Table 2 depicts total MBE participation by Contracting Areas for FY 2021. MBE firms received \$105.7 million (19.67%) of the \$537.7 million total contract awards this year.

These amounts represent contract awards in six (6) contracting areas: Construction; Architectural & Engineering (A&E); Maintenance; Information Technology (IT); Services; and Supplies/Equipment.

Table 3 depicts MBE participation by Business Classifications and Contracting Areas for FY 2021. African American firms received approximately \$27 million (25.60%) of the nearly \$105.7 million MBE contract awards this year. Hispanic American firms received \$5 million (4.76%), Asian American firms received \$15 million (14.18%), Women-owned firms received \$46 million (43.53%). Native American firms received \$12.6 million (11.93%).

Small Business Reserve (SBR) Program

The Small Business Reserve (SBR) Program is administered by the Division of Procurement. CRFP is responsible for reviewing and analyzing State-funded procurements to ensure compliance with Maryland's SBR Program. Maryland's SBR Program provides small businesses with the opportunity to participate as prime contractors on State-funded contracts by establishing a unique marketplace where small businesses compete against other small businesses instead of larger, more established companies.

On January 6, 2021, Governor Hogan signed Executive Order 01.01.2021.01 to increase small business participation in state procurements. The Executive Order enhances the SBR Program by directing all procurements between \$50,000 and \$500,000 to the SBR Program unless the procurement meets defined exemptions. The State has established a 15% SBR Utilization goal.

The SBR firms' utilization for FY 2021 is calculated by dividing the total SBR designated payments by the total procurement payments. An SBR designated payment is a payment made to a vendor for an SBR-designated procurement.

Table 4 depicts Small Business Reserve Program utilization for FY 2021. SBR designated firms received \$20.8 million (4%) of the \$521.8 million in procurement payments during this year. Only SBR designated payments are included in the SBR Program Utilization Table.

Veteran-Owned Small Business Enterprise (VSBE) Program

CRFP's Compliance Officers are responsible for monitoring State-funded projects to ensure compliance with Maryland's Veteran-Owned Small Business Enterprise (VSBE) Program. The VSBE Program provides contracting opportunities on State-funded procurements for qualified veteran-owned small businesses. In accordance with COMAR 21.11.03.01, each State procurement agency is required to structure its procedures for making procurements to try to achieve an overall minimum goal of one (1) percent of the unit's total dollar value of all procurement contracts made directly or indirectly with veteran-owned small business enterprises.

The VSBE participation FY 2021 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Table 5 depicts VSBE contract participation by contracting area for FY 2021. During this period, VSBE firms received \$5.8 million (1.08%) of the \$537.7 million in contracts awarded by MDTA.

ATTACHMENTS

- Table 1: Nice-Middleton Bridge Project Disadvantaged Business Enterprise (DBE) Program Utilization
- Table 2: MBE Program Contract Participation by Contracting Area
- Table 3: MBE Program Participation by Business Classification
- Table 4: SBR Program Utilization
- Table 5: VSBE Contract Participation by Contracting Area

ATTACHMENTS

QUARTERLY UPDATE: SOCIOECONOMIC PROGRAMS STATUS

Table 1: Nice-Middleton Bridge Project Disadvantaged Business Enterprise (DBE) Program Utilization Project-To-Date

Disadvantage Business Enterprise Program Utilization Project-To-Date (Period Ending June 30, 2021)							
Contract Number & Contract Value	Contract Description	Committed DBE Goal (%)	Total Payments (\$) 30-June-21	% of Total Payments Paid to Prime 30-June-21	\$ of Total Payments Paid to Prime 30-June-21	% of Total Payments Paid to DBEs 30-June-21	\$ of Total Payments Paid to DBEs 30-June-21
NB-0543-0000 \$462,957,000	Bridge Replacement	15.47%	\$193,740,047	93.94%	\$182,004,033	6.06%	\$11,736,014
NB-3003-0000 \$23,433,000	Campus Improvements	23.00%	\$5,096,580	76.93%	\$3,920,968	23.07%	\$1,175,612
AE-3049-0000 \$15,000,000	Construction Management Inspection Services	26.00%	\$2,423,481	88.01%	\$2,132,850	11.99%	\$290,630
AE-3050-0000 \$15,000,000	Construction Management Inspection Services	26.00%	\$2,356,399	76.09%	\$1,793,037	23.91%	\$563,362
AE-3051-0000 \$15,000,000	Construction Management Inspection Services	26.00%	\$2,241,425	84.91%	\$1,903,117	15.09%	\$338,308

Table 2: Minority Business Enterprise Program Contract Participation by Contracting Area (FY 2021)

Minority Business Enterprise (MBE) Program Contract Participation by Contracting Area FY2021 Annual Report					
State MBE Program Participation Goal	29%				
MDTA-MBE Program Contract Utilization	19.67%				
Contracting Area(s)	MBE %	MBE Amount \$	Majority %	Majority Amount \$	Total Amount \$
Construction	17.07%	\$58,389,015	82.93%	\$283,575,427	\$341,964,442
A&E	26.53%	\$46,568,256	73.47%	\$128,931,744	\$175,500,000
Maintenance	5.29%	\$227,060	94.71%	\$4,062,971	\$4,290,031
IT	8.12%	\$395,177	91.88%	\$4,470,176	\$4,865,353
Services	2.36%	\$210,960	97.64%	\$8,729,531	\$8,940,491
Supplies/Equipment	0.00%	\$0.00	100.00%	\$2,149,352	\$2,149,352
Total	19.67%	\$105,790,467	80.33%	\$431,919,201	\$537,709,669

Table 3: Minority Business Enterprise Program Participation by Business Classification (FY 2021)

Minority Business Enterprise (MBE) Program Participation by Business Classification FY 2021 Annual											
Contracting Area(s)	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Total Amount (\$)
Construction	26.51%	\$15,478,080	1.47%	\$859,655	8.37%	\$4,887,696	46.12%	\$26,930,583	17.53%	\$10,233,000	\$58,389,014
A&E	24.30%	\$11,313,962	8.96%	\$4,174,150	20.88%	\$9,722,651	40.73%	\$18,967,493	5.13%	\$2,390,000	\$46,568,256
Maintenance	32.92%	\$74,750	0%	\$0	0%	\$0	67.08%	\$152,310	0%	\$0	\$227,060
IT	0%	\$0	0%	\$0	100.00%	\$395,177	0%	\$0	0%	\$0	\$395,177
Services	100.00%	\$210,960	0%	\$0	0%	\$0	0%	\$0	0%	\$0	\$210,960
Supplies/Equipment	0%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$0	\$0
Total Participation	25.60%	\$27,077,752	4.76%	\$5,033,805	14.18%	\$15,005,524	43.53%	\$46,050,386	11.93%	\$12,623,000	\$105,790,467

Table 4: Small Business Reserve (SBR) Program Utilization (FY 2021)

Small Business Reserve (SBR) Program Utilization FYTD 2021		
SBR Participation Goal	15%	
MDTA SBR Utilization	4.00%	
SBR Designated Payments \$	SBR Designated Payments %	Total Procurement Payments (\$)
\$20,819,912	4.00%	\$521,889,623

Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Participation by Contracting Area (FY 2021)

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FYTD 2021			
VSBE Participation Goal	1%		
MDTA- VSBE Contract Utilization	1.08%		
Contracting Area (s)	VSBE %	VSBE Amount \$	Total Amount \$
Construction	1.06%	\$3,612,094	\$341,964,442
A&E	1.24%	\$2,174,847	\$175,500,000
Maintenance	0.22%	\$9,344	\$4,290,031
IT	0.66%	\$32,169	\$4,865,353
Services	0.00%	\$0.00	\$8,940,491
Supplies/Equipment	0.00%	\$0.00	\$2,149,352
Total	1.08%	\$5,828,454	\$537,709,669

TAB 12

VERBAL

TAB 13

VERBAL