
Maryland Department of Transportation

Fiscal 2021 Budget Overview

**Department of Legislative Services
Office of Policy Analysis
Annapolis, Maryland**

January 2020

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

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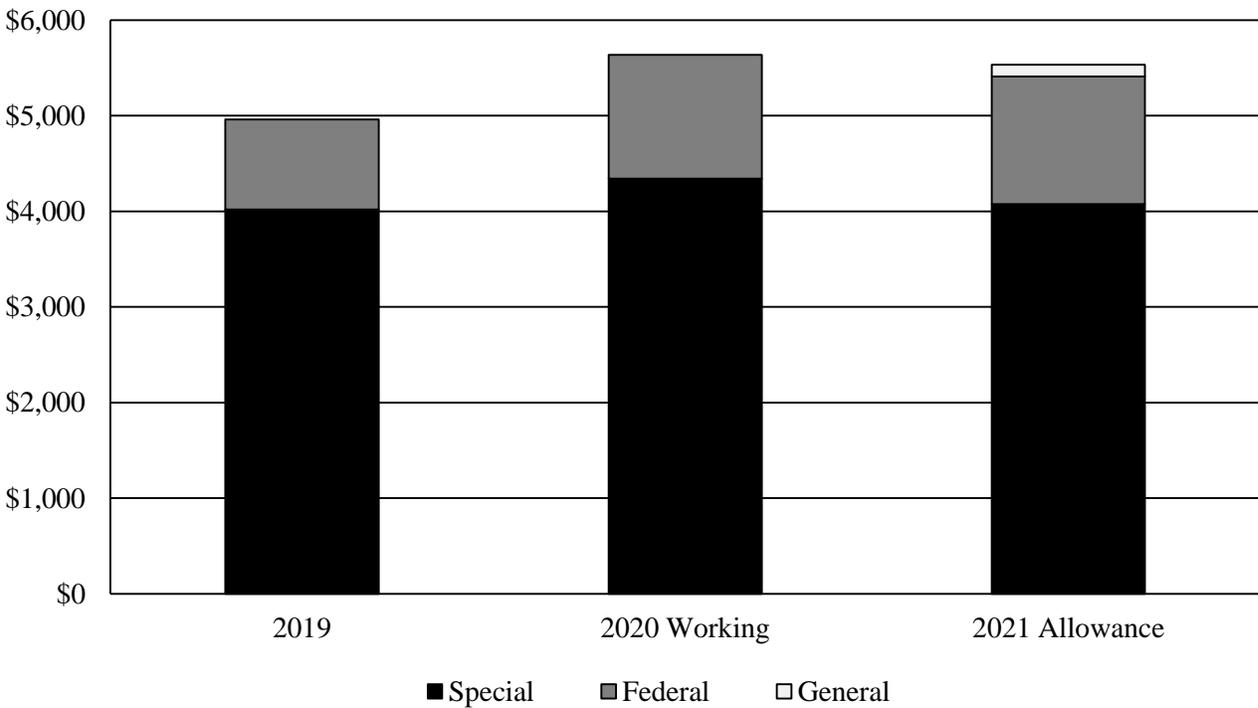
Analysis of the FY 2021 Maryland Executive Budget, 2020

Executive Summary

This analysis provides an overview of the status of the six-year Transportation Trust Fund forecast, including revenue and spending projections as well as a summary of the entire fiscal 2021 budget for the Maryland Department of Transportation.

Operating Budget Summary

Budget Decreases \$101.5 Million or 1.8% to \$5.5 Billion in Fiscal 2021 (\$ in Millions)



Note: Numbers may not sum due to rounding. The fiscal 2020 appropriation includes deficiencies, planned reversions, and general salary increases. The fiscal 2021 allowance includes contingent reductions and general salary increases.

Key Observations

- The fiscal 2020 to 2025 transportation capital plan decreases by \$112.8 million from the prior six-year plan. Increases in general funds and other funds mask a decrease in special funds of \$889.3 million over the six-year period. Special fund availability is reduced due to projected increases in operating expenses and lower bond issuances due to debt service coverage ratios approaching the minimum required level.
- The Board of Public Works designated the I-495/I-270 Managed Toll Lane project as a public-private partnership, and the agreement covering the first phase is expected to be executed by May 2021 with construction commencing soon thereafter.
- The Greenhouse Gas Emissions Reduction Act draft plan for achieving a 40% reduction in greenhouse gas emissions by 2030 identifies the transportation sector as a major contributor of greenhouse gas emissions.

Operating Budget Recommended Actions

1. Add annual budget bill language requiring notification of capital budget changes.
2. Add annual budget bill language establishing a position cap.

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Transportation Trust Fund Overview

The Transportation Trust Fund (TTF) is a nonlapsing special fund that provides funding for transportation. It consists of tax and fee revenues, operating revenues, bond proceeds, and fund transfers. The Maryland Department of Transportation (MDOT) issues bonds backed by TTF revenues and invests the TTF fund balance to generate investment income. The Maryland Transit Administration (MTA), the Motor Vehicle Administration, the Maryland Port Administration, and the Maryland Aviation Administration (MAA) generate operating revenues that cover a portion of their operating expenditures.

The tax and fee revenues include motor fuel taxes, rental car sales taxes, titling taxes, vehicle registration fees, a portion of the corporate income tax, and other miscellaneous motor vehicle fees. A portion of these revenues is credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA), the balance of which is used as the basis for calculating the amount of local aid to be provided through mandated capital appropriations. The funds retained by the TTF support the capital program, debt service, and operating costs.

Fiscal 2019 TTF Revenue Closeout

As shown in **Exhibit 1**, the TTF ended fiscal 2019 with a fund balance of \$319 million, an amount \$169 million higher than the \$150 million projected ending balance. The increase in the fund balance resulted from higher than projected revenues combined with lower than projected spending.

State (special fund) spending was a net \$78 million lower than projected. Departmental operating expenses were \$36 million higher than projected but this was more than offset by lower spending on the capital program (-\$113 million). Revenues exceeded estimates by a net \$91 million with motor fuel tax revenue exceeding estimates by \$12 million, other receipts and adjustments (primarily capital reimbursements) closing out \$33 million higher than projected, and bond proceeds and premiums higher by \$14 million than originally projected.

Exhibit 1
Fiscal 2019 Transportation Trust Fund Closeout
State Funds Only
(\$ in Millions)

	<u>Projected</u>	<u>Actual</u>	<u>Variance</u>
Starting Fund Balance	\$142	\$142	\$0
Revenues			
Motor Fuel Taxes	\$1,128	\$1,140	\$12
Titling Taxes	904	917	13
Corporate Income Tax, Registrations, and Miscellaneous Motor Vehicle Administration Fees	871	889	18
Sales Tax – Rental Vehicles	32	34	2
MDOT Operating Revenues (MAA, MPA, and MTA)	454	453	-1
Other Receipts and Adjustments	110	143	33
Bond Proceeds and Premiums	675	689	14
Total Revenues	\$4,174	\$4,265	\$91
Uses of Funds			
MDOT Operating Expenditures	\$2,001	\$2,037	\$36
MDOT Capital Expenditures	1,574	1,461	-113
MDOT Debt Service	338	338	0
Highway User Revenues	181	183	2
Other Expenditures	72	69	-2
Total Expenditures	\$4,166	\$4,088	-\$78
Final Ending Fund Balance	\$150	\$319	\$169

MAA: Maryland Aviation Administration
MDOT: Maryland Department of Transportation
MPA: Maryland Port Administration
MTA: Maryland Transit Administration

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

Source: Maryland Department of Transportation

Fiscal 2020 Year-to-date Revenue Receipts

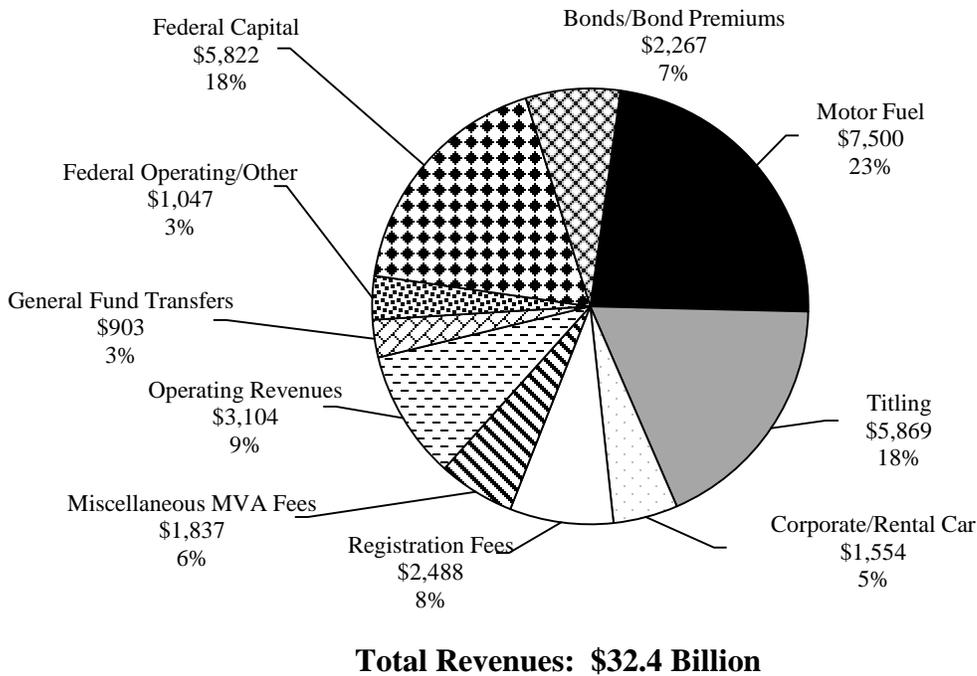
Fiscal 2020 revenue attainment from the TTF’s three largest revenue sources – motor fuel taxes, titling taxes, and vehicle registration fees – is slightly higher than projections based on five-year average attainment rates. With collections recorded through October 2019, combined attainment was

up \$1.6 million with motor fuel and titling revenues slightly under performing but registration fees more than offsetting these shortfalls. This puts attainment from these sources on pace to exceed estimates by just \$3.6 million for the full fiscal year. It is worth noting, however, that at this same point in fiscal 2016, attainment from these sources was on track to end the year \$74 million above estimates, but the actual attainment that year fell \$16.7 million short of the estimate.

Fiscal 2020 through 2025 Revenues

Exhibit 2 shows that the TTF’s three largest revenue sources in the fiscal 2020 to 2025 forecast period are motor fuel taxes, federal capital assistance, and titling taxes, which collectively represent 59.2% of all projected revenue. In support of the capital program, MDOT is projecting \$2.3 billion in bond proceeds and bond premiums, representing 7.0% of projected revenues. Additionally, the TTF forecast anticipates \$125 million in general fund support for the dedicated capital grant for the Washington Metropolitan Area Transit Authority (WMATA) in fiscal 2021 and a total of \$903 million in general fund support over the six-year forecast.

**Exhibit 2
Transportation Trust Fund
State-sourced Revenues and Federal Funds
Fiscal 2020-2025
(\$ in Millions)**



MVA: Motor Vehicle Administration

Source: Maryland Department of Transportation, Fiscal 2020-2025 *Transportation Trust Fund Forecast*, January 2020

Six-year Transportation Trust Fund Forecast Summary

Exhibit 3 shows the TTF forecast summary that includes the fiscal 2019 actual and the fiscal 2020 to 2025 projections. It reflects the decision to increase the target closing balance beginning in fiscal 2021 to \$175 million from the \$150 million used the prior year. The increased fund balance is intended to accommodate working cash flow requirements during the year.

Exhibit 3
Transportation Trust Fund Forecast Summary
Fiscal 2019-2025
(\$ in Millions)

	<u>Actual</u> <u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>Total</u> <u>2020-2025</u>
Opening Fund Balance	\$142	\$319	\$150	\$175	\$175	\$175	\$175	
Closing Fund Balance	\$319	\$150	\$175	\$175	\$175	\$175	\$175	
Net Revenues								
Taxes and Fees	\$2,728	\$2,968	\$3,024	\$3,100	\$3,169	\$3,225	\$3,278	\$18,766
Operating and Miscellaneous	687	664	689	698	695	698	707	4,151
Subtotal	\$3,415	\$3,632	\$3,713	\$3,798	\$3,864	\$3,923	\$3,985	\$22,917
Bond Proceeds	631	490	505	355	335	295	225	\$2,205
Bond Premiums	58	62	0	0	0	0	0	62
General Fund Transfers	0	110	125	167	167	167	167	903
Fund Balance Increase/Use	-177	169	-25	0	0	0	0	144
Total Net Revenues	\$3,927	\$4,463	\$4,318	\$4,320	\$4,366	\$4,385	\$4,377	\$26,230
Expenditures								
Debt Service	\$338	\$357	\$416	\$462	\$498	\$473	\$490	\$2,696
Operating Budget	2,128	2,276	2,312	2,359	2,428	2,500	2,576	14,451
Purple Line Availability Payments	0	0	0	0	119	154	151	424
State Capital (including State Aid)	1,461	1,831	1,590	1,500	1,321	1,258	1,160	8,660
Total Expenditures	\$3,927	\$4,464	\$4,318	\$4,321	\$4,366	\$4,385	\$4,377	\$26,231
Debt								
Debt Outstanding	\$3,343	\$3,627	\$3,877	\$3,936	\$3,937	\$3,920	\$3,811	
Debt Service Coverage: Net Income	3.6	2.6	2.7	2.7	2.8	2.7	2.6	
Local Highway User Revenue	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$183

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	<u>Actual</u> <u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>Total</u> <u>2020-2025</u>
Capital Summary								
State Capital	\$1,461	\$1,571	\$1,326	\$1,230	\$1,047	\$983	\$962	\$7,120
State Aid – Capital Grants	0	259	264	269	274	275	198	1,540
Net Federal Capital (Cash Flow)	852	1,186	1,226	1,022	875	780	733	\$5,822
Other Funds	197	365	449	482	248	182	101	\$1,827
Total Capital Expenditures	\$2,510	\$3,382	\$3,265	\$3,004	\$2,444	\$2,220	\$1,994	\$16,309
Spending Above Revenues included in the CTP	\$0	\$0	\$1	\$1	\$2	\$5	\$5	\$14
GARVEE Debt Service	\$86	\$51						

CTP: *Consolidated Transportation Program*

GARVEE: Grant Anticipation Revenue Vehicle

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

Source: Maryland Department of Transportation, Fiscal 2020-2025 *Transportation Trust Fund Forecast*, January 2020; Department of Legislative Services

Revenues are first used to pay debt service and then to cover the department’s operating expenses. Remaining revenues are used for the capital program, which is also funded through the sale of bonds; federal aid; and beginning in fiscal 2020, general fund transfers from the Dedicated Purpose Account (DPA). Over the six-year forecast period, bond proceeds and premiums are projected to cover just over 26% of State capital expenditures. The projected issuance of debt will increase the amount of debt outstanding from \$3.3 billion in fiscal 2019 to just over \$3.8 billion by the end of fiscal 2025. Bond covenants require MDOT to maintain a net income to maximum future debt service ratio of at least 2.0, and the department has an administrative practice of maintaining the ratio at no less than 2.5. As shown in Exhibit 3, the net income debt service coverage ratio is projected to vary between 2.6 and 2.8 during the six-year forecast. Debt service as a percent of net revenues to the department averages 11.7% for the forecast period. In fiscal 2023, debt service will consume 12.9% of net revenues, the highest level in the forecast period.

Capital Program Trends

As shown in **Exhibit 4**, total programmed spending in the fiscal 2020 to 2025 *Consolidated Transportation Program* (CTP) is a net \$112.8 million (0.7%) less than in the prior year CTP. Special funds decrease by \$889.3 million from the prior year six-year plan. The special fund change by mode is shown at the bottom of Exhibit 4.

Exhibit 4
Transportation Capital Program Six-year Funding
January 2019 Plan vs. January 2020 Plan
All Funds and Special Funds by Mode
(\$ in Millions)

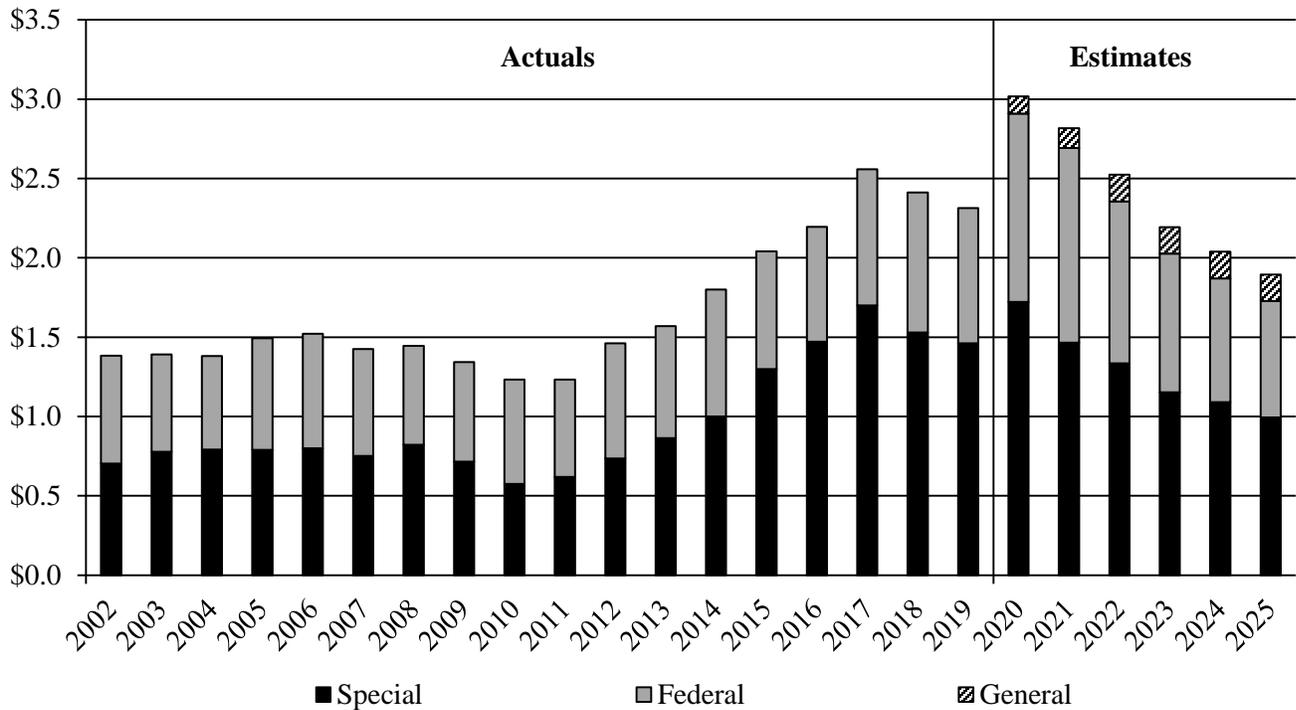
	<u>2019 Plan</u> <u>All Funds</u>	<u>2020 Plan</u> <u>All Funds</u>	<u>Change</u>
Maryland Aviation Administration	\$644.7	\$1,034.0	\$389.3
Maryland Port Administration	842.6	1,159.7	317.1
State Aid	1,326.3	1,541.2	214.9
Washington Metropolitan Area Transit Authority	2,574.9	2,705.5	130.6
Motor Vehicle Administration	143.4	147.0	3.6
Secretary's Office	244.4	146.5	-97.9
Maryland Transit Administration	3,310.1	3,007.0	-303.1
State Highway Administration	7,352.2	6,584.9	-767.3
Six-year All Funds Total	\$16,438.6	\$16,325.8	-\$112.8
Funds			
Special Funds	\$8,636.5	\$7,747.2	-\$889.3
Federal Funds	5,845.6	5,822.1	-23.5
General Fund Transfer	793.0	903.0	110.0
Other Funds	1,163.5	1,853.5	690.0
Total Funds	\$16,438.6	\$16,325.8	-\$112.8
	<u>Special Funds</u>	<u>Special Funds</u>	
State Aid	\$1,326.3	1,541.2	214.9
Washington Metropolitan Area Transit Authority	1,182.5	1,203.1	20.6
Motor Vehicle Administration	142.7	147	4.3
Maryland Aviation Administration	296.5	260.3	-36.2
Secretary's Office	216.0	130.6	-85.4
Maryland Port Administration	804.2	678.7	-125.5
Maryland Transit Administration	1,054.0	883	-171.0
State Highway Administration	3,614.3	2,903.3	-711.0
Special Fund Total	\$8,636.5	\$7,747.2	-\$889.3

Note: Other Funds include federal funds received directly by the Washington Metropolitan Area Transit Authority.

Source: Maryland Department of Transportation; Department of Legislative Services

Exhibit 5 shows the level of planned capital spending by year compared with actual spending from past years. Combined special and federal capital spending exceeded \$2.0 billion for the first time in 2015. With the addition of general fund transfers to support the capital program (\$903 million six-year total), spending is projected to peak in fiscal 2020 at just over \$3.0 billion and then decline through the rest of the forecast. Projected capital spending in fiscal 2025 is the lowest level since fiscal 2014, the first year in which new revenues from the gas tax increase passed in 2013 were being phased in.

Exhibit 5
Capital Spending Trends
Fiscal 2002-2025
(\$ in Billions)

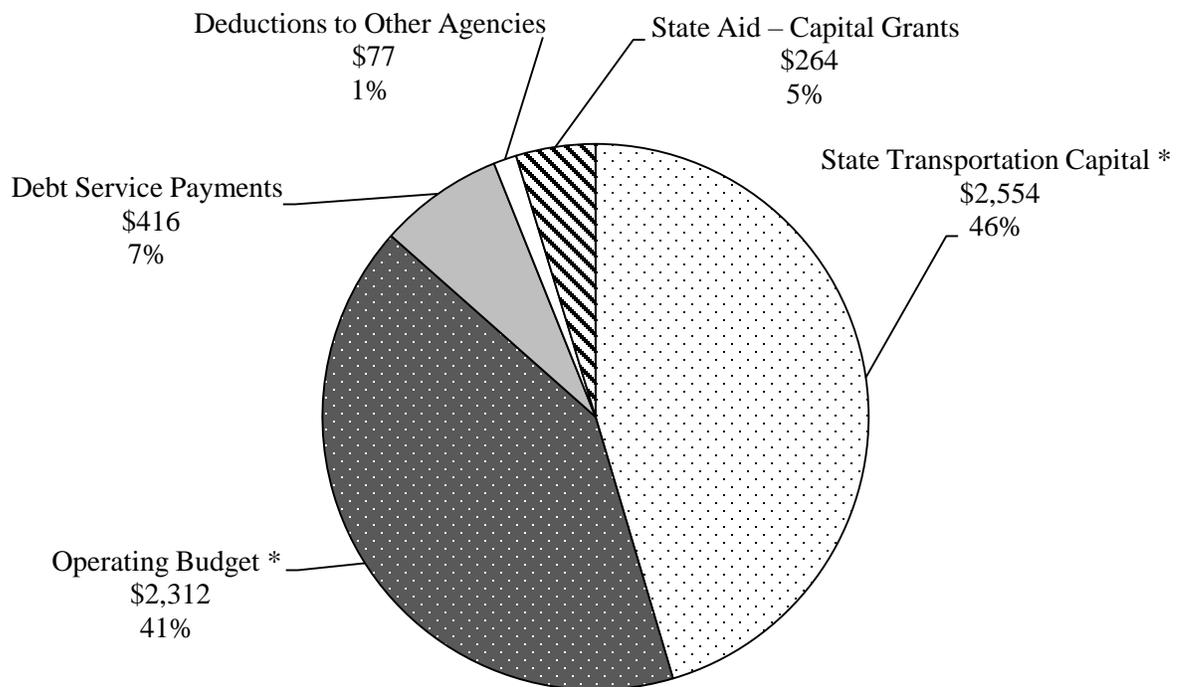


Source: Maryland Department of Transportation; Department of Legislative Services

Budget Overview

Exhibit 6 shows all expenditures from the TTF by category for fiscal 2021. The State capital program (excluding State aid capital grants) accounts for 46% of TTF spending in fiscal 2021 with departmental operations comprising an additional 41%. The remainder of TTF expenditures cover debt service payments, State aid capital grants, and deductions to other State agencies.

Exhibit 6
Fiscal 2021 Transportation Trust Fund Uses
(\$ in Millions)



* Excludes general salary increases.

Note: The chart includes special funds from the Transportation Trust Fund, a general fund transfer to support the capital program, and federal funds only. It excludes \$449 million in other funding for the capital program. For illustrative purposes, other funding can include loans from the Maryland Transportation Authority, passenger facility charges, customer facility changes, local county participation, pass-through federal funding for the Washington Metropolitan Area Transit Authority, and funding from the Transportation Security Administration.

Source: Maryland Department of Transportation, *Transportation Trust Fund Forecast*, January 2020

Proposed Budget

General Salary Increase

The fiscal 2021 allowance includes funds for a 2.0% general salary increase for all State employees (except for members of the State Law Enforcement Officers Labor Alliance who will receive a 4% general salary increase) effective January 1, 2021. These funds are budgeted in the Department of Budget and Management’s statewide program and will be distributed to agencies during the fiscal year. MDOT’s share of the general salary increase is \$4,648,280 (\$4,418,655 in special funds and \$229,625 in federal funds).

Budget Comparison

Exhibit 7 shows the operating and capital budgets, with adjustments, for the modal administrations, along with the amounts budgeted for debt service and State aid capital grants. The exhibit includes the fiscal 2019 actual through the fiscal 2021 allowance. Adjustments are included for fiscal 2020 to include funding for the fiscal 2020 1% general salary increase and to reflect pending budget amendments for MTA and WMATA to cover collective bargaining and contractual costs that were not known at the time the budget was submitted. Fiscal 2021 has been adjusted to reflect the 2.0% general salary increase and to annualize the 1% fiscal 2020 general salary increase. For WMATA capital, fiscal 2021 has also been adjusted to include the \$125 million in general fund support included in the DPA. A similar adjustment to fiscal 2020 for the \$110 million DPA general fund appropriation approved during the 2019 session is not needed because a budget amendment has been processed crediting the general funds to the TTF and increasing the special fund appropriation for the WMATA capital grant by that amount.

MDOT’s total adjusted fiscal 2021 allowance of \$5.6 billion is a net decrease of \$101.4 million (-1.8%) from the current year working appropriation. Increases in operating expenses (\$30.8 million), debt service (\$61.1 million) and local transportation aid (\$5.2 million) are more than offset by a decrease in capital appropriations of \$198.5 million.

Exhibit 7
Transportation Budget Overview
Fiscal 2019-2021
(\$ in Thousands)

	<u>Actual</u> <u>2019</u>	<u>Working App.</u> <u>2020¹</u>	<u>Allowance</u> <u>2021¹</u>	<u>\$ Change</u> <u>2020-2021</u>	<u>% Change</u> <u>2020-21</u>
Operating					
Secretary’s Office	\$94,138	\$101,932	\$107,008	\$5,076	5.0%
WMATA	388,583	465,579	444,276	-21,303	-4.6%
State Highway Administration	311,364	310,574	316,806	6,232	2.0%
Port Administration	48,082	51,314	52,216	902	1.8%
Motor Vehicle Administration	198,520	210,680	213,777	3,097	1.5%
Maryland Transit Administration	881,561	921,144	944,157	23,013	2.5%
Aviation Administration	205,719	206,335	220,117	13,782	6.7%
Subtotal	\$2,127,967	\$2,267,557	\$2,298,357	\$30,799	1.4%
Debt Service	\$337,566	\$354,848	\$415,915	\$61,067	17.2%
State Aid – Highway User/Mandated Capital					
	\$183,348	\$259,016	\$264,194	\$5,178	2.0%
Capital					
Secretary’s Office	\$98,080	\$46,890	\$41,223	-\$5,667	-12.1%
WMATA	153,788	335,133	344,151	9,018	2.7%
State Highway Administration	1,382,294	1,506,512	1,317,989	-188,523	-12.5%
Port Administration	98,582	116,469	142,720	26,250	22.5%
Motor Vehicle Administration	24,646	45,220	42,143	-3,077	-6.8%
Maryland Transit Administration	484,870	570,173	607,737	37,564	6.6%
Aviation Administration	70,265	134,356	60,322	-74,034	-55.1%
Subtotal	\$2,312,526	\$2,754,753	\$2,556,284	-\$198,469	-7.2%
Total of All Funds					
Special Fund	\$4,018,835	\$4,341,477	\$4,077,150	-\$264,327	-6.1%
Federal Fund	942,572	1,294,698	1,332,600	37,902	2.9%
General Fund Transfer	0	0	125,000	125,000	n/a
Grand Total	\$4,961,407	\$5,636,175	\$5,534,750	-\$101,425	-1.8%

WMATA: Washington Metropolitan Area Transit Authority

¹ Fiscal 2020 is adjusted to reflect funding for the 1% general salary increase. Fiscal 2021 is adjusted to reflect the 2.0% general salary increase (4% for State Law Enforcement Officers Labor Alliance members), to annualize the fiscal 2020 1% general salary increase, and to reflect the general fund transfer of \$125 million budgeted in the Dedicated Purpose Account for the WMATA dedicated capital grant.

Source: Governor’s Fiscal 2021 Budget Books

Operating Budget Analysis

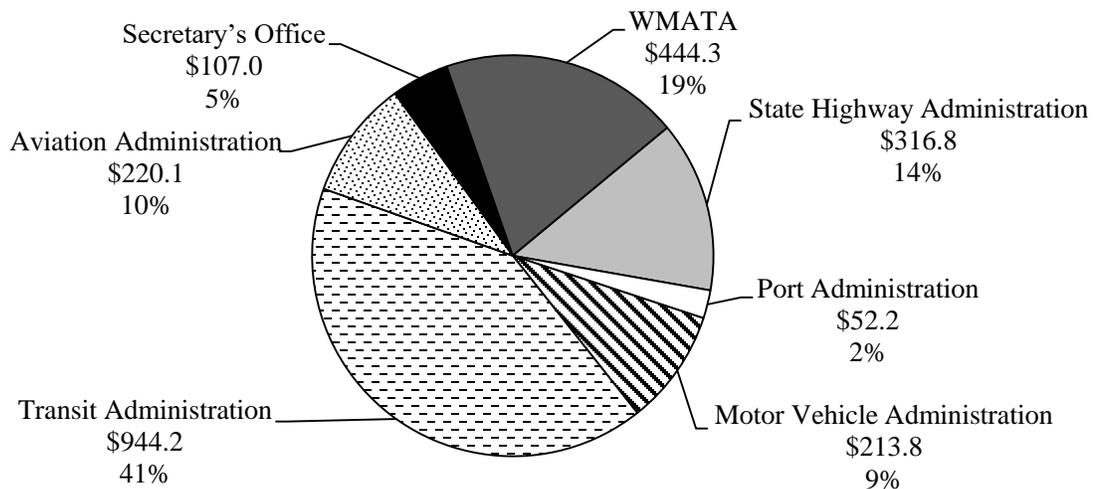
MDOT’s operating allowance includes funding for the operations of each of the modes and for paying debt service on bonds issued to support capital spending. MDOT’s fiscal 2021 operating budget allowance totals just over \$2.7 billion, an increase of \$91.9 million (3.5%) over the current year working appropriation. Almost 85% of the operating allowance is used for the operating expenses of each of the modes with debt service accounting for the remaining 15% of operating spending.

Fiscal 2020 Proposed Budget

Operating Programs

The fiscal 2021 allowance for the modal operating budgets, adjusted to reflect the general salary increase, totals nearly \$2.3 billion, an increase of \$30.8 million (1.4%), over the fiscal 2020 working appropriation. MAA receives the largest percent increase at 6.7% (\$13.8 million), while the largest dollar increase occurs in MTA (\$23.0 million or 2.5%). **Exhibit 8** shows the fiscal 2021 operating budget allowances by mode and provides the percentage of total operating spending that the budget for each mode represents. Transit spending, the combined operating budget allowances for MTA and WMATA, represents the largest share of the MDOT operating budget at 60.4%.

Exhibit 8
Fiscal 2021 Operating Budget Allowance by Mode
(\$ in Millions)



Total Spending: \$2.3 Billion

WMATA: Washington Metropolitan Area Transit Authority

Source: Department of Legislative Services; Governor’s Fiscal 2021 Budget Books

Personnel

As shown in **Exhibit 9**, the fiscal 2021 allowance contains 9,057.5 regular positions, which is the same number of positions in the fiscal 2020 working appropriation. Three positions are transferred between units of MDOT with 1 position each from the Maryland State Highway Administration (SHA) and MTA transferred to the Secretary’s Office to create a departmentwide contract monitoring office and 1 additional position from SHA transferred to the Secretary’s Office to replace a position transferred to SHA in a prior year to work on public-private partnership (P3) project development. The number of contractual full-time equivalents remains unchanged between the working appropriation and the allowance.

Exhibit 9
Regular and Contractual Full-time Equivalents
Operating and Capital Programs
Fiscal 2019-2021

	<u>2019</u>	<u>Working 2020</u>	<u>Allowance 2021</u>	<u>Change 2020-21</u>	<u>% Change 2020-21</u>
Regular Positions					
Secretary’s Office	321.0	319.0	322.0	3.0	0.9%
State Highway Administration	2,959.5	2,961.5	2,959.5	-2.0	-0.1%
Port Administration	210.0	210.0	210.0	0.0	0.0%
Motor Vehicle Administration	1,707.5	1,707.5	1,707.5	0.0	0.0%
Transit Administration	3,365.0	3,365.0	3,364.0	-1.0	-0.0%
Aviation Administration	494.5	494.5	494.5	0.0	0.0%
Total Regular Positions	9,057.5	9,057.5	9,057.5	0.0	0.0%
Contractual Positions					
Secretary’s Office	8.8	10.0	10.0	0.0	0.0%
State Highway Administration	66.9	88.0	88.0	0.0	0.0%
Port Administration	0.5	1.2	1.2	0.0	0.0%
Motor Vehicle Administration	0.0	6.5	6.5	0.0	0.0%
Transit Administration	12.0	16.0	16.0	0.0	0.0%
Aviation Administration	0.5	0.5	0.5	0.0	0.0%
Total Contractual Positions	88.4	122.2	122.2	0.0	0.0%

Source: Department of Budget and Management

Debt Service

The fiscal 2021 allowance for debt service payments is \$415.9 million, an increase of \$61.1 million (17.2%) over the fiscal 2020 working appropriation. The increase is the result of debt service on currently outstanding debt plus the estimated debt service due to the planned issuance of \$505 million in fiscal 2021. At the end of fiscal 2021, debt outstanding on the department's Consolidated Transportation Bonds is projected to total nearly \$3.9 billion, which is within the statutory cap of \$4.5 billion. The MDOT forecast indicates that debt service coverage ratios will be adequate throughout the forecast period, although they are near the minimum acceptable level in each year of the forecast.

State Aid – Mandated Capital Grants

Prior to fiscal 2020, local governments shared in a portion of the tax and fee revenues that are deposited into the GMVRA, commonly referred to as Highway User Revenues (HUR). Since fiscal 2009, the local share of HUR had been 9.6% of the GMVRA with MDOT retaining 90.4% of revenues to support its operating and capital budgets. Chapters 330 and 331 of 2018 converted this local aid from a share of the GMVRA revenues to mandated capital grants based on a percentage of total GMVRA and also increased the amount local governments would receive to an amount equivalent to 13.5% of the GMVRA for fiscal 2020 to 2024. This change increased MDOT's bonding capacity since it now retains all GMVRA revenue.

For several years prior to the increase to local governments provided through Chapters 330 and 331, local governments received discretionary capital grants to supplement the HUR funding. These grants totaled \$57.9 million in fiscal 2019. Since Chapters 330 and 331 provide for a five-year increase in the amount of funding provided to local governments, discretionary capital funding is not needed over this period.

Exhibit 10 provides a summary of State transportation aid – HUR and discretionary capital grant funding for fiscal 2019 and mandated capital grant funding for fiscal 2020 and 2021. The fiscal 2021 mandated capital grant funding of \$264.2 million is \$5.2 million more than the discretionary capital grant funding locals are projected to receive in fiscal 2020.

Exhibit 10
State Aid – Highway User Revenues and Capital Grants
Fiscal 2019-2021

	2019 HUR % of GMVRA	2020 Mandated Capital Grants % of GMVRA	2021 Mandated Capital Grants % of GMVRA
MDOT	90.4%	n/a	n/a
Baltimore City	7.7%	8.3%	8.3%
Counties	1.5%	3.2%	3.2%
Municipalities	0.4%	2.0%	2.0%
Total	100.0%	13.5%	13.5%

Highway User Revenues

MDOT	\$1,726,588,445	\$1,918,637,037	\$1,956,990,104
Local Share	183,348,097	0	0
Total GMVRA	\$1,909,936,542	\$1,918,637,037	\$1,956,990,104

Local Distribution

Baltimore City	\$147,065,150	\$0	\$0
Counties	\$28,649,055	0	0
Municipalities	\$7,633,892	0	0
Total	\$183,348,097	\$0	\$0

Capital Grants

Baltimore City	\$5,558,937	\$159,246,874	\$162,430,179
Counties	29,892,204	61,396,385	62,623,683
Municipalities	22,480,289	38,372,741	39,139,802
Total	\$57,931,430	\$259,016,000	\$264,193,664

Combined Highway User Revenues and Capital Grants

Baltimore City	\$152,624,087	\$159,246,874	\$162,430,179
Counties	58,541,259	61,396,385	62,623,683
Municipalities	30,114,181	38,372,741	39,139,802
Total	\$241,279,527	\$259,016,000	\$264,193,664

GMVRA: Gasoline and Motor Vehicle Revenue Account

HUR: Highway User Revenues

MDOT: Maryland Department of Transportation

Source: Governor's Fiscal 2021 Budget Books

PAYGO Capital Budget Analysis

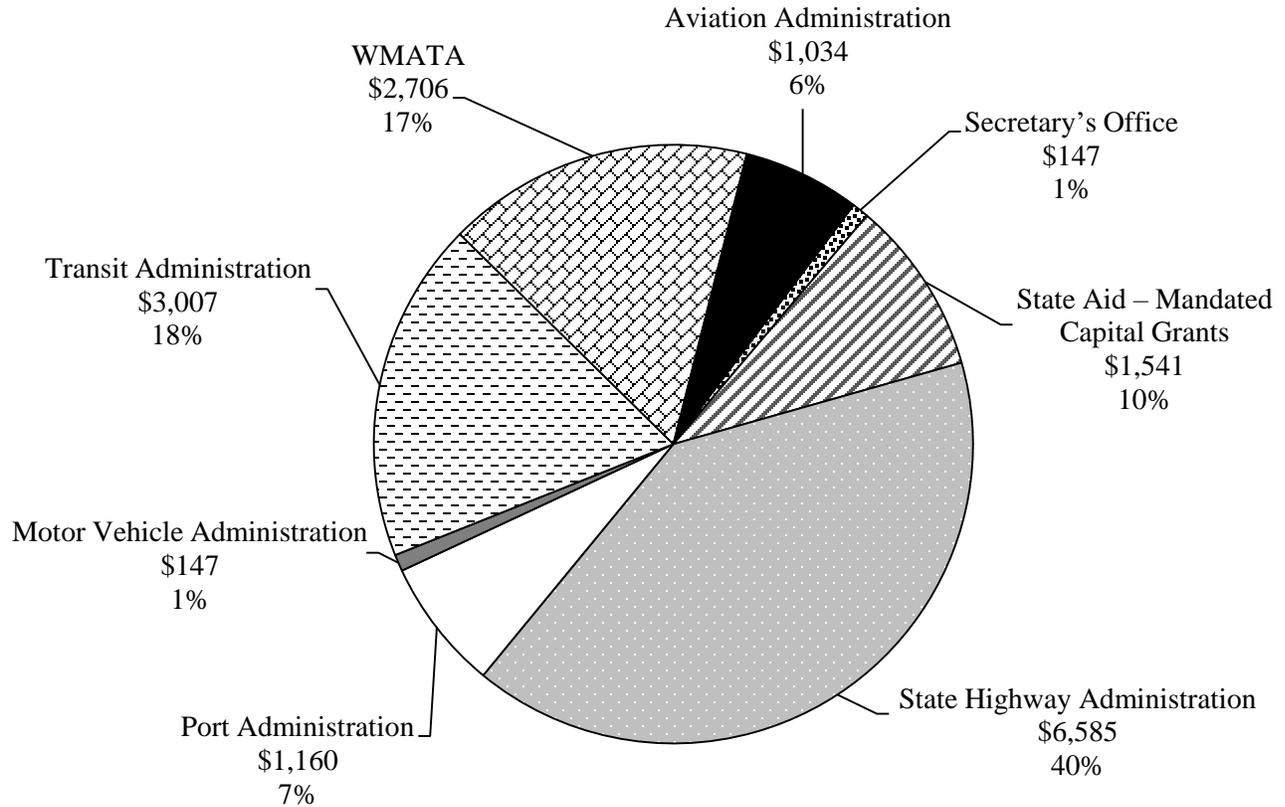
The CTP is issued annually and is posted on the MDOT website. It provides a description of major projects proposed by MDOT for development and evaluation or construction over the next six-year period.

Fiscal 2020 to 2025 CTP

The fiscal 2020 to 2025 CTP totals over \$16.3 billion for projects supported by State, federal, and other funds. This is a decrease of \$112.8 million from the fiscal 2019 to 2024 CTP. **Exhibit 11** shows the six-year funding by mode. SHA, exclusive of State Aid Mandated Capital Grant funding, accounts for nearly 40% of six-year capital spending.

Exhibit 12 shows the fund splits for each year of the capital program. Federal funds are the largest source of six-year capital funding at 35.7%. Special funds comprise 33.6% of six-year funding, and bond proceeds and premiums contribute 13.9%. General funds comprise 5.5% of six-year funding and are included for the \$167 million annual capital grant to WMATA mandated by Chapters 351 and 352 of 2018. In fiscal 2021, special funds cover \$42 million of the WMATA grant with general funds providing \$125 million. For fiscal 2022 to 2025, general funds are programmed to provide the entire \$167 million for the mandated grant. Other funds, which do not flow through the Maryland State budget, account for the remaining 11.4% of six-year capital funding.

Exhibit 11
Proposed Six-year Capital Funding by Mode
Fiscal 2020-2025
(\$ in Millions)



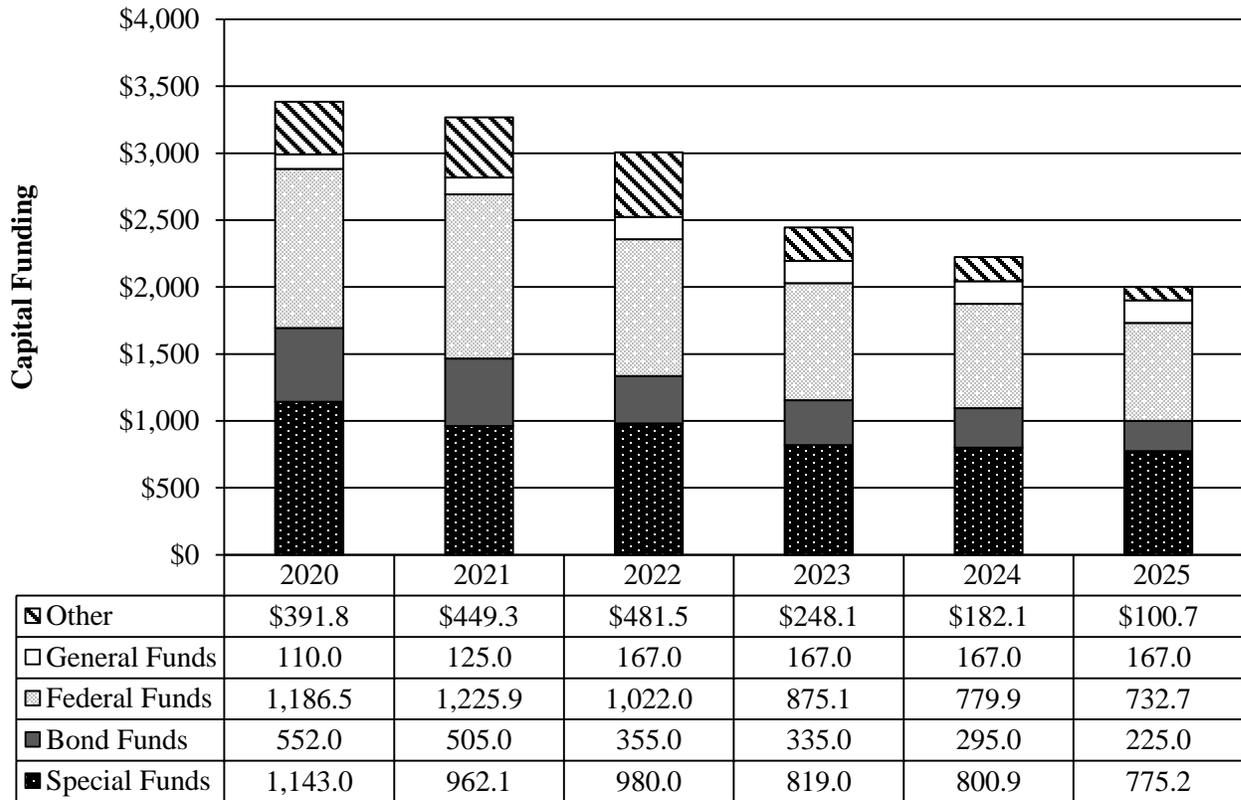
Total Spending: \$16.3 Billion

WMATA: Washington Metropolitan Area Transit Authority

Note: State Aid Mandated Capital Grant funding is included in the State Highway Administration in the *Consolidated Transportation Program* but is shown separately here.

Source: Maryland Department of Transportation, Fiscal 2020-2025 *Consolidated Transportation Program*; Department of Legislative Services

Exhibit 12
Proposed Capital Funding by Year and Source
Fiscal 2020-2025
(\$ in Millions)

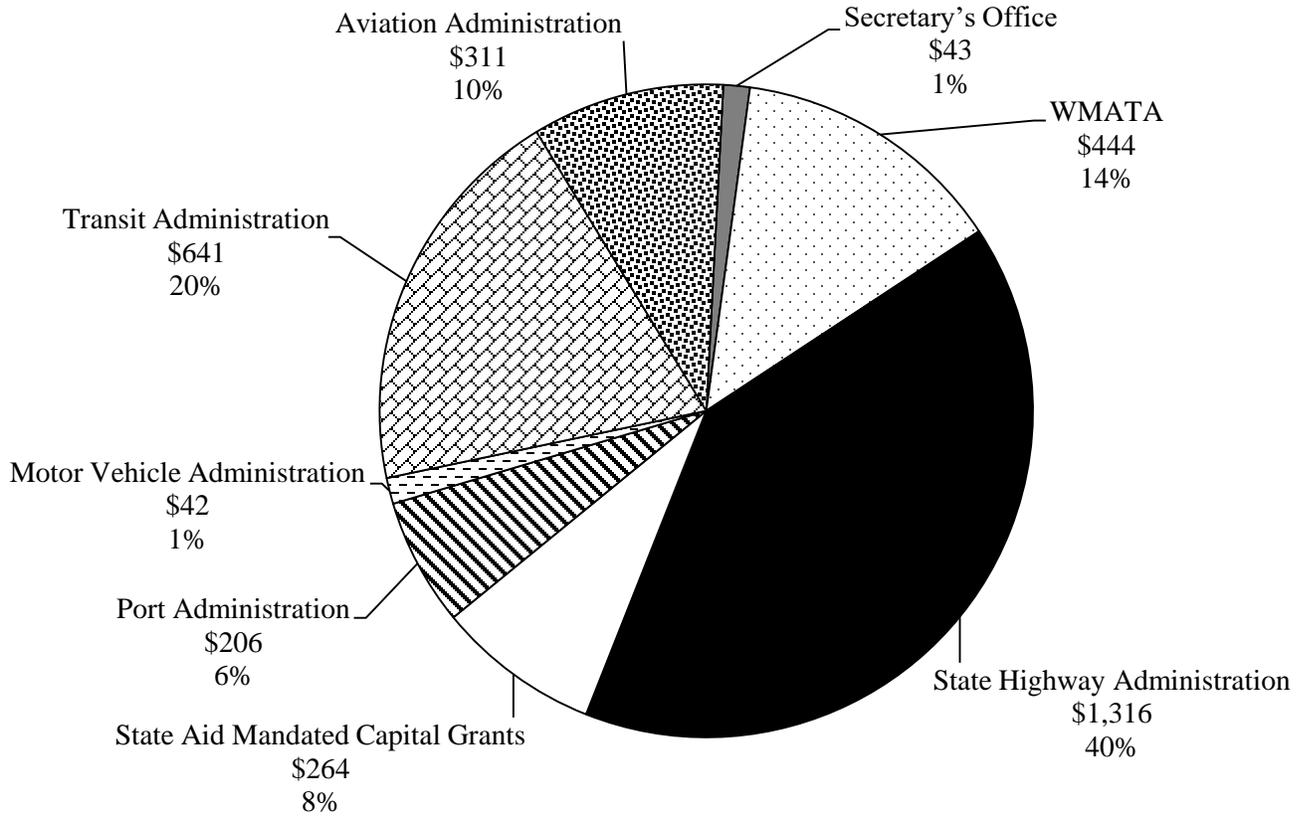


Source: Maryland Department of Transportation, Fiscal 2020-2025 Consolidated Transportation Program; Department of Legislative Services

Fiscal 2021 Capital Budget

Exhibit 13 shows the MDOT fiscal 2021 capital budget by mode. Including other funds that do not flow through the MDOT budget, fiscal 2021 capital spending is projected at \$3.3 billion, a decrease of \$116.5 million (-3.4%) from planned capital spending for the current year.

Exhibit 13
Fiscal 2021 Capital Funding by Mode
(\$ in Millions)



Total Spending: \$3.3 Billion

WMATA: Washington Metropolitan Area Transit Authority

Note: State Aid Mandated Capital Grant funding is included in the State Highway Administration in the *Consolidated Transportation Program* but is shown separately here.

Source: Maryland Department of Transportation, *2020-2025 Consolidated Transportation Program*

Other Funds

The fiscal 2020 to 2025 CTP shows \$573 million in other funds for fiscal 2021 as shown in **Exhibit 14**. Normally, other funds only represent funding for projects that do not through the Maryland budget. For fiscal 2021, however, \$125 million in general funds appropriated to the DPA and \$10 million in general funds budgeted in the Department of Commerce are included in the other funds total. The nongeneral fund portion of other funds in fiscal 2021 comprises passenger and customer facility charges at the Baltimore-Washington International Thurgood Marshall Airport, MTA loans, county participation, private funds, and federal funds received directly by WMATA.

Exhibit 14 Fiscal 2021 Other Funds (\$ in Thousands)

<u>Project</u>	<u>Funding Source</u>	<u>Amount</u>
CMAR Concourse A/B Connector and Baggage Handling System	Revenue Bonds	\$186,410
CRCF – BMF Bus Wash Replacement	Customer Facility Charges	1,083
CRCF – BMF Equipment Replacement	Customer Facility Charges	1,024
BWI Marshall Airport Mobile Lounge Refurbishment	Customer Facility Charges	721
Residential Sound Insulation Program	Passenger Facility Charges	1,876
Federal Inspection Service Hall Reconfiguration	Passenger Facility Charges Bond	3,571
Concourse D HVAC Replacement	Passenger Facility Charges Bond	4,885
Shuttle Bus Replacement	Certificates of Participation	12,500
BWI Marshall Airport Restroom Improvement Program	Passenger Facility Charges Bond	17,061
Airline Maintenance Facility Infrastructure	Maryland Transportation Authority Loan	21,865
<i>Subtotal – Maryland Aviation Administration</i>		<i>\$250,996</i>
50-foot Bert at Seagirt Marine Terminal	USDOT Grant	\$7,378
Low Emission Vehicles Upgrade	Volkswagen Settlement Trust	1,000
Howard Street Tunnel Upgrades	CSX/PennDOT/GF/BaltimoreCity/Maryland Transportation Authority	55,000
<i>Subtotal – Maryland Port Administration</i>		<i>\$63,378</i>
Non-State Purple Line (Bethesda Metro)	Montgomery	\$21,668
Purple Line Capital Crescent Trail	Montgomery	5,800
Non-State Purple Line (Polk Street Maintenance Facility Roof)	Prince George’s	1,000
Non-State Purple Line (Transit-oriented Development)	Montgomery/Prince George’s	588
North Avenue Rising	Baltimore City/Local Federal Funding	850
LOTS Ocean City Facility Replacement	Ocean City	1,900

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<u>Project</u>	<u>Funding Source</u>	<u>Amount</u>
LOTS Elderly and Disabled Nonprofit Services	Local Governments	958
LOTS Baltimore City Harbor Connector	Baltimore Ferry	325
LOTS TDP	Local Governments	70
<i>Subtotal – Maryland Transit Administration</i>		<i>\$33,159</i>
Maglev	Private Company	\$1,500
<i>Subtotal – The Secretary’s Office</i>		<i>\$1,500</i>
WMATA Federal Funding	Federal Government	\$99,870
Dedicated Purpose Account appropriation	General Fund	125,000
<i>Subtotal – WMATA</i>		<i>\$224,870</i>
Total – Other Funds		\$573,903

BMF: bus maintenance facility
 BWI: Baltimore-Washington International Thurgood Marshall Airport
 CMAR: construction management-at-risk
 CRCF: consolidated car rental facility
 GF: general funds
 HVAC: heating, ventilation, and air conditioning
 LOTS: locally operated transit systems
 PENDOT: Pennsylvania Department of Transportation
 TDP: transportation development plan
 USDOT: U.S. Department of Transportation
 WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation; Department of Legislative Services

Issues

1. I-495/I-270 Managed Tolls Lanes Project Moving Forward as a P3

One June 5, 2019, the Board of Public Works (BPW) gave conditional approval of the Traffic Relief Plan I-495/I-270 Managed Toll Lanes Program as a P3 and approved the proposed competitive solicitation method for selecting a developer for each phase of the program. On January 8, 2020, BPW approved amendments to items 3 and 5 and provided updates on the unchanged items. The five conditions imposed and amendments are:

1. No property acquisitions related to Traffic Relief Plan may take place before BPW final approval of P3 agreement;
2. A Request for Proposal soliciting P3 contractor will permit mass transit bus access on managed toll lanes without tolls;
3. 10 percent of net State toll proceeds – after P3 contractor gets reimbursed for construction costs – will go to Montgomery and Prince George’s counties for regional transit service;

AMENDMENT: The Reporting Agencies will develop memoranda of understanding with the affected Counties defining regional transit service improvements to be provided as part of the P3 Agreements. Terms of the agreements will be provided to the BPW concurrently with the P3 Agreements. Furthermore, the Reporting Agencies will develop the transit service improvements collaboratively with the affected Counties.

Specific transit investment will be provided as part of the P3 agreements. This will ensure these regional transit service improvements are provided at defined and predictable times. By including the regional transit service improvements in the P3 agreements, the affected Counties will be guaranteed the transit service improvements. This approach will fully honor the BPW request from June 5, 2019. The memoranda of understanding between MDOT and the affected Counties defining transit service improvements to be developed as part of the P3 Agreements will be provided to the BPW as part of the request for approval of the P3 Agreements to clearly show that the Reporting Agencies have complied with this BPW condition.

4. Initial feasibility of monorail (within the I-270 footprint from Frederick to the Shady Grove Metro Station) to be performed; and
5. The program begins with “I-270 as Phase 1 which will delay Montgomery County beltway [I-495] portion to Phase II which moves Prince George’s County beltway [I-495] developments to last and final phase”.

AMENDMENT: The P3 Program will be delivered through the solicitation of one or more phase developers. The first solicitation, referred to herein as “Phase 1,” will include the Bi-state Capital Beltway Accord partnership for the American Legion Bridge which will include I-495 from south of the George Washington Memorial Parkway to I-270 and I-270 from I-495 to I-70. The first section to be delivered under Phase 1 will be along I-495 from south of the George Washington Memorial Parkway to I-270 and along I-270 from I-495 to I-370. The remaining phases on I-495 from I-270 to the Woodrow Wilson Memorial Bridge and on I-270 from I-370 to I-70 will be solicited at a later date subject to BPW amendment approval of each subsequent phase(s).

The Bi-state Capital Beltway Accord is an agreement in principle with Virginia on sharing the costs and construction responsibilities of replacing the American Legion Memorial Bridge to include two managed toll lanes in each direction. The actual agreement is under development and has not yet been signed.

The preliminary solicitation schedule for Phase 1 anticipates the execution of the Phase P3 agreement in May 2021. The selected phase developer would be responsible for constructing lanes from south of the American Legion Memorial Bridge up I-270 to Frederick. However, the segment of I-270 from I-370 to Frederick is not part of the ongoing federal environmental review (The Managed Lanes Study). Preliminary work to begin the federal environmental review for this segment of I-270 began in fall 2019 and is expected to be complete in fall 2020 at which time the federal environmental review would begin. The federal environmental review for this segment needs to be complete prior to the beginning of construction on that section. There is currently no schedule for the environmental review for I-495 from MD 5 to the Woodrow Wilson Bridge. MDOT advises that this study would be done in conjunction with Virginia to ensure that the study enables a logical tie-in between toll lanes in each state.

The 2020 legislative session may be the last opportunity that the General Assembly has to enact legislation modifying the P3 statute before an agreement with a developer for Phase 1 of the I-495/I-270 P3 Program is executed. The General Assembly may wish to add specific requirements that must be included in a P3 agreement related to transit bus use of toll lanes constructed through a P3 agreement to ensure that transit service utilizing toll lanes is not unduly limited.

2. Greenhouse Gas Emissions Act Plan Includes Significant Transportation Sector Components

Background

Chapter 11 of 2016, The Greenhouse Gas Emissions Reduction Act – Reauthorization (GGRA), requires the State to achieve a minimum of a 40% reduction in statewide greenhouse gas (GHG) emissions from 2006 levels by 2030. According to the Maryland Department of the Environment’s

(MDE) 2019 GGRA Draft Plan, the transportation sector contributed 40% of total GHG emissions in 2017.

Appendix J of the MDE report is the 2018 MDOT Draft Greenhouse Gas Reduction Act Plan that presents strategies to reduce emissions from the transportation sector by 40% by 2030. The report presents three policy scenarios:

- ***On-the-books:*** Evaluates the emissions reductions from funded projects and programs and that MDOT acknowledges will not reduce emissions sufficiently to meet the 2030 goal;
- ***Emerging and Innovative:*** Acknowledges that attaining the 2030 goal will require additional investments to expand or accelerate deployment of previously planned strategies and transportation technology; and
- ***Market Pricing:*** Examines an approach that could include current revenue sources or augment or replace some of these sources with a vehicle miles travelled or carbon pricing approach to raise the funding necessary to implement the “Emerging and Innovative” strategies to achieve the 2030 goal.

Transportation and Climate Initiative

The Transportation and Climate Initiative (TCI) is a regional collaboration of 12 Northeast and Mid-Atlantic States and the District of Columbia that seeks to improve transportation, develop the clean energy economy, and reduce carbon emissions from the transportation sector. The participating states are Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Virginia. In December 2019, TCI released a draft Memorandum of Understanding (MOU) for public review and comment on its plan to develop a regional carbon “cap and invest” program that would cap and gradually lower the emissions of the GHG from the transportation sector, while raising revenue that would be utilized by member jurisdictions to invest in strategies to help meet the GHG reduction goals and mitigate impacts on low-income and disadvantaged communities. Under the proposal, fuel companies would be required to purchase allowances for every ton of carbon dioxide their fuels emit. TCI modeling indicates that costs passed through to the consumer could mean an incremental motor fuel price increase in 2022 of between \$0.05 and \$0.17 per gallon based on cap reductions between 20% and 25%. Once the final details are developed on the level at which emissions will be capped, each member jurisdiction will decide whether or not to sign the final MOU and participate in the cap and invest program.

MDOT should brief the committees on its efforts to help ensure that the 40% GHG reduction goal will be met and the likelihood that Maryland will become a participating jurisdiction in the proposed TCI cap and invest program.

3. Capital Needs Inventory for the MTA Indicates \$2 Billion Gap Between Needs and Funding Over 10 Years

Chapter 352 requires MTA to assess its ongoing, unconstrained capital needs. In doing so, MTA must (1) compile and prioritize capital needs without regard to cost; (2) identify the backlog of repairs and replacement needed to achieve a state of good repair (SGR) for its assets, including a separate analysis of those needs over the following 10 years; and (3) identify the needs to be met in order to enhance service and achieve system performance goals. The Federal Transit Administration defines SGR as the condition in which a capital asset is able to operate at a full level of performance. Enhancement needs include investments in new assets to provide the highest level of safety, meet forecasted system demand levels, and comply with new mandates. **Exhibit 15** shows the projected funding needs, programmed funding, and resulting funding gap for SGR and enhancements.

Exhibit 15
Ten-year Capital Needs vs. Total Capital Funding Forecast
Calendar 2019-2028
(\$ in Thousands)

	<u>State of Good Repair</u>	<u>Enhancements</u>	<u>Total</u>
Identified Need	\$4,619	\$1,105	\$5,724
Programmed Funding	3,588	78	3,666
Funding Gap	\$1,031	\$1,027	\$2,058

Source: Maryland Transit Administration, *10-Year Capital Needs Inventory & Prioritization*, July 2019

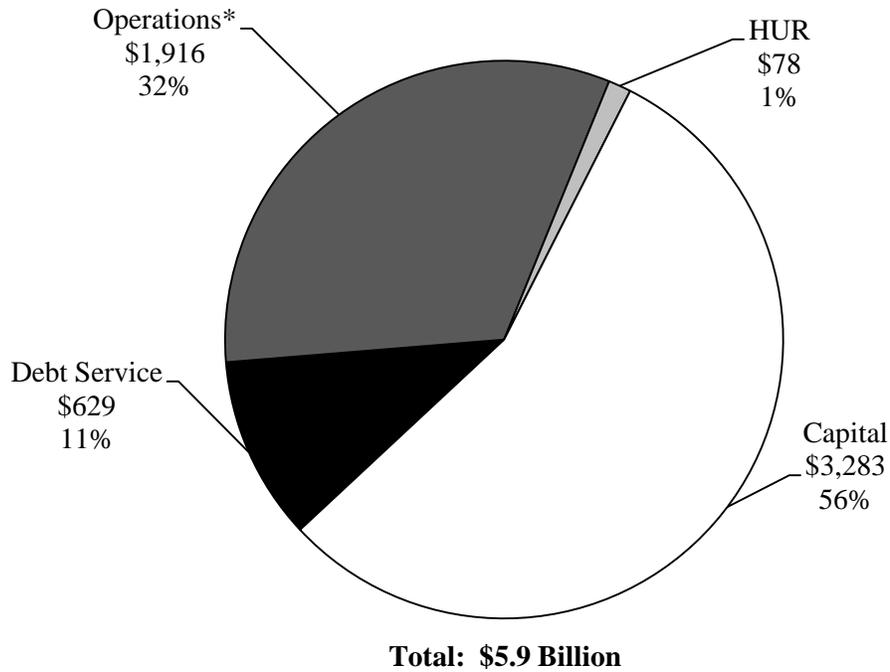
The Secretary should discuss with the committees the actions the department is taking to address the funding gaps identified in the MTA report.

4. Spending Trends Since the 2013 Motor Fuel Tax Increase

Chapter 429 of 2013 increased motor fuel taxes through the indexing of the base tax rate to inflation using the Consumer Price Index, and the addition of a sales and use tax equivalent rate component on motor fuel at the wholesale level. The following exhibits demonstrate how the increased revenues following enactment of Chapter 429 have been spent. For each of the charts, the spending amounts reflect only the spending that exceeds the \$2.8 billion that was spent on debt service, operating expenses, local aid (HUR), and capital in fiscal 2013.

Exhibit 16 shows total spending by category for the six-year period since the 2013 revenue increase. Over this period, 56% of increased revenues were devoted to capital.

Exhibit 16
Spending by Category above Fiscal 2013 Base
Fiscal 2014-2019
(\$ in Millions)



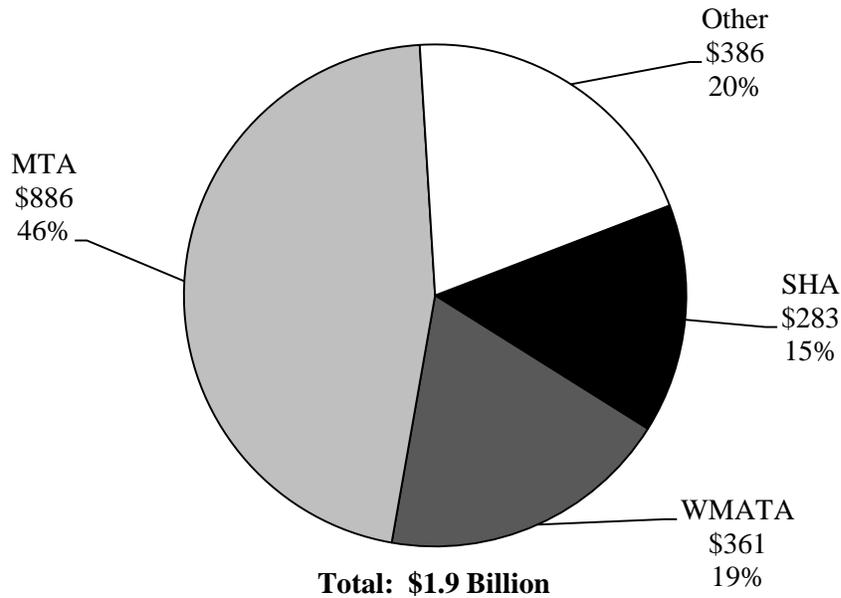
HUR: Highway User Revenues

*Includes federal operating assistance.

Source: Maryland Department of Transportation, Transportation Trust Fund Forecasts; Department of Legislative Services

Exhibit 17 shows spending on operations for MTA, SHA, WMATA, and Other that include all the remaining modes. Debt service and HUR spending is not included. As with the base budget, the combined operating spending for MTA and WMATA accounts for nearly two-thirds (65%) of operating spending.

Exhibit 17
Operations* Spending Above Fiscal 2013 Base
Fiscal 2014-2019
(\$ in Millions)



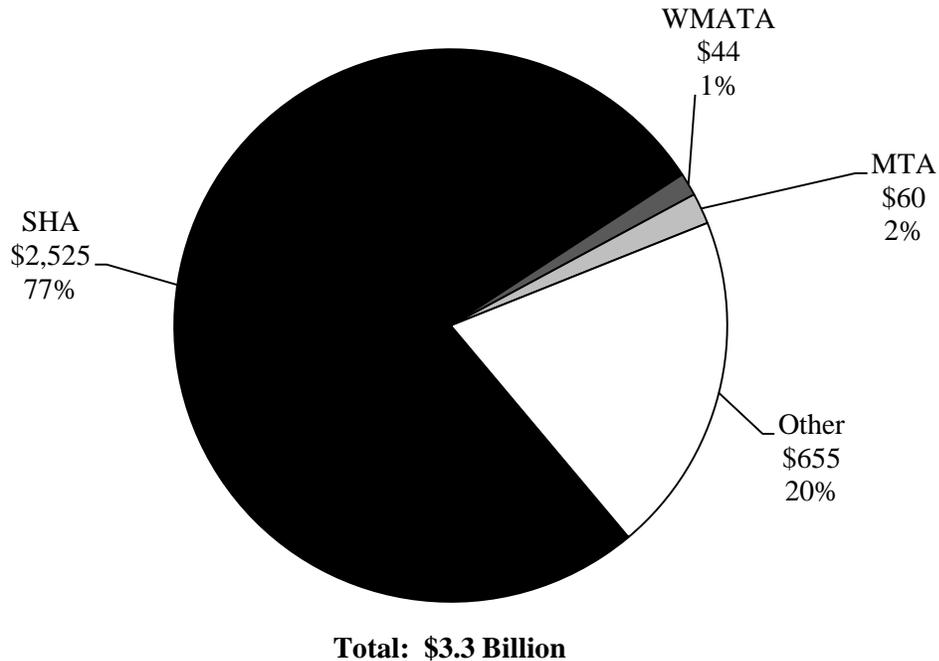
MTA: Maryland Transit Administration
SHA: State Highway Administration
WMATA: Washington Metropolitan Area Transit Authority

*Includes federal operating assistance.

Source: Maryland Department of Transportation, Transportation Trust Fund Forecasts; Department of Legislative Services

Exhibit 18 shows capital spending for the same categories used in Exhibit 17. Of the \$3.3 billion in increased capital spending over this period, 77% (\$2.5 billion) went to SHA projects.

Exhibit 18
Capital Spending Above Fiscal 2013 Base
Fiscal 2014-2019
(\$ in Millions)

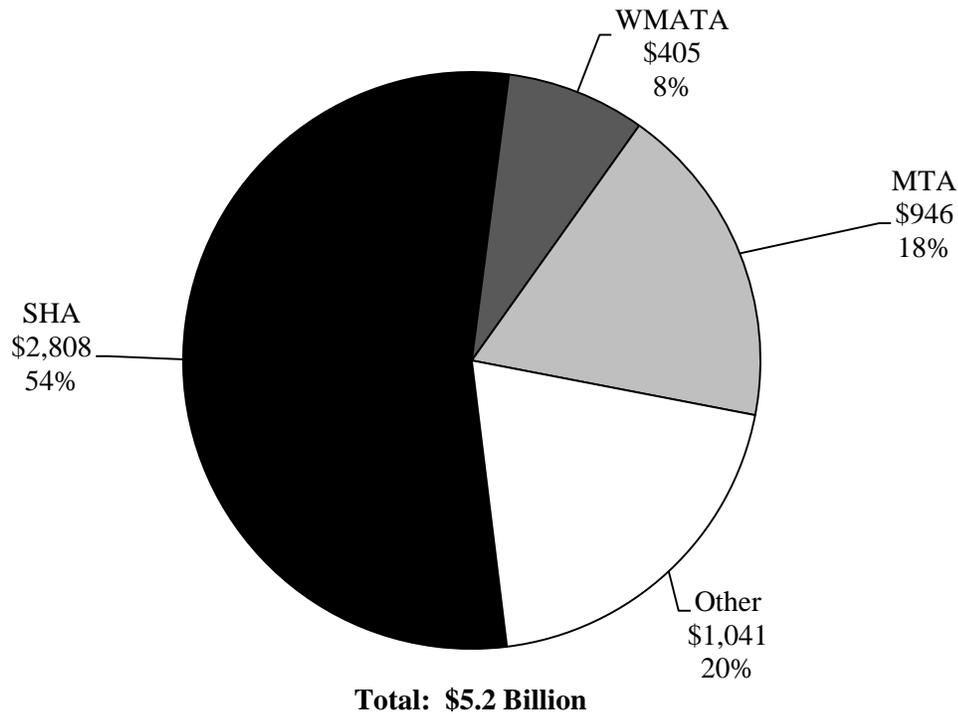


MTA: Maryland Transit Administration
SHA: State Highway Administration
WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation, Transportation Trust Fund Forecasts; Department of Legislative Services

Combined operating and capital spending is shown in **Exhibit 19**. Combined spending for SHA totaled \$2.8 billion (54%) over this period, while spending on transit (MTA and WMATA) accounted for \$1.35 billion (26%) of the \$5.2 billion increased spending.

Exhibit 19
Operations* and Capital Spending Above Fiscal 2013 Base
Fiscal 2014-2019
(\$ in Millions)



MTA: Maryland Transit Administration
SHA: State Highway Administration
WMATA: Washington Metropolitan Area Transit Authority

*Includes federal operating assistance.

Source: Maryland Department of Transportation, Transportation Trust Fund Forecasts; Department of Legislative Services

5. Fiscal 2021 Budget and Forecast Show Increased Support for Transportation Projects from Non-TTF Sources

The fiscal 2021 budget as introduced, for the second year in a row, provides a \$125 million general fund appropriation to the DPA to support the \$167 million WMATA dedicated capital grant mandated by Chapter 352. The budget also begins the funding of a multiple year commitment to assist CSX in improving the Howard Street Tunnel located in Baltimore City and 22 bridges between Baltimore and Philadelphia to create a rail corridor that will accommodate double-stack shipping

containers. Non-TTF fund sources planned for the Howard Street tunnel project include \$40 million in general funds between fiscal 2021 and 2022 and \$124.5 million in general obligation bond funding between fiscal 2022 and 2024. In total, almost \$958 million in non-TTF revenue is programmed to support transportation projects from fiscal 2021 through 2025. As shown in **Exhibit 20**, total non-TTF funding as a percent of the total special fund TTF capital appropriation over the five years is 15.8%. If these projects were funded within the TTF, an equal amount of currently programmed special funded capital projects would be delayed. In addition to these non-TTF revenues, SB 192 (the Budget Reconciliation and Financing Act of 2020) contains a provision that would divert \$5 million per year of TTF source transportation aid for Baltimore City to MDOT for four years beginning in fiscal 2021 to support the Howard Street Tunnel project.

Exhibit 20
Non-Transportation Trust Fund Support for Transportation Capital Projects
Fiscal 2021-2025
(\$ in Millions)

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	Five -year Total
WMATA – General Funds	\$125.0	\$167.0	\$167.0	\$167.0	\$167.0	\$793.0
Howard Street Tunnel – General Funds	10.0	30.0	0.0	0.0	0.0	40.0
Howard Street Tunnel – General Obligation Bonds	0.0	21.5	51.5	51.5	0.0	124.5
Total	\$135.0	\$218.5	\$218.5	\$218.5	\$167.0	\$957.5
Non-TTF Funding as % of TTF Special Fund Capital Appropriation	9.2%	16.4%	18.9%	19.9%	16.7%	15.8%

TTF: Transportation Trust Fund

Source: Maryland Department of Transportation; Department of Legislative Services

The adoption of an amendment to the Maryland Constitution in 2014 established a “lockbox” on the TTF prohibiting the transfer of revenues from the TTF for nontransportation purposes except upon the declaration of a fiscal emergency by the Governor and the approval from three-fifths of the members of both chambers of the General Assembly. Even under these conditions, the lockbox provisions require the repayment to the TTF of any funds so transferred. **Given the constitutional protections for the TTF, the General Assembly may wish to consider restricting funding of transportation projects to the resources available within the TTF under the reasoning that if available TTF revenues prove insufficient to cover needed spending, a transportation revenue increase is the appropriate remedy because taxpayers can be assured that the additional revenues would be used only for transportation purposes as intended.**

Operating Budget Recommended Actions

1. Add the following language:

Provided that it is the intent of the General Assembly that projects and funding levels appropriated for capital projects, as well as total estimated project costs within the Consolidated Transportation Program, shall be expended in accordance with the plan approved during the legislative session. The department shall prepare a report to notify the budget committees of the proposed changes in the event that the department modifies the program to:

- (1) add a new project to the construction program or development and evaluation program meeting the definition of a “major project” under Section 2-103.1 of the Transportation Article that was not previously contained within a plan reviewed in a prior year by the General Assembly and will result in the need to expend funds in the current budget year;
or
- (2) change the scope of a project in the construction program or development and evaluation program meeting the definition of a “major project” under Section 2-103.1 of the Transportation Article that will result in an increase of more than 10% or \$1,000,000, whichever is greater, in the total project costs as reviewed by the General Assembly during a prior session.

For each change, the report shall identify the project title, justification for adding the new project or modifying the scope of the existing project, current year funding levels, and the total project cost as approved by the General Assembly during the prior session compared with the proposed current year funding and total project cost estimate resulting from the project addition or change in scope.

Further provided that notification of project additions, as outlined in paragraph (1) above; changes in the scope of a project, as outlined in paragraph (2) above; or moving projects from the development and evaluation program to the construction program, shall be made to the General Assembly 45 days prior to the expenditure of funds or the submission of any contract for approval to the Board of Public Works.

Explanation: This annual budget bill language requires the department to notify the budget committees of proposed changes to the transportation capital program that will add a new project that was not in the fiscal 2020-2025 Consolidated Transportation Program (CTP) or will increase a total project’s cost by more than 10%, or \$1 million, due to a change in scope. Reports are to be submitted with the draft and final versions of the CTP with each using the 2020 session CTP as the basis for comparison. In addition, notification is required as needed throughout the budget year if certain changes to projects are made.

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Information Request	Authors	Due Date
Capital budget changes from one CTP version to the next	Maryland Department of Transportation (MDOT)	With draft CTP With final CTP
Capital budget changes throughout the year	MDOT	45 days prior to the expenditure of funds or seeking Board of Public Works approval

2. Add the following language:

The Maryland Department of Transportation (MDOT) may not expend funds on any job or position of employment approved in this budget in excess of X,XXX.X positions and XXX.X contractual full-time equivalent (FTE) positions paid through special payments payroll (defined as the quotient of the sum of the hours worked by all such employees in the fiscal year divided by 2,080 hours) of the total authorized amount established in the budget for MDOT at any one time during fiscal 2021. The level of contractual FTE positions may be exceeded only if MDOT notifies the budget committees of the need and justification for additional contractual personnel due to:

- (1) business growth at the Helen Delich Bentley Port of Baltimore or Baltimore-Washington International Thurgood Marshall Airport, which demands additional personnel; or
- (2) emergency needs that must be met, such as transit security or highway maintenance.

The Secretary shall use the authority under Sections 2-101 and 2-102 of the Transportation Article to implement this provision. However, any authorized job or position to be filled above the regular position ceiling approved by the Board of Public Works shall count against the Rule of XXX imposed by the General Assembly. The establishment of new jobs or positions of employment not authorized in the fiscal 2021 budget shall be subject to Section 7-236 of the State Finance and Procurement Article and the Rule of XXX.

Explanation: This annual budget bill language establishes a position ceiling for MDOT each year to limit growth in regular positions and contractual FTEs.

Information Request	Author	Due Date
Need for additional regular or contractual positions	MDOT	As needed