

System Preservation

- SHA's traffic monitoring, traveler information, incident management, and traffic management program, known as the Coordinated Highways Action Response Team (CHART), responded to and cleared incidents from Maryland roadways, saving Marylanders approximately \$1.4 billion in vehicle travel costs in CY2010.
- Use of MVA's alternative service delivery methods (e.g., services available on-line and through MVA Kiosks) increased 1.9 percentage points from FY2010 levels while average cost per transaction decreased to \$13.17, its lowest level since 2005.
- The cost per enplaned passenger at BWI Marshall decreased in FY2011 to \$9.18, while the average cost for comparable nearby airports is estimated to have increased by nearly 29% to \$17.14.
- The number of SHA and MDTA bridges that are structurally deficient decreased from 111 bridges in CY2010 to 110 bridges in CY2011.

SHA & MDTA: Number of Bridges and Percent That Are Structurally Deficient

The structurally deficient rating is an early warning sign to prioritize funding and to initiate repairs, or to begin the bridge replacement process. The rating applies to three main elements of a bridge: 1) deck (riding surface); 2) superstructure (main supporting element of the deck); and 3) substructure (supports to hold up the superstructure and deck). These elements are rated on a scale from zero (closed to traffic) to nine (relatively new). If any of the three elements is rated as a four or less, the bridge is categorized as structurally deficient by Federal standards. This does not mean that the bridge is unsafe; if a bridge becomes unsafe, it is closed.

CALENDAR YEAR	2006	2007	2008	2009	2010*	2011*
Number deficient	145	132	133	117	111	110
Percent deficient	5.2%	4.7%	4.7%	4.1%	3.9%	3.9%

TARGET: 114 total bridges by 2012

* In calendar year 2010, MDTA added seven bridges for the I-95 Express Toll Lanes (ETLs) project. In calendar year 2011, MDTA added 13 bridges along the ICC/MD200. In 2010 MDTA bridge ratings were revised, 2010 data has been revised from the previous report to reflect this new rating methodology.

- MPA doubled its net operating profit in FY2011 to \$9.4 million due partly to decreasing MPA expenditures and revenues associated with ongoing public-private partnerships.