
Transportation and the Environment Subcommittee

Additional Pages

March 14, 2024

C90G00
Public Service Commission

Committee Narrative

Adopt the following narrative:

Impacts of Changes in Renewable Portfolio Standard (RPS) Program Compliance Costs on Utility Ratepayers: The committees are interested in how residential utility ratepayers are impacted by increases in compliance costs required under the State’s RPS program. The committees request that the Public Service Commission (PSC) submit a report outlining the impacts to residential ratepayer’s electric bills from changes to the RPS standards and Alternative Compliance Payment (ACP) payment schedule in recent years. The report should also include a discussion of options available to PSC to mitigate the impacts to residential ratepayers of increased RPS compliance costs, including those from ACPs, when these costs are passed on to ratepayers.

Information Request	Author	Due Date
Report on the impacts of changes in RPS program compliance costs on utility ratepayers	PSC	November 1, 2024

C90G00
Public Service Commission

Committee Narrative

Adopt the following narrative:

Utility Termination Restrictions during the Winter Heating Season and in Cases of Extreme Temperatures: The committees are interested in the restrictions that are currently in place through statute and regulations surrounding the circumstances under which a utility may terminate service to residential customers. The committees request that the Public Service Commission (PSC) submit a report outlining the utility termination restrictions that are currently in place during the winter heating season lasting from November 1 to March 1, and on days when the forecasted temperatures are either below 32 degrees Fahrenheit or above 95 degrees Fahrenheit. *As part of the report, the committees request that PSC include any potential need to adjust these parameters to reflect the impacts of climate change on the frequency and intensity of extreme temperatures. In addition, the committees request that the report also include a discussion of the authority of PSC to adopt additional utility termination restrictions through regulation or order surrounding terminations occurring during the summer cooling season to protect utility customers from the effects of extreme heat.*

Information Request	Author	Due Date
Report on utility termination restrictions during the winter heating season and due to extreme temperatures	PSC	December 1, 2024

D13A13
Maryland Energy Administration

Committee Narrative

Adopt the following narrative:

Usage of Strategic Energy Investment Fund (SEIF) Revenues Transferred to the Dedicated Purpose Account (DPA): The fiscal 2025 allowance reflects the transfer of \$90 million of SEIF fund balance to the DPA to be used for implementation of unspecified provisions of Chapter 38 of 2022 (the Climate Solutions Now Act) and Maryland’s Climate Pollution Reduction Plan, released in December 2023. The committees request that the Department of Budget and Management (DBM), the Maryland Energy Administration (MEA), and the Maryland Department of the Environment (MDE) jointly submit a report outlining the sources, uses, ~~and~~ planned uses of this funding, *and details on expenditures made as of the date of the report.*

Information Request	Author	Due Date
Report on the usage of SEIF revenues transferred to the DPA	DBM MDE MEA	December 31, 2024

D13A13
Maryland Energy Administration

Committee Narrative

D13A13.08 Renewable and Clean Energy Programs and Initiatives

Adopt the following narrative:

Administration of Alternative Compliance Payment (ACP) Revenues: The committees are interested in the administration of revenues sourced from ACPs as part of the State’s Renewable Portfolio Standard program. The committees request that the Maryland Energy Administration (MEA) submit a report outlining MEA’s administrative requirements for the ACP revenues to support fiscal 2024 and 2025 programming. The report should also detail if additional staff resources are needed to support programming funded through these revenues if the revenues will remain at a higher level. The report should also include a discussion of the planned forecasting and budgeting methodology for revenues from this source in future fiscal years.

Information Request	Author	Due Date
Report on the administration of revenues sourced from ACPs	MEA	November 1, 2024

D80Z01
Maryland Insurance Administration

Committee Narrative

Methods for Determining Auto Insurance Rate Affordability: The Maryland Automobile Insurance Fund (Maryland Auto) has been using an affordability benchmark similar to one utilized by the Federal Insurance Office (FIO) within the U.S. Department of Treasury. The FIO method measures affordability of personal automobile insurance in a Zone Improvement Plan (ZIP) Code by using a benchmark of 2% of the median household income. Maryland Auto adopted a similar measure but with a higher benchmark, currently set at 2.9%, to better support rate adequacy for a high-risk population. This index applies to 94 of the 470 ZIP Codes in Maryland (or 20%), with most eligible ZIP Codes concentrated in Baltimore City and Baltimore, Carroll, and Prince George’s counties. The committees are concerned that a suitable measure of affordability should be more sensitive to differences in financial circumstances of rate payers within ZIP Codes. The committees are interested in a more detailed review of affordability measures that could be applied to Maryland Auto rates and request that the Maryland Insurance Administration (MIA), in coordination with Maryland Auto, review the affordability requirement. Specifically, the committees request that MIA and Maryland Auto jointly conduct a study of affordability measures and submit a report including discussion of the following:

- reference to and interpretation of the term “affordability” used in statute, as employed by MIA and Maryland Auto, respectively;
- how Maryland Auto selected the affordability index currently in use;
- the current method utilized, including how Maryland Auto selects ZIP Codes in which to apply the affordability index;
- auto insurance affordability measures and methodologies used in other states for residual market rate setting or for residual market eligibility criteria, including how they compare to the method used by Maryland Auto;
- advantages and disadvantages of including rate payers’ credit reports to measure affordability;
- affordability measures from elsewhere in insurance practice or otherwise that may fit the purpose of determining auto insurance affordability for the purpose of Maryland Auto rate setting; and
- proposed recommendations for modifying the affordability index and methodology used for Maryland Auto rate setting.

Information Request

Author

Due Date

Methods for determining rate
affordability

MIA
Maryland Auto

October 1, 2024

D80Z01
Maryland Insurance Administration

Committee Narrative

Maryland Automobile Insurance Fund (Maryland Auto) Rate Filing Decisions in Calendar 2024: All insurance companies in Maryland are required to file notification and justification of insurance rate changes with the Maryland Insurance Administration (MIA) in accordance with §11-206 of the Insurance Article. The committees are interested in file-and-use activity by Maryland Auto and the associated review process administered by MIA. The committees request that MIA submit a report listing each rate filing made by Maryland Auto in calendar 2024, specifying the review outcome of each rate filing as approved, still under review, or determined to be excessive or inadequate by the commissioner. For rate filings determined to be excessive or inadequate, MIA should provide information on any corrective actions recommended and Maryland Auto’s progress in implementing the corrective actions.

Information Request	Author	Due Date
Report on Maryland Auto rate filings in calendar 2024	MIA	January 1, 2025

J00A01
The Secretary's Office
Maryland Department of Transportation

Committee Narrative

J00A01.01 Executive Direction

Adopt the following narrative:

Project Impacts Resulting from Purple Line Light Rail Cost Escalation: On March 1, 2024, the Maryland Transit Administration (MTA) announced a delay for the Purple Line Light Rail project associated with utility relocation work. The delay is anticipated to result in an additional cost of \$425 million, subject to Board of Public Works approval of the contract modification. The programming of this additional funding will be reflected in the draft 2025 Consolidated Transportation Program, which will be released in fall 2024. As is typical when certain project costs are greater than anticipated, funds planned for other projects will need to be adjusted to balance the entire program. MTA anticipates that the cost escalation will be spread over several fiscal years and will largely be tied to the concessionaire's completion of certain project milestones. The estimated \$102 million in fiscal 2024 consists of \$62 million due at contract modification signing and an additional \$40 million tied to a project milestone; while MTA anticipates that an additional \$100 million, also tied to various project milestones, will be added to the plan in fiscal 2025. The committees are concerned about the impact that this cost escalation may have on other projects that are currently in the capital plan throughout the department. The committees therefore request that the Secretary's Office (TSO) submit a report including:

- an itemized list of projects in which funding was reduced in fiscal 2024 to cover the anticipated \$102 million cost escalation, including an explanation of the rationale to reduce funding for these projects, and the impacts that the reduction will have on the project's timeline or milestones, if any; and
- an itemized list of projects in which funding is anticipated to be reduced in fiscal 2025 to cover the anticipated \$100 million cost escalation, including an explanation of the rationale to reduce funding for these projects, and the impacts that the reduction will have on the project's timeline or milestones, if any.

Information Request	Author	Due Date
Report on project changes to cover Purple Light Rail project cost escalation	TSO	December 1, 2024

J00A01.04
Washington Metropolitan Area Transit Authority
Maryland Department of Transportation

Committee Narrative

Efforts to Reduce Fare Evasion: The committees are concerned about reported levels of fare evasion occurring in the Washington Metropolitan Area Transit Authority (WMATA) system. WMATA has begun addressing this issue on Metrorail through the installation of new fare gates designed to make it more difficult to climb over or around the gates. The committees request that WMATA submit a report on its recent and future efforts to decrease fair box evasion. The report should be submitted by October 1, 2024, and include (1) details on actions taken by the agency to compel compliance with fair box requirements on all modes of transit and (2) the recent and expected impact of those steps.

Information Request	Author	Due Date
Report on efforts to reduce fare evasion	WMATA	October 1, 2024

J00B0101
State Highway Administration – PAYGO Capital
Maryland Department of Transportation

Committee Narrative

Old Georgetown Road (MD 187) Bike Lanes: The committees request that the State Highway Administration (SHA) provide the following information regarding the bike lanes on Old Georgetown Road (MD 187) between Tilden Lane and Ryland Drive:

- a detailed analysis of any cut-through traffic impacts on surrounding neighborhood streets as a result of the bike lanes;
- northbound and southbound travel times during both peak and off-peak hours, including travel times for emergency and police vehicles;
- bike lane utilization counts;
- year-over-year data for crash statistics from March 15 to August 1 from 2018 to 2024 specifying the type of crash;
- specific crash data for segments of the bike lanes;
- vehicle volume counts for northbound and southbound during both peak and off-peak hours;
- an analysis of the impact of the lanes on the sidewalks with any accompanying data;
- information about communications with first responders and any impact of the bike lanes on first responders;
- how the bike lanes are addressed during winter weather, including how they performed during winter 2023 through 2024; and
- cost information for maintenance of the bike lanes in fiscal 2023 and year-to-date 2024.

SHA is requested to submit this information by October 1, 2024.

Information Request	Author	Due Date
Information related to bike lanes on Old Georgetown Road (MD 187)	SHA	October 1, 2024

J00B0101
State Highway Administration – PAYGO Capital
Maryland Department of Transportation

Committee Narrative

Torrey C. Brown Trail and Monkton Road (MD 138) Crosswalk Safety: The committees are concerned about the safety of pedestrians and bicyclists using the Torrey C. Brown Trail when crossing Monkton Road (MD 138) following the death of a pedestrian who was struck while crossing Monkton Road (MD 138). The crosswalk is located on a curve of Monkton Road (MD 138) that limits visibility from one direction. The State Highway Administration (SHA) is requested to provide a report to the committees outlining the actions being taken to improve the safety of this crossing. The report should include the schedule for when the improvements will be made and should be submitted by October 1, 2024.

Information Request	Author	Due Date
Report on improving safety where the Torrey C. Brown Trail crosses Monkton Road (MD 138)	SHA	October 1, 2024

J00D0002
Maryland Port Administration – PAYGO Capital
Maryland Department of Transportation

Committee Narrative

Howard Street Tunnel Project Quarterly Reporting: The committees are interested in the progress being made on the Howard Street Tunnel project and request that the Maryland Port Administration (MPA) provide four quarterly reports on the status of the project, including percentage completion and any material changes to the project schedule or cost. The committees request that the first report be submitted by July 1, 2024, with subsequent reports submitted every three months thereafter.

Information Request	Author	Due Date
Status reports on the Howard Street Tunnel project	MPA	July 1, 2024 October 1, 2024 January 1, 2025 April 1, 2025

J00E00
Motor Vehicle Administration
Maryland Department of Transportation

Budget Amendment

J00E00.01 Motor Vehicle Operations

Add the following language to the special fund appropriation:

, provided that \$50,000 of this appropriation made for the purpose of agency administration in program J00E00.01 Motor Vehicle Operations may not be expended until the Motor Vehicle Administration (MVA) submits a report to the budget committees examining the feasibility of a fund that would cover costs associated with the interlock program for certain individuals. The report shall include:

- (1) a feasibility assessment of creating a fund, supported by fees collected from participating ignition interlock companies, that would cover the cost of ignition interlock installation and service for motorists required to participate who are under 200% of the federal poverty level (FPL); and the feasibility of created tiered system in which the motorist's income relative to the FPL determines the share of device installation and service costs for which they are responsible;
- (2) the share of motorists that qualified for device installation services by a private company at 50% of the retail rate in fiscal 2024 in accordance with current MVA policy; and
- (3) the share of motorists that qualified for a waiver of MVA program fees in fiscal 2024 in accordance with current MVA policy;

The report shall be submitted by December 1, 2024, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall be canceled if the report is not submitted to the budget committees.

Explanation: MVA administers the ignition interlock program, which requires certain motorists to have an ignition interlock device installed in their vehicle, preventing the vehicle's ignition from starting if the driver's alcohol concentration exceeds the calibrated setting on the device. Motorists may be ordered by judicial bodies or MVA to enter the program and are required to participate following certain convictions, including driving under the influence and driving while impaired while transporting a minor under 16 years of age. Program participation incurs various costs, including fees associated with obtaining an interlock restricted license or removing the restriction, and costs to install and service the ignition interlock device. MVA currently waives the enrollment fees for participants who provide documentation that they are on medical or food assistance; however, interlock providers are private companies whose installation and servicing rates are not set by MVA. Interlock providers are required by MVA to offer the interlock installation at 50% of

normal retail rate for customers on certain types of public assistance. However, the committees are concerned that each company determines eligibility for this discounted rate differently, and certain motorists in need may not qualify for the discounted rate.

Information Request	Author	Due Date
Report on feasibility of fund to cover costs associated with ignition interlock program participation for certain motorists	MVA	December 1, 2024

J00J00
Maryland Transportation Authority
Maryland Department of Transportation

Committee Narrative

Maryland Transportation Facilities – Buffered Bicycle/Pedestrian Lanes: The committees are interested in the construction of separated or buffered bicycle ways and pedestrian walkways alongside existing and future Maryland Transportation Authority (MDTA) facilities. Therefore, the committees request that MDTA collaborate with the State Highway Administration (SHA) and relevant local jurisdictions to identify appropriate locations for bicycle ways and pedestrian walkways that cross authority highways, run parallel to authority highways and bridges, or otherwise involve MDTA facilities. In identifying appropriate locations, the authority should prioritize providing safe access to transit stations, critical needs areas, and neighborhoods separated by authority highways. In addition to identifying the locations, the authority should provide approximate cost estimates for such infrastructure. The committees request the report by December 1, 2024.

Information Request	Author	Due Date
Report on locations and costs of bicycle/pedestrian lanes	MDTA, with collaboration from SHA and affected local governments	December 1, 2024

J00J00
Maryland Transportation Authority
Maryland Department of Transportation

Committee Narrative

J00J00.41 Operating Program

Adopt the following narrative:

Collecting Outstanding Tolls from Out-of-state Motorists: The committees are interested in the Maryland Transportation Authority’s (MDTA) efforts to collect outstanding tolls incurred at MDTA facilities from out-of-state motorists. The Motor Vehicle Administration can flag a Maryland motorist’s account for unpaid tolls when requested by MDTA; however, no such ability exists to freeze the accounts of out-of-state drivers. Given the potential for significant impact that outstanding tolls may have on MDTA’s revenues, the committees are interested in the strategies employed to collect outstanding tolls, particularly long-term outstanding tolls, from out-of-state motorists. The committees therefore request that MDTA submit a report by October 1, 2024, describing:

- the current amount of outstanding tolls from out-of-state motorists, delineated by motorists’ state of residence, and a breakdown of the portion of that total that has been outstanding for six months or less, six months to one year, one to three years, and three years or more; and
- a discussion of the cost and benefits of using collections agencies versus establishing reciprocity agreements with neighboring states to collect tolls from out-of-state motorists, including a projection of how much in current outstanding tolls may be collected if reciprocity agreements with certain neighboring states were established.

Information Request	Author	Due Date
Report on collecting outstanding tolls from out-of-state motorists	MDTA	October 1, 2024

K00A
Department of Natural Resources

Committee Narrative

OFFICE OF THE SECRETARY

K00A01.01 Secretariat

Fee, Fine, and Penalty Structure Report: The committees are concerned that the Department of Natural Resources (DNR) does not have an updated fee, fine, and penalty structure adequate to support its programs funded with special funds given that multiple special fund balances are being reduced due to expenditures exceeding revenues. Therefore, the committees request that DNR submit a report on a fee, fine, and penalty structure that provides sufficient revenue to support its programs, reduces the need for individual special funds to cover multiple programs, and is calibrated to both expected growth in DNR’s operations and the population it serves. The report shall include the following: (1) a description of who pays each fee, fine, and penalty; (2) a description of how the revenue for each fee, fine, and penalty is used; (3) whether each fee is recurring or one time; (4) the volume of payors and revenue for each year since each fee, fine, and penalty was last increased; (5) an explanation for any significant changes in the revenues received from each fee, fine, and penalty, including, but not limited to, changes in the number of payors or amount paid by each payor; (6) a comparison of Maryland to other peer states in terms of how the functions supported by each fee, fine, and penalty are handled; (7) the size of each of the special fund shortfalls now and a projection of each of the special fund shortfalls into the future; and (8) an analysis of how much of each of the special fund shortfalls would have been addressed by indexing each fee, fine, and penalty to inflation. The report is requested to be submitted by September 1, 2024.

Information Request	Author	Due Date
Fee, fine, and penalty structure report	DNR	September 1, 2024

K00A
Department of Natural Resources

Budget Amendments

NATURAL RESOURCES POLICE

K00A07.01 General Direction

Add the following language to the general fund appropriation:

, provided that \$50,000 of this appropriation made for the purpose of general administrative expenses may not be expended until the Department of Natural Resources submits a report to the budget committees on the progress toward meeting the goal of diversifying the Natural Resources Police force. The report is required to include progress toward (1) reaching the diversification goals; (2) implementing existing policies and developing new policies intended to help achieve the goals; and (3) improving the process of onboarding new hires in furtherance of the goals. The report shall be submitted by October 1, 2024, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

Explanation: Fiscal 2023 Budget Bill language restricted funding pending the submission of a hiring and promotion plan for diversifying the Natural Resources Police’s (NRP) workforce. The hiring and promotion plan was required to meet the following diversification goals to the greatest extent practicable: achieve an intermediate goal of an improvement of at least 20% each year in representative composition compared to 2021 State demographics in the 2020 Census for Marylanders aged 20 to 41 years; a final goal of reflecting the demographics of the State by September 30, 2027; and an ongoing goal of being representative of State demographics for the immediately preceding calendar year census. Chapter 203 of 2022 required the NRP force to develop an action plan to diversity its workforce based on recommendations of a diversity study group established by the legislation. The action plan developed by NRP, as informed by the diversity study group, reiterated the goals noted in the fiscal 2023 Budget Bill language. However, there has been negative progress toward these diversification goals. Therefore, this budget bill language restricts funding pending the submission of a report showing the progress toward the NPR diversification goals and the steps being taken to achieve the goals.

Information Request	Author	Due Date
NRP diversification progress report	Department of Natural Resources	October 1, 2024

K00A
Department of Natural Resources

Committee Narrative

RESOURCE ASSESSMENT SERVICE

K00A12.06 Monitoring and Ecosystem Assessment

State Lakes Protection and Restoration Fund Report: Chapters 404 and 405 of 2017 established the State Lakes Protection and Restoration Fund, administered by the Department of Natural Resources (DNR), to protect and restore State-owned lakes. Chapter 698 of 2018 and Chapter 39 of 2022 effectively mandated funding through fiscal 2026 and expanded the authorized uses of the fund to protect or restore State-owned and State-managed lakes by (1) removing sediment; (2) treating contaminated sediment; (3) preventing the spread of invasive species; (4) improving ecological and recreational value; and (5) taking any other action DNR determines necessary. Effective July 1, 2025, the mandated appropriation required by Chapters 698 and 39 terminates, and the fund may only be used for the protection or restoration of State-owned lakes. The committees are interested in learning more about how the fund is administered under the additional uses authorized by Chapters 698 and 39 and how it will be administered after the funding mandate and additional uses authorized in Chapter 698 and 39 sunset June 30, 2025. Therefore, the committees request that DNR submit a report on the fund. The report shall include the following: (1) the fund’s spending data in terms of particular amounts and uses for fiscal 2022, 2023, and 2024; (2) the planned fund spending before the funding mandate and additional authorized uses sunset; (3) issues or challenges experienced relative to specific Maryland lakes supported by the fund; (4) priorities for the fund going forward; and (5) the outlook for the work of the fund after the funding mandate and additional authorized uses sunset. The report is requested to be submitted by October 1, 2024.

Information Request	Author	Due Date
State Lakes Protection and Restoration Fund report	DNR	October 1, 2024

L00A
Maryland Department of Agriculture

Committee Narrative

OFFICE OF MARKETING, ANIMAL INDUSTRIES, AND CONSUMER SERVICES

L00A12.02 Weights and Measures

Electric Vehicle Charging Station Inspection Program Report: The committees are concerned that Maryland does not have a funding and implementation plan in place for inspection of nonutility electric vehicle charging stations. Section 11-204(b) of the Agriculture Article requires the Maryland Department of Agriculture (MDA) to test every weight and measure for commercial purposes to determine weight, measure, or count. Section 11-203(c) of the Agriculture Article further requires MDA to adopt National Institute of Standards and Technology Handbook 44, which includes Section 3.40 Electric Vehicle Fueling Systems. However, a December 1, 2022 report by the Electric Vehicle Metering Subgroup of the Public Service Commission’s (PSC) Public Conference 44 Electric Vehicle Workgroup recommended that further coordination between the subgroup and MDA was needed to develop universal electric vehicle metering regulations applicable to both utilities and nonutilities. In addition, the workgroup’s report noted that a variety of practical and legal obstacles will need to be overcome, including limited availability of testing equipment, lack of consensus on testing standards, and the need to refine the customer billing process. While MDA has the authority to inspect electric vehicle charging stations, it lacks funding for this purpose because MDA’s Weights and Measures program operates through special fund revenue generated by annual device registration fees, and there is no device registration category for electric vehicle fueling chargers. Therefore, the committees request that MDA, in coordination with the Electric Vehicle Metering Subgroup of PSC’s Public Conference 44 Electric Vehicle Workgroup, submit a report on a funding and implementation plan for a statewide nonutility electric vehicle charging station inspection program. The report is requested to be submitted by October 1, 2024.

Information Request	Author	Due Date
Electric vehicle charging station inspection program report	MDA	October 1, 2024

U00A
Department of the Environment

Committee Narrative

AIR AND RADIATION ADMINISTRATION

U00A07.01 Air and Radiation Administration

Advanced Clean Cars II Program Manufacturers Credit Balance Report: Section 2-1102 of the Environment Article requires Maryland to adopt California’s motor vehicle emissions standards and compliance requirements as authorized by Section 177 of the federal Clean Air Act. California’s Advanced Clean Cars I program has been in effect in Maryland since the 2011 model year. Maryland adopted California’s Advanced Clean Cars II program in February 2023, and implementation will begin with the 2027 model year. The Advanced Clean Cars II program allows vehicle manufacturers to carry forward and use compliance credits generated prior to model year 2027. The committees are concerned that insufficient information is known about the progress toward the overall goal for the Advanced Clean Cars II program, given the ability of car manufacturers to carry a credit balance. Therefore, the committees request that the Maryland Department of the Environment (MDE) submit a report on the Manufacturer Credit Balances for Maryland for the most recent model year available as identified in California Air Resources Board Zero Emission Vehicle Credits database. The committees request that the report also include an accompanying key with the definition of each credit category and a conversion of credit balances as a percentage of total vehicles sold to demonstrate progress toward the overall Advanced Clean Cars II program goal. The report is requested to be submitted by January 31, 2025.

Information Request	Author	Due Date
Advanced Clean Cars II program Manufacturers Credit Balance report	MDE	January 31, 2025

U10B00
Maryland Environmental Service

Committee Narrative

U10B00.41 General Administration

Adopt the following narrative:

Compensation for Executive-level Personnel: Given previous concerns regarding compensation and reimbursements for senior personnel at the Maryland Environmental Service (MES), the committees are interested in updated information regarding compensation for executive-level personnel at the agency. The committees therefore request that MES submit a report by November 15, 2024, that includes the following information pertaining to all executive staff employed by the agency during fiscal 2024:

- the name(s) of the incumbent(s);
- the position title and brief description, including the date the position was filled; and
- the grade and step of the standard salary schedule or grade on the Executive Pay Plan, as applicable.

Information Request	Author	Due Date
Report on executive personnel compensation at MES	MES	November 15, 2024