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Motor Vehicle Administration
Maryland Department of Transportation

Operating Budget Data

(\$ in Thousands)

	<u>FY 13</u> <u>Actual</u>	<u>FY 14</u> <u>Working</u>	<u>FY 15</u> <u>Allowance</u>	<u>FY 14-15</u> <u>Change</u>	<u>% Change</u> <u>Prior Year</u>
Special Fund	\$163,842	\$171,913	\$184,398	\$12,485	7.3%
Contingent & Back of Bill Reductions	0	0	-1,474	-1,474	
Adjusted Special Fund	\$163,842	\$171,913	\$182,924	\$11,011	6.4%
Federal Fund	7,090	18,135	12,961	-5,174	-28.5%
Contingent & Back of Bill Reductions	0	0	0	0	
Adjusted Federal Fund	\$7,090	\$18,135	\$12,961	-\$5,175	-28.5%
Reimbursable Fund	412	0	0	0	
Contingent & Back of Bill Reductions	0	0	0	0	
Adjusted Reimbursable Fund	\$412	\$0	\$0	\$0	
Adjusted Grand Total	\$171,344	\$190,048	\$195,885	\$5,836	3.1%

- The fiscal 2015 allowance for the Motor Vehicle Administration (MVA) increases \$5.8 million (3.1%) over the current year working appropriation. Special funds increase by \$11.0 million (6.4%) while federal funds decrease by \$5.2 million (28.5%).
- Personnel-related expenses add \$10.2 million, driven primarily by new positions and annualization of the fiscal 2014 general salary increase. This increase is partially offset by savings from the elimination of contractual full-time equivalents (FTE) (\$2.6 million) and the ending of a federal grant for enforcement of laws relating to repeat impaired driving (\$5.4 million).

Note: Numbers may not sum to total due to rounding.

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PAYGO Capital Budget Data

(\$ in Thousands)

	Fiscal 2013	Fiscal 2014		Fiscal 2015
	<u>Actual</u>	<u>Legislative</u>	<u>Working</u>	<u>Allowance</u>
Special	\$11,735	\$26,142	\$29,579	\$27,512
Federal	\$3	\$303	\$1,891	\$354
Total	\$11,738	\$26,445	\$31,470	\$27,866

Note: The fiscal 2015 allowance does not include the contingent and back of the bill reductions to health insurance contributions and retirement reinvestment.

- The fiscal 2014 working appropriation is approximately \$5.0 million higher than the legislative appropriation. The majority of the change is due to a \$4.6 million increase for system preservation and minor projects.
- The fiscal 2015 allowance decreases \$3.6 million from the current year working appropriation. A \$3.7 million decrease in funding for system preservation and minor projects is only slightly offset by an increase in major projects and a small decrease in development and evaluation project funding.

Operating and PAYGO Personnel Data

	<u>FY 13 Actual</u>	<u>FY 14 Working</u>	<u>FY 15 Allowance</u>	<u>FY 14-15 Change</u>
Regular Operating Budget Positions	1,581.00	1,584.00	1,736.50	152.50
Regular PAYGO Budget Positions	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Total Regular Positions	1,581.00	1,584.00	1,736.50	152.50
Operating Budget FTEs	76.30	84.21	0.00	-84.21
PAYGO Budget FTEs	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Total FTEs	76.30	84.21	0.00	-84.21
Total Personnel	1,657.30	1,668.21	1,736.50	68.29

Vacancy Data: Regular Positions

Turnover and Necessary Vacancies, Excluding New Positions	47.74	3.01%
Positions and Percentage Vacant as of 12/31/13	78.50	4.96%

- The allowance includes 152.5 new positions. The conversion of contractual FTEs to regular positions results in an increase of 76.5 regular positions in the allowance. The remaining 76.0 new positions are created to continue a wait-time reduction initiative at MVA branch offices and the MVA call center that began in fiscal 2014 with temporary staff.
- Contractual FTEs fall to 0.0 in the allowance, a reduction of 84.2 FTEs. Of these, 76.5 FTEs were converted to regular positions.
- Budgeted turnover of 3.01% will require an average of 47.74 regular positions to remain vacant throughout fiscal 2015. As of December 31, 2013, there were 78.5 vacant positions.

Analysis in Brief

Major Trends

Efficient and Effective Business Practices: MVA has steadily increased the percentage of transactions made by alternative service delivery methods and was just short of its goal of 40% of all transactions in fiscal 2013. Since fiscal 2011, MVA has met its goal of maintaining per transaction costs at or below \$14.00.

Exemplary Customer Service: Since fiscal 2009, MVA has met or exceeded its goal of 40 minutes or less average customer visit time. The average visit time increased slightly in fiscal 2013, but MVA expects visit time to decrease in the current year and in fiscal 2015 due to devoting additional resources toward this effort.

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Updates

The U.S. Department of Homeland Security Announces Phased Enforcement of the REAL-ID Act: On December 20, 2013, the Department of Homeland Security (DHS) announced a plan to phase in enforcement of the REAL-ID Act of 2005, which requires that states meet specific standards when issuing driver's licenses and identification cards (ID) in order to be used for federal purposes (such as entering federal buildings or boarding commercial aircraft). Enforcement is to be implemented over four phases, with each phase consisting of a notification period during which noncompliant IDs will still be accepted and a full enforcement date after which noncompliant IDs will not be accepted. Maryland is 1 of 21 states which are fully compliant with the provisions of the Act.

MVA to Produce REAL-ID Act Compliant Driver's Licenses and Identification Cards In-house: After a bid protest that was sustained by the Maryland State Board of Contract Appeals prevented MVA from awarding a contract for the central issuance of driver's licenses and identification cards by a third party, MVA has elected to produce these documents itself.

J00E00
Motor Vehicle Administration
Maryland Department of Transportation

Budget Analysis

Program Description

The Motor Vehicle Administration (MVA) is responsible for supplying motor vehicle services to the citizens of Maryland. These services include:

- licensing all passenger and commercial drivers;
- registering and titling vehicles;
- issuing tags and permits for persons with a disability;
- providing photo identification cards for nondriver residents;
- regulating motor vehicle dealers, vehicle rental companies, and driver education schools;
- administering the compulsory insurance compliance program, Vehicle Emissions Inspection Program (VEIP), and driver safety programs; and
- coordinating the State’s highway safety efforts.

MVA serves customers through a network of branch offices, e-MVA facilities (kiosks and the Internet), a telephone call center, a mobile service center, and VEIP stations.

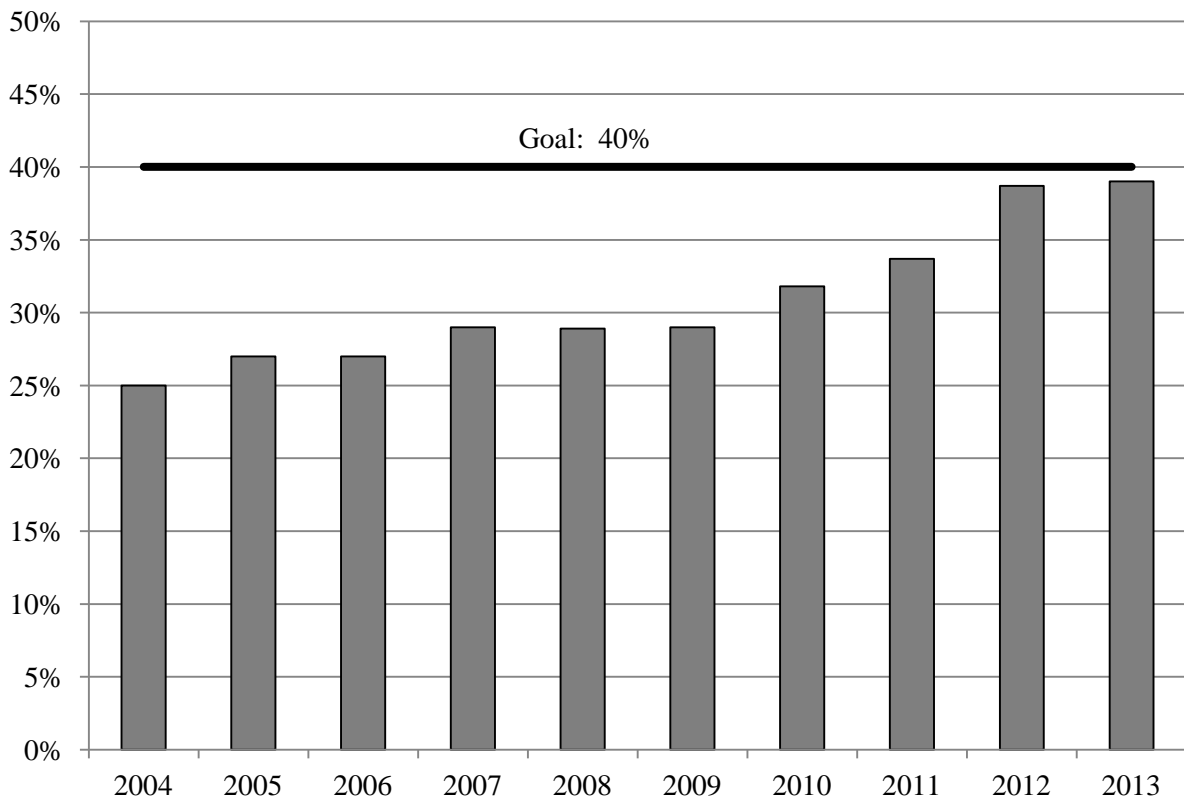
Performance Analysis: Managing for Results

1. Efficient and Effective Business Practices

MVA’s mission is to “...provide exemplary driver and vehicle services that promote Maryland’s mobility and safety while enhancing process and product security.” As part of the effort to accomplish this mission, one goal of MVA is to use efficient and effective business processes. One component of efficiency is the use of alternative service delivery transactions – defined as transactions performed online, at MVA kiosks, by mail, or via the telephone call center.

Since fiscal 2000, MVA has made significant information technology (IT) investments to increase the number of alternative transactions as a way to reduce customer wait times and improve the customer experience. The department has developed a goal that 40% of all transactions should be completed through alternative means. As shown in **Exhibit 1**, MVA has been steadily increasing the percent of alternative delivery transactions. In fiscal 2013, transactions completed by alternative delivery methods accounted for 39% of all transactions.

Exhibit 1
Motor Vehicle Administration
Alternative Service Transactions as Percent of All Transactions
Fiscal 2004-2013

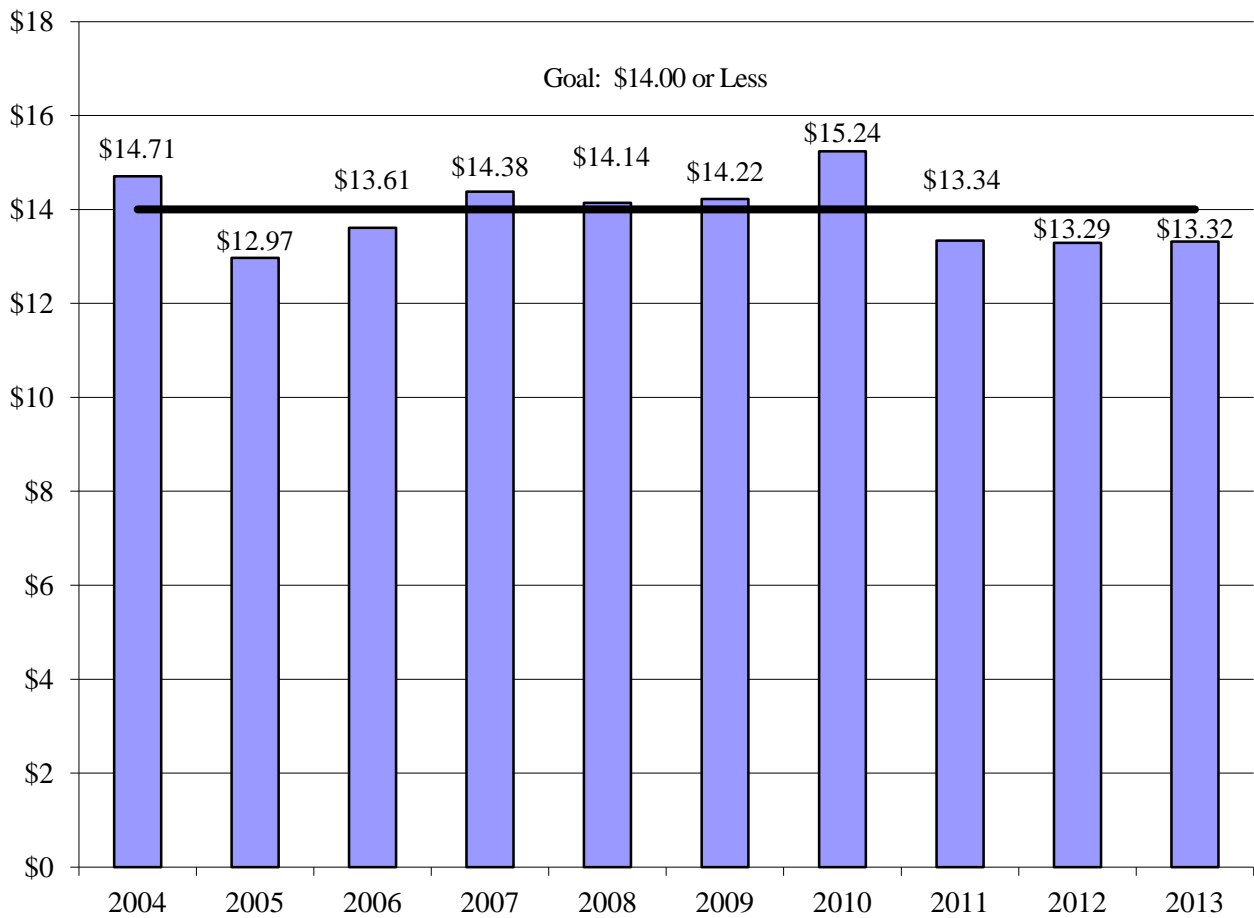


Source: Motor Vehicle Administration

Certain services are more likely to be accessed using an alternative service delivery option. In fiscal 2013, 87.1% of registration renewals and 62.0% of new titles were submitted via an alternative service delivery method.

The cost per transaction for MVA is another indicator of the efficiency and effectiveness of its business practices. MVA strives to reduce its cost per transaction through the use of better technology and operational practices. Its goal in this regard is to keep per transaction costs at or below \$14.00. As shown in **Exhibit 2**, MVA has kept per transaction costs below the \$14.00 level since fiscal 2011 after several years in which costs exceeded the goal.

Exhibit 2
Operating Cost Per Transaction
Fiscal 2004-2013

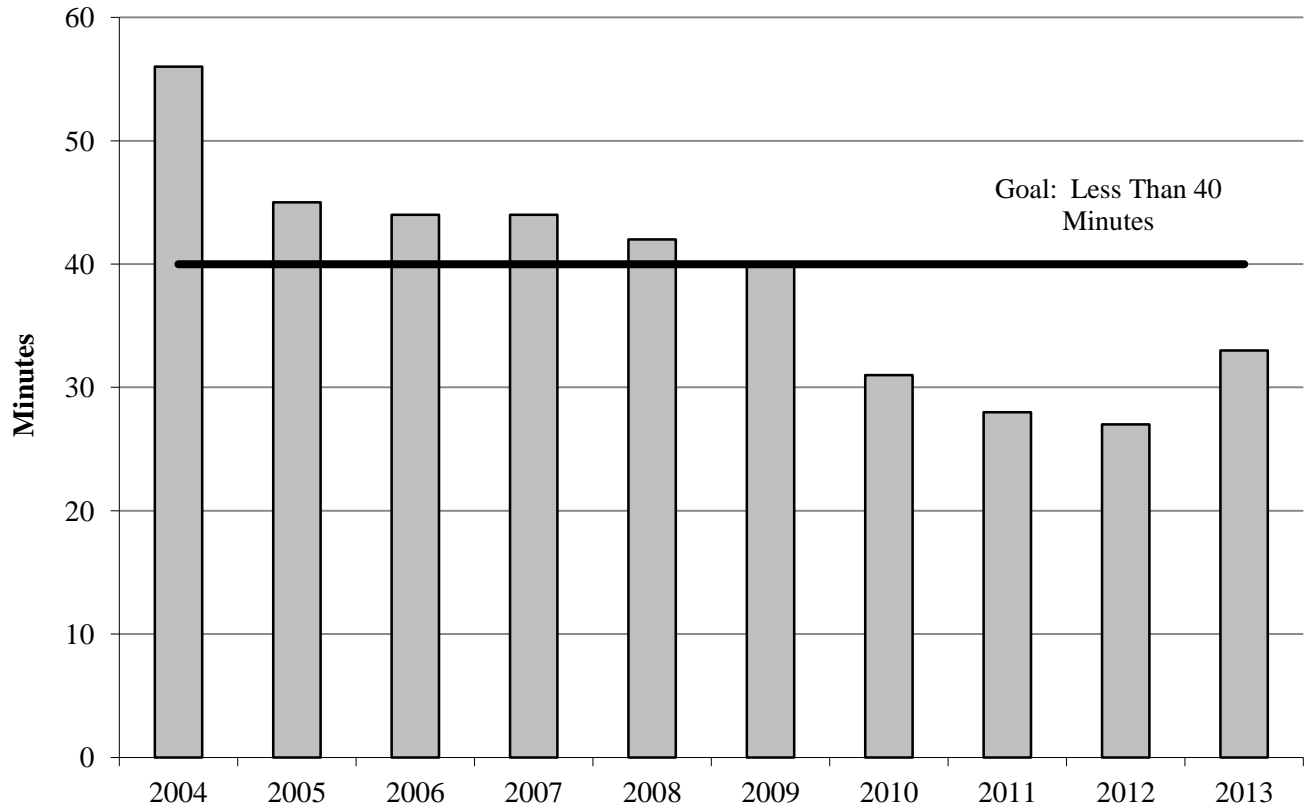


Source: Motor Vehicle Administration

2. Exemplary Customer Service

One objective for meeting the goal of providing exemplary customer service is to keep the average customer visit time at MVA branch offices at 40 minutes or less. **Exhibit 3** shows the performance for this measure for fiscal 2004 through 2013. MVA did not meet its goal during fiscal 2004 through 2008 but has met or exceeded the goal each year since fiscal 2009. The average visit time increased from fiscal 2012 to 2013, but MVA expects visit time to decrease in the current year and in fiscal 2015 due to devoting additional resources toward this effort.

Exhibit 3
Average Customer Visit Time
Fiscal 2004-2013



Source: Motor Vehicle Administration

Proposed Budget

As shown in **Exhibit 4**, the fiscal 2015 allowance for MVA increases by \$5.8 million over the current year working appropriation. Personnel costs increase the budget by \$10.2 million; administration and operations increase by \$715,000; and the Highway Safety Office decreases by \$5.3 million, due primarily to the end of a federal grant for enforcement of laws relating to driving while impaired.

**Exhibit 4
Proposed Budget
MDOT – Motor Vehicle Administration
(\$ in Thousands)**

How Much It Grows:	Special Fund	Federal Fund	Reimb. Fund	Total
2014 Working Appropriation	\$171,913	\$18,135		\$190,048
2015 Allowance	<u>182,924</u>	<u>12,961</u>		<u>195,885</u>
Amount Change	\$11,011	-\$5,175		\$5,836
Percent Change	6.4%	-28.5%		3.1%

Where It Goes:

Personnel Expenses

New positions	\$7,678
Annualized salary increase	3,134
Increments and other compensation	754
Additional assistance and overtime	571
Pension contributions	377
Workers' compensation premium assessment.....	194
Turnover adjustments	118
Employee and retiree health insurance	-2,585
Other fringe benefit adjustments	7

Administration and Operations

Security services – enhancements at branch offices.....	1,025
Chapter 309 of 2013 – language translation services	770
Vehicle Emissions and Inspection Program contract option exercised	605
Wait time reduction initiative – advertising alternative service options.....	500
Postage.....	312
Non-DGS rent.....	133

J00E00 – MDOT – Motor Vehicle Administration

Where It Goes:

Chapter 309 of 2013 – advertising.....	75
Cell phone usage at fiscal 2013 actual level.....	33
Vehicle replacements and maintenance.....	-98
Eliminate contractual positions (76.5 of 84.2 are converted to regular positions)	-2,640

Highway Safety Office

Management studies and consultants – based on estimated need.....	1,186
Software maintenance.....	150
Grants to political subdivisions	-1,155
Federal grant for repeat impaired driving.....	-5,432

Other Changes 124

Total **\$5,836**

DGS: Department of General Services

Note: The fiscal 2014 working appropriation reflects negative deficiencies and contingent reductions. The fiscal 2015 allowance reflects back of the bill and contingent reductions. Numbers may not sum to total due to rounding.

MVA Branch and Call Center Wait Time Reduction Initiative

In response to 20 consecutive months in which average wait times at MVA branch offices and the call center increased, MVA began an initiative in fiscal 2014 with the goal of reducing wait times at all branch offices to 25 minutes or less. It submitted and received budget committee approval of a budget amendment to increase its special fund appropriation by \$1.4 million. The plan added 76.0 temporary staff (50.0 customer service agents, 15.0 call center staff, and 11.0 central branch staff) as of January 2014. These staff are made permanent in the fiscal 2015 budget through the addition of 76.0 new positions (76.5 unrelated contractual full-time equivalents are also converted in the fiscal 2015 allowance for a total of 152.5 new positions in the fiscal 2015 allowance)

Cost Containment

There is one across-the-board reduction and one contingent reduction reflected in the Governor’s spending plan for the fiscal 2015 allowance. This affects funding for employee/retiree health insurance and retirement reinvestment. These actions are fully explained in the analyses of the Department of Budget and Management – Personnel and the State Retirement Agency. For MVA, these actions reduce the fiscal 2015 allowance by \$721,201 (-\$721,200 in special funds and -\$1 in federal funds) for health insurance and by \$753,071 (\$752,637 in special funds and \$434 in federal funds) for retirement reinvestment for a total reduction of \$1,474,272.

PAYGO Capital Program

Program Description

The Facilities and Capital Equipment Program provides funds for new capital facilities, renovations to existing facilities, the development of major new IT systems, and the purchase of capital equipment.

Fiscal 2014 to 2019 Consolidated Transportation Program

The 2014 to 2019 six-year capital program for MVA totals \$122.2 million, a \$12.9 million increase over the prior year's six-year program. Six-year funding increases for system preservation and minor projects (\$10.2 million), major projects (\$2.5 million), and capital salary and wages (\$0.3 million) when compared to the prior year's program, while development and evaluation projects decrease by \$100,000 compared to the prior year program.

Fiscal 2015 Capital Allowance

The fiscal 2015 allowance for MVA's capital program totals \$27.9 million, a decrease of \$3.6 million from the current year working appropriation. **Exhibit 5** shows the 2015 capital for MVA by project and program along with estimated total project costs and six-year funding included in the *Consolidated Transportation Program*.

Exhibit 5 Motor Vehicle Administration PAYGO Capital Allowance Fiscal 2015

<u>Jurisdiction</u>	<u>Project Description</u>	<u>2015</u>	<u>Total Cost</u>	<u>Six-year Total</u>
Projects				
Statewide	REAL-ID Act	\$729	\$4,307	\$1,457
Statewide	Alternative Service Delivery System	1,969	24,966	9,242
Statewide	D&E: Project Core	1,827	4,294	3,909
Subtotal – Projects		\$4,525	\$33,567	\$14,608
Programs				
Statewide	System Preservation and Minor Projects	\$22,200	n/a	\$100,400
Statewide	Capital Salaries	1,100	n/a	7,200
Subtotal – Programs		\$23,300		\$107,600
Total – Projects and Programs		\$27,825	\$33,567	\$122,208

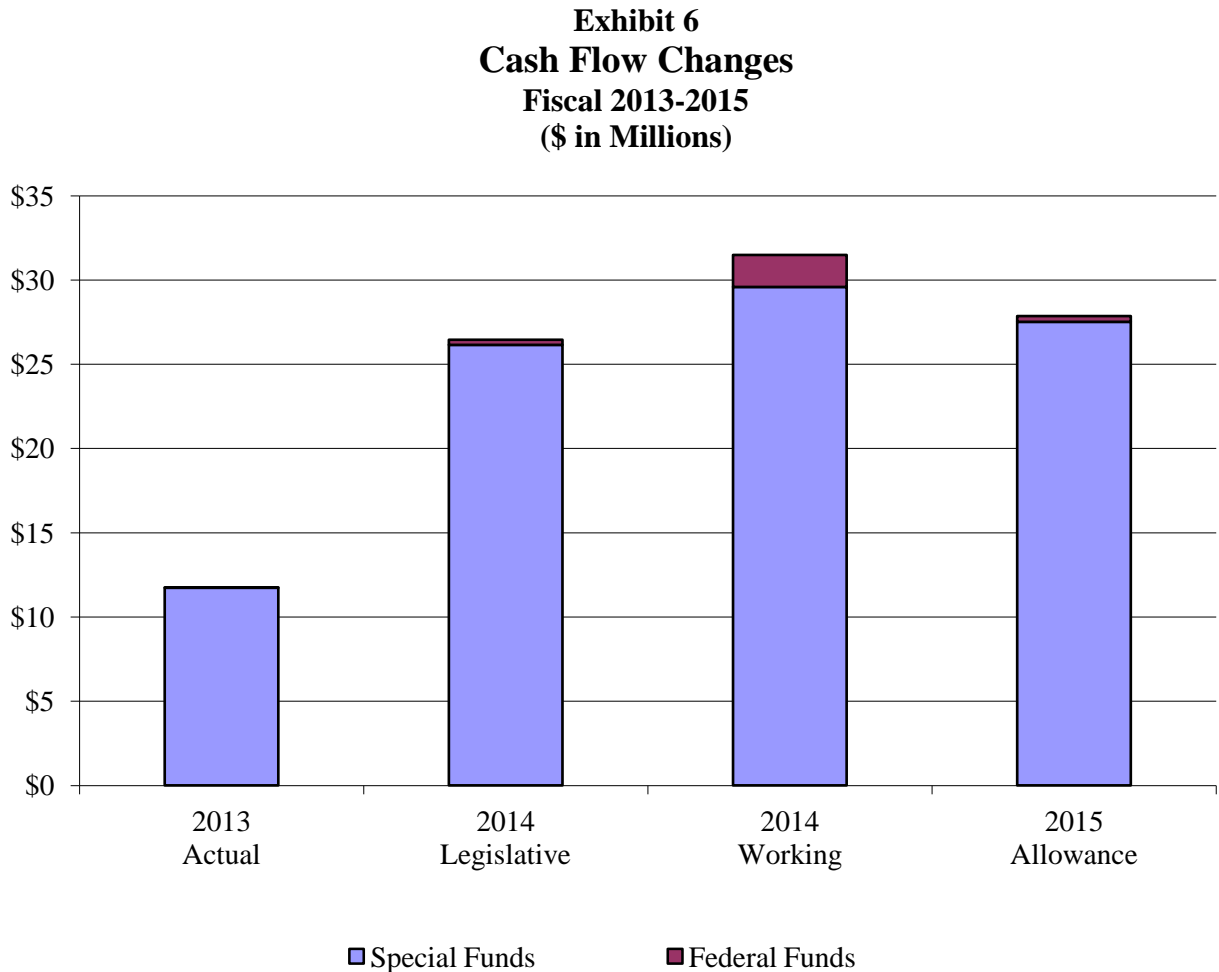
D&E: development and evaluation

PAYGO: pay-as-you-go

Source: Maryland Department of Transportation, 2014-2019 *Consolidated Transportation Program*

Fiscal 2014 and 2015 Cash Flow Analysis

Exhibit 6 shows the changes in MVA capital spending for fiscal 2013 through the 2015 allowance and includes both the fiscal 2014 legislative and working appropriations. Capital spending in the fiscal 2014 work appropriation is \$5.0 million higher than in the legislative appropriation. The fiscal 2015 allowance is a \$3.6 million decrease from the fiscal 2014 working appropriation.



Source: Maryland Department of Transportation, 2014-2019 *Consolidated Transportation Program*

Cash Flow Analysis – Fiscal 2014 Changes

As seen in **Exhibit 7**, increases in major projects (\$702,000) and system preservation and minor projects (\$4.6 million) are partially offset by a reduction in one development and evaluation project (\$380,000). The largest changes in system preservation and minor projects between the legislative and working appropriations comprise:

- \$3.2 million – Central Issuance of Licenses and Identification Cards (new);
- \$3.1 million – Driver’s License Services/Point of Sale Migration (increase);
- \$3.0 million – Salisbury Branch Renovation (new);
- \$2.1 million – Computer Equipment System Preservation (increase);
- -\$0.7 million – Glen Burnie Branch Renovation (removed); and
- -\$0.8 million – Essex Branch Office Relocation (reduced).

Exhibit 7
Cash Flow Changes
Fiscal 2014 Legislative to Working Appropriations
(\$ in Thousands)

Major Projects		\$702
Alternative Service Delivery Systems	\$968	
REAL-ID Act	-266	
Development and Evaluation Projects		-\$380
Project Core	-\$380	
System Preservation and Minor Projects		\$4,600
Total Change		\$4,922

Source: Maryland Department of Transportation, 2014-2019 *Consolidated Transportation Program*

Cash Flow Analysis – Fiscal 2014 to Fiscal 2015 Changes

As seen in **Exhibit 8**, a small increase in major projects (\$374,000) is more than offset by decreases in development and evaluation projects (\$255,000) and system preservation and minor projects (\$3.7 million). The largest changes in system preservation and minor projects between the fiscal 2014 working appropriation and the 2015 allowance comprise:

- \$4.4 million – DIWS II (Major IT Development Project) (new);
- \$2.0 million – Business Process Reengineering (new);
- \$1.6 million – Frederick Branch Renovation (new);
- \$1.2 million – Watershed Total Maximum Daily Load (new);
- -\$1.2 million – Essex Branch Office Relocation (removed);
- -\$1.8 million – Computer Equipment System Preservation (reduced);
- -\$3.0 million – Salisbury Branch Renovation (removed);
- -\$3.2 million – Central Issuance of Licenses and Identification Cards (removed); and
- -\$3.5 million – Driver’s License Services/Point of Sale Migration (reduced).

Exhibit 8
Cash Flow Changes
Fiscal 2014 Legislative to Fiscal 2015 Allowance
(\$ in Thousands)

Major Projects		\$373
Alternative Service Delivery Systems	-\$53	
REAL-ID Act	426	
Development and Evaluation Projects		-\$255
Project Core	-\$255	
System Preservation and Minor Projects		-\$3,700
Total Change		-\$3,582

Source: Maryland Department of Transportation, 2014-2019 *Consolidated Transportation Program*

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Updates

1. The U.S. Department of Homeland Security Announces Phased Enforcement of the REAL-ID Act

On December 20, 2013, the Department of Homeland Security (DHS) announced a plan to phase in enforcement of the REAL-ID Act of 2005, which requires that states meet specific standards when issuing driver's licenses and identification cards (DL/ID) in order to be used for federal purposes (such as entering federal buildings or boarding commercial aircraft). Enforcement is to be implemented over four phases, with each phase consisting of a notification period during which noncompliant IDs will still be accepted and a full enforcement date after which noncompliant IDs will not be accepted. The implementation schedule is as follows:

- Phase 1 – Restricted areas for DHS headquarters
 - January 20, 2014 – begin notification period (3 months)
 - April 21, 2014 – full enforcement
- Phase 2 – Restricted areas for all federal facilities and nuclear power plants
 - April 21, 2014 – begin notification period (3 months)
 - July 21, 2014 – full enforcement
- Phase 3 – Semi-restricted areas for remaining federal facilities
 - October 20, 2014 – begin notification period (3 months)
 - January 19, 2015 – full enforcement
- Phase 4 – Boarding aircraft
 - No sooner than 2016

DHS will conduct an assessment after the first three phases to evaluate the effects of enforcement and the progress of states in meeting REAL-ID standards. Maryland is 1 of 21 states in full compliance. Of the non-compliant states, 16 have sought and received extensions through October 10, 2014. The remaining 13 states are not in compliance and have not requested extensions. Before the schedule for implementation of the final phase is set, DHS will conduct another evaluation to determine a viable timeline, but it will occur no sooner than 2016. Residents from states not in compliance by the end of the fourth phase must utilize an acceptable alternative when accessing federal facilities or boarding aircraft (*e.g.*, a passport).

2. MVA to Produce REAL-ID Act Compliant Driver’s Licenses and Identification Cards In-house

MVA currently produces and issues over the counter original DL/ID cards in 25 branches and the Mobile office to customers, and also provides for qualified customers to renew DL/ID cards by mail through the print farm operation located at the MVA headquarters in Glen Burnie, Maryland. Provisions of the REAL-ID Act of 2005 require states to use a secure centralized issuance system.

As a result of bid protests and an appeal that was sustained by the Maryland State Board of Contract Appeals (MSBCA), MVA has been unable to successfully bid and award a contract for the central issuance of DL/ID cards by a third party. After MVA and the Office of the Attorney General reviewed the MSBCA’s decision, a Subject Matter Expert (SME) was retained to assist in the evaluation of the offers. As a potential alternative, MVA also asked the SME to perform an analysis to demonstrate the feasibility of expanding MVA’s existing in-house production capabilities. In the resulting “Needs Analysis” provided to the SME, it was determined that MVA did have the capability to expand the in-house production of the DL/ID cards rather than contract with a third party for such production and distribution.

MVA indicates that this approach has several benefits to MVA and the State of Maryland, the most important being that MVA would be able to comply with the primary intent of the Real-ID Act by maximizing card security and minimizing the ability of counterfeiters to duplicate DL/ID cards. This would be accomplished by controlling most aspects of the production process, performing the production within the secure areas of the MVA managed facilities, controlling the media and security features embedded in the DL/ID cards, and minimizing the loss or alteration of personal data by not having to send such data outside of the MVA internal network to a third party.

Current and Prior Year Budgets

Current and Prior Year Budgets MDOT – Motor Vehicle Administration (\$ in Thousands)

	<u>General Fund</u>	<u>Special Fund</u>	<u>Federal Fund</u>	<u>Reimb. Fund</u>	<u>Total</u>
Fiscal 2013					
Legislative Appropriation	\$0	\$162,795	\$7,531	\$0	\$170,326
Deficiency Appropriation	0	0	0	0	0
Budget Amendments	0	1,047	6,393	499	7,938
Reversions and Cancellations	0	0	-6,834	-86	-6,920
Actual Expenditures	\$0	\$163,842	\$7,090	\$412	\$171,344
Fiscal 2014					
Legislative Appropriation	\$0	\$167,780	\$18,135	\$0	\$185,916
Budget Amendments	0	4,133	0	0	4,133
Working Appropriation	\$0	\$171,913	\$18,135	\$0	\$190,048

Note: The fiscal 2014 working appropriation does not include deficiencies or contingent reductions. Numbers may not sum to total due to rounding.

Fiscal 2013

The fiscal 2013 budget for MVA closed out \$1.0 million higher than the legislative appropriation. Budget amendments added \$7.9 million to the budget. This increase was mostly offset by end-of-year cancellations totaling \$6.9 million.

Budget amendments added special funds totaling \$1.0 million for the general salary increase (\$781,248) to cover salary expenses determined to be ineligible for federal grant funding (\$178,517) and to provide matching funds for a federal highway safety grant (\$87,000). Federal funds totaling \$6.4 million were added by budget amendment for alcohol-impaired countermeasures (\$6,391,241) and the general salary increase (\$1,523). A reimbursable fund amendment gave MVA authority to spend \$498,724 in federal funds received by the State Highway Administration (SHA) for the Highway Safety Office.

Cancellations comprise \$6,833,662 in federal funds and \$86,472 in reimbursable funds. The majority of the federal fund cancellation relates to the funds added by budget amendment and the decision to not have these federal funds flow through MVA but rather be reflected in the SHA budget. The reimbursable fund cancellation reflects actual Highway Safety Office spending being less than the estimate used for the reimbursable fund amendment.

Fiscal 2014

The fiscal 2014 working appropriation is \$4.1 million higher than the legislative appropriation reflecting special funds added by budget amendment for the general salary increase (\$1,233,001), increments (\$478,961), and funds to implement the Maryland Highway Safety Act of 2013 – Chapter 309 (\$2,420,622).

**Object/Fund Difference Report
MDOT – Motor Vehicle Administration**

<u>Object/Fund</u>	<u>FY 13 Actual</u>	<u>FY 14 Working Appropriation</u>	<u>FY 15 Allowance</u>	<u>FY 14 - FY 15 Amount Change</u>	<u>Percent Change</u>
Positions					
01 Regular	1,573.00	1,576.00	1,726.50	150.50	9.5%
02 Contractual	74.32	80.45	0.00	-80.45	-100.0%
Total Positions	1,647.32	1,656.45	1,726.50	70.05	4.2%
Objects					
01 Salaries and Wages	\$ 102,943,480	\$ 109,434,680	\$ 121,156,970	\$ 11,722,290	10.7%
02 Technical and Spec. Fees	4,611,618	4,345,027	1,703,407	-2,641,620	-60.8%
03 Communication	5,607,380	5,472,961	6,592,566	1,119,605	20.5%
04 Travel	139,266	148,757	141,456	-7,301	-4.9%
06 Fuel and Utilities	2,123,972	2,220,227	2,223,773	3,546	0.2%
07 Motor Vehicles	503,846	837,839	731,546	-106,293	-12.7%
08 Contractual Services	42,788,406	43,059,422	46,724,678	3,665,256	8.5%
09 Supplies and Materials	1,159,296	1,117,501	1,174,042	56,541	5.1%
10 Equipment – Replacement	17,125	32,607	32,607	0	0%
11 Equipment – Additional	16,742	33,852	24,852	-9,000	-26.6%
12 Grants, Subsidies, and Contributions	4,888,281	16,548,508	9,962,315	-6,586,193	-39.8%
13 Fixed Charges	6,544,767	6,796,912	6,890,679	93,767	1.4%
Total Objects	\$ 171,344,179	\$ 190,048,293	\$ 197,358,891	\$ 7,310,598	3.8%
Funds					
03 Special Fund	\$ 163,842,044	\$ 171,912,826	\$ 184,397,690	\$ 12,484,864	7.3%
05 Federal Fund	7,089,883	18,135,467	12,961,201	-5,174,266	-28.5%
09 Reimbursable Fund	412,252	0	0	0	0.0%
Total Funds	\$ 171,344,179	\$ 190,048,293	\$ 197,358,891	\$ 7,310,598	3.8%

Note: The fiscal 2014 appropriation does not include deficiencies. The fiscal 2015 allowance does not include contingent reductions.

Fiscal Summary
MDOT – Motor Vehicle Administration

<u>Program/Unit</u>	<u>FY 13 Actual</u>	<u>FY 14 Wrk Approp</u>	<u>FY 15 Allowance</u>	<u>Change</u>	<u>FY 14 - FY 15 % Change</u>
01 Motor Vehicle Operations	\$ 162,768,085	\$ 171,062,896	\$ 183,533,388	\$ 12,470,492	7.3%
03 Facilities and Capital Equipment	11,649,108	29,388,104	25,539,184	-3,848,920	-13.1%
04 Maryland Highway Safety Office	8,576,094	18,985,397	13,825,503	-5,159,894	-27.2%
08 Major IT Development Projects	89,289	2,082,000	2,327,000	245,000	11.8%
Total Expenditures	\$ 183,082,576	\$ 221,518,397	\$ 225,225,075	\$ 3,706,678	1.7%
Special Fund	\$ 175,576,973	\$ 201,491,930	\$ 211,909,874	\$ 10,417,944	5.2%
Federal Fund	7,093,351	20,026,467	13,315,201	-6,711,266	-33.5%
Total Appropriations	\$ 182,670,324	\$ 221,518,397	\$ 225,225,075	\$ 3,706,678	1.7%
Reimbursable Fund	\$ 412,252	\$ 0	\$ 0	\$ 0	0.0%
Total Funds	\$ 183,082,576	\$ 221,518,397	\$ 225,225,075	\$ 3,706,678	1.7%

Note: The fiscal 2014 appropriation does not include deficiencies. The fiscal 2015 allowance does not include contingent reductions.

Budget Amendments for Fiscal 2014
Maryland Department of Transportation
Motor Vehicle Administration – Operating

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$1,233,001	Special	General salary increase.
Approved	478,961	Special	Salary increments.
Approved	2,420,622	Special	Implement Maryland Highway Safety Act of 2013 (Chapter 309) – non-federal compliant driver’s licenses and identification cards for applicants who cannot demonstrate lawful status.
Approved	1,364,952	Special	The Motor Vehicle Administration branch office and call center wait time reduction initiative.

Source: Maryland Department of Transportation

Budget Amendments for Fiscal 2014
Maryland Department of Transportation
Motor Vehicle Administration – Capital

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$11,495	Special	General salary increase.
Approved	3,696	Special	Salary increments
Pending	\$3,422,000	Special	Adjusts the appropriation to agree with the anticipated expenditures in the final <i>Consolidated Transportation Program</i> .
	<u>1,588,000</u>	Federal	
Total	\$5,010,000		

Source: Maryland Department of Transportation