

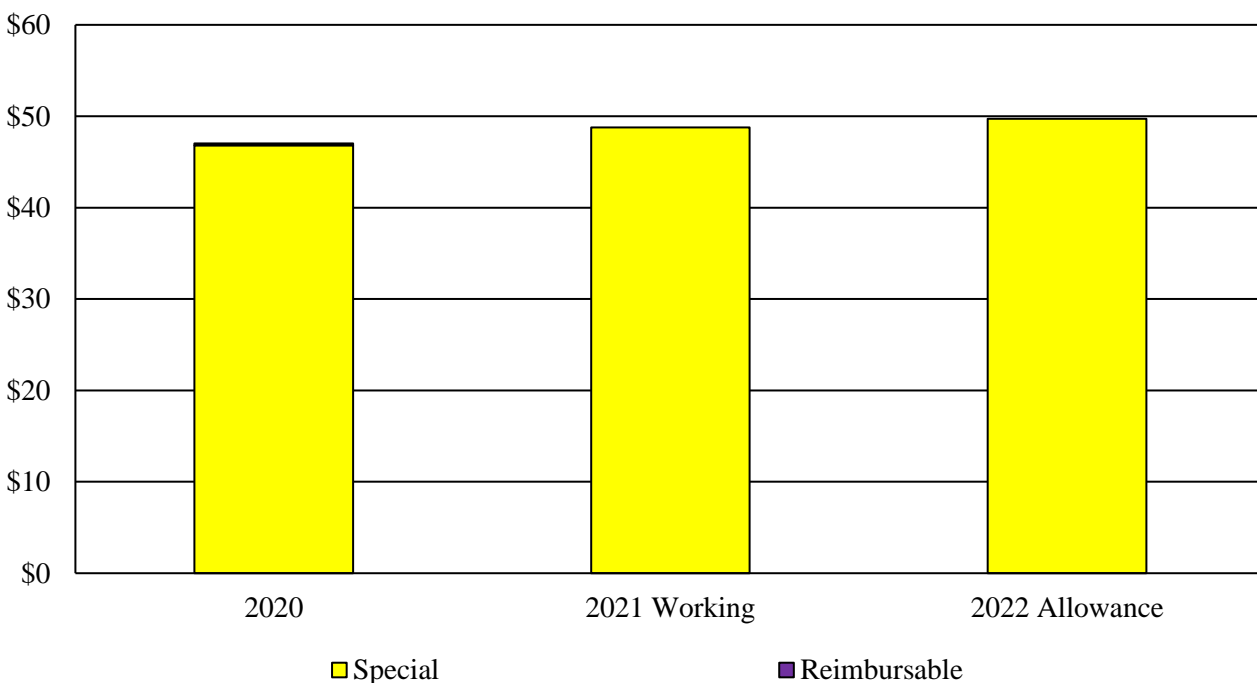
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Maryland Port Administration
Maryland Department of Transportation

Executive Summary

The Maryland Port Administration promotes efforts to increase waterborne commerce in the State of Maryland and manages the State-owned facilities at the Helen Delich Bentley Port of Baltimore.

Operating Budget Summary

Fiscal 2022 Budget Increases \$0.9 million, or 1.9%, to \$49.7 Million
(\$ in Millions)

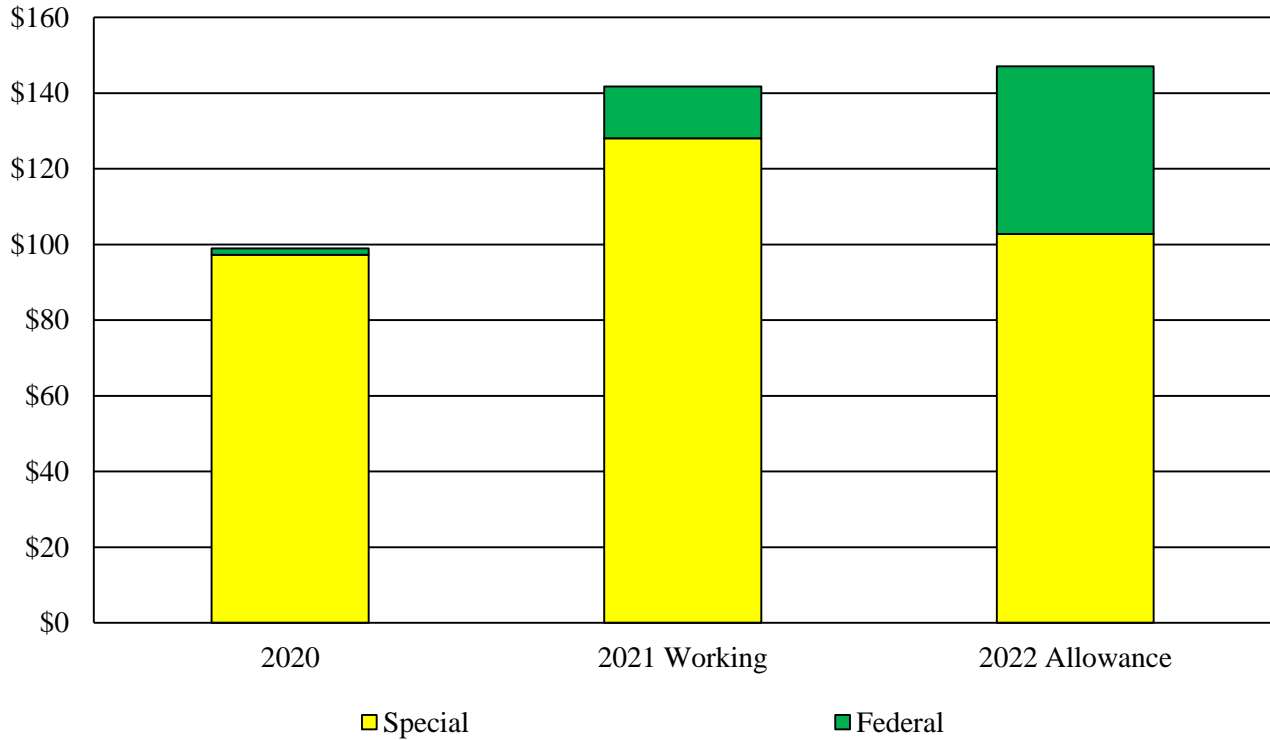


Note: The fiscal 2021 appropriation includes deficiencies, planned reversions, and a general salary increase. The fiscal 2022 allowance includes contingent reductions and annualization of the fiscal 2021 general salary increase.

- The fiscal 2022 allowance increases by approximately \$0.9 million compared to the fiscal 2021 working appropriation. However, the working appropriation is \$3.0 million less than the fiscal 2021 legislative appropriation due to cost containment actions implemented to offset revenue underattainment attributable to the COVID-19 pandemic.

PAYGO Capital Budget Summary

Fiscal 2022 PAYGO Budget Increases by \$5.3 Million, or 3.8%, to \$147.1 Million (\$ in Millions)



PAYGO: pay-as-you-go

Note: The fiscal 2021 appropriation includes deficiencies, planned reversions, and a general salary increase. The fiscal 2022 allowance includes contingent reductions and annualization of the fiscal 2021 general salary increase.

Operating Budget Recommended Actions

1. Concur with Governor’s allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor’s allowance.

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Maryland Port Administration
Maryland Department of Transportation

Budget Analysis

Program Description

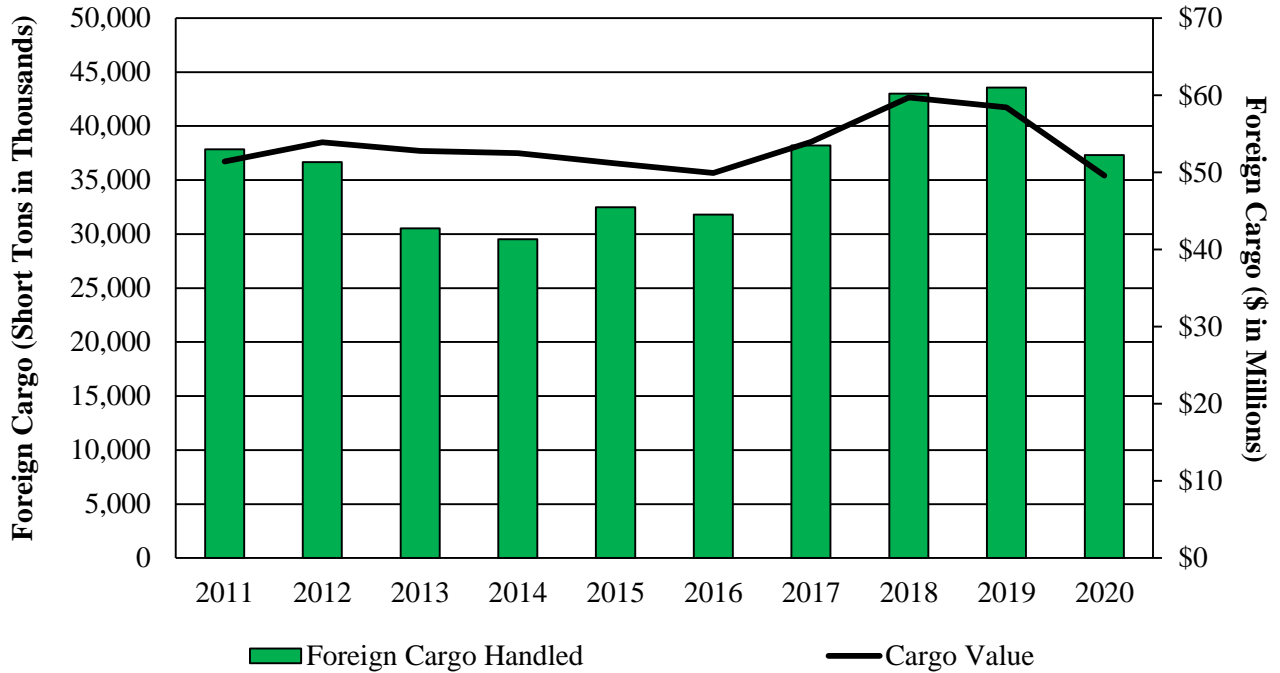
The Maryland Port Administration (MPA) functions under Title 6 of the Transportation Article of the Annotated Code of Maryland. MPA's main responsibilities are (1) the promotion of waterborne commerce in the State for the economic benefit of Maryland's citizens and (2) the management of State-owned facilities at the Helen Delich Bentley Port of Baltimore (Port).

Performance Analysis: Managing for Results

1. Total Foreign Cargo Volumes at the Port Increase

The Port is a vast industrial complex that encompasses approximately 45 miles of shoreline and 3,403 waterfront acres. Unlike many State entities, the Port operates in a highly competitive market with direct competition not only from private industry but also from other ports up and down the East Coast as well as some Canadian ports. As shown in **Exhibit 1**, foreign cargo tonnage at the Port decreased in calendar 2020 by an estimated 14.4%, to approximately 37.3 million short tons, when compared to the prior year. While the Port did not close in response to COVID-19, the pandemic did impact global supply chains, contributing to the decrease in activity in 2020.

Exhibit 1
Total Foreign Cargo Handled and Cargo Value
Calendar 2011-2020

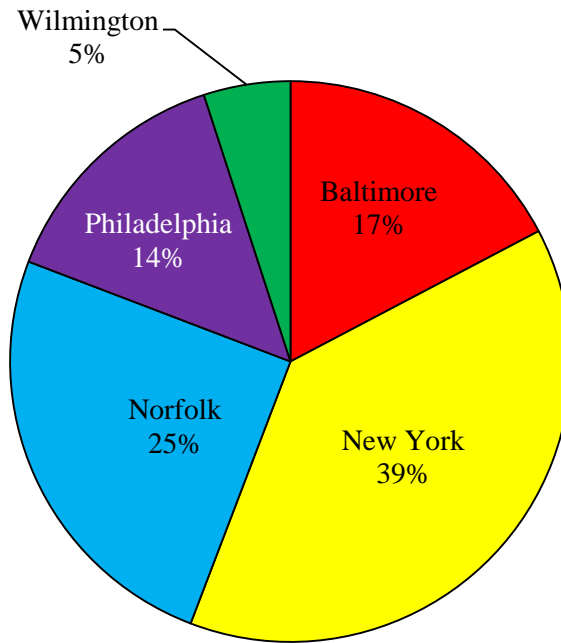


Note: Includes both public and private terminals.

Source: Maryland Port Administration

The Port competes with other East Coast ports, especially ports in Norfolk, Philadelphia, and New York. As shown in **Exhibit 2**, when comparing the four ports listed, Baltimore’s Port captured an estimated 17% of the total market in calendar 2020. This is a slight decrease from 18% in calendar 2019.

Exhibit 2
Market Share of Select East Coast Ports
Calendar 2020

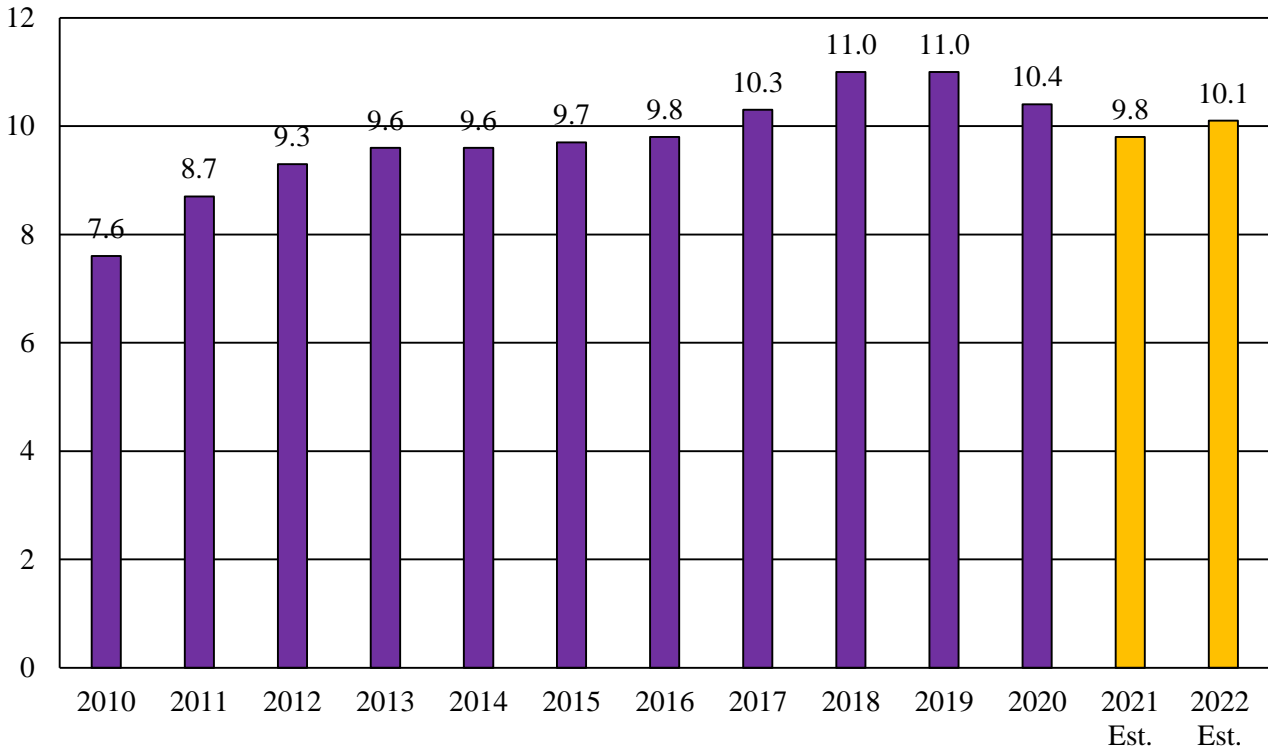


Source: Maryland Port Administration

2. General Cargo Tonnage Drops Dramatically in Fiscal 2020

General cargo is defined as automobiles, break bulk, containerized products, forest products, and roll on/roll off (Ro/Ro). Ro/Ro includes construction and farm equipment as well as other cargo that is driven on or off a ship, excluding automobiles. The COVID-19 pandemic reversed the increasing trend of general cargo flowing through State-owned facilities. As **Exhibit 3** shows, general cargo tonnage decreased in fiscal 2020 from 11.0 million to 10.4 million tons. With the continued impact of the pandemic on port operations, MPA is projecting the decrease to continue further to 9.8 million tons in fiscal 2021. A slight rebound is anticipated for fiscal 2022.

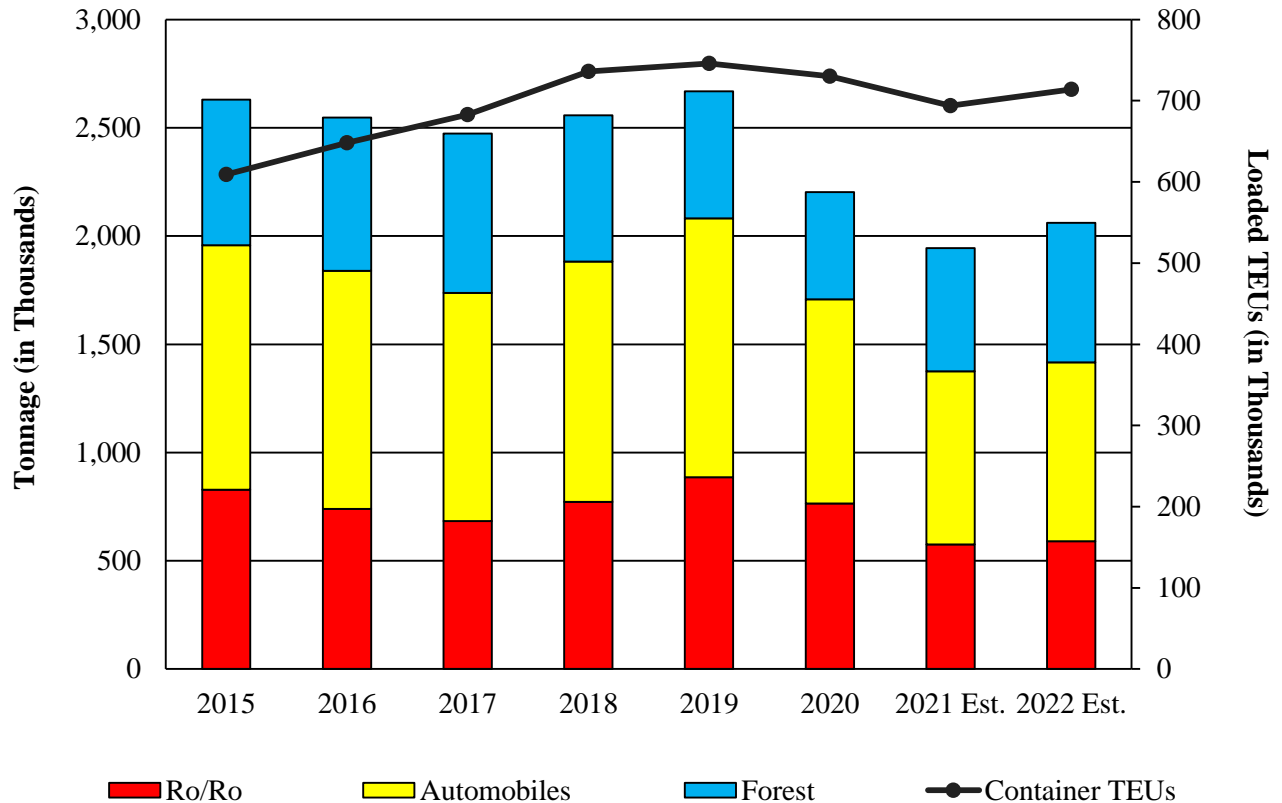
Exhibit 3
Total General Cargo Tonnage at State-owned Facilities
Fiscal 2010-2022 Est.
(Tons in Millions)



Source: Maryland Port Administration

Exhibit 4 provides data on selected general cargo commodities handled at the Port. All four categories saw decreases in fiscal 2020. Ro/Ro, automobiles, forest products, and containers saw decreases of 13.7%, 21.2%, 15.5%, and 2.1%, respectively, in fiscal 2020.

Exhibit 4
Cargo Volume by Type at State-owned Facilities
Fiscal 2015-2022 Est.



Ro/Ro: roll on/roll off

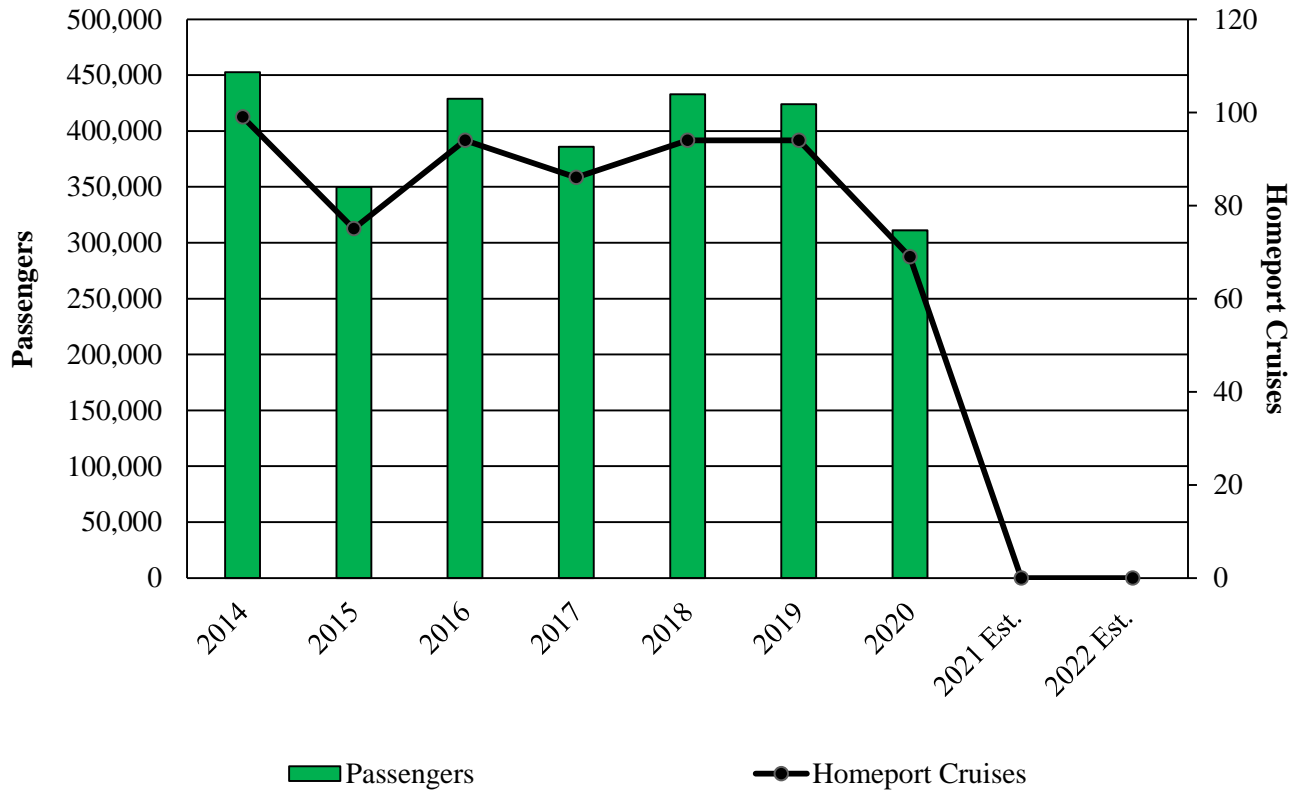
TEU: 20-foot equivalent unit (an industry standard for measuring containers)

Source: Maryland Port Administration

3. Cruises in Maryland

In addition to handling cargo, the Port plays a vital role in Maryland’s cruise industry. **Exhibit 5** shows the total number of homeport cruises and passengers that utilized the Port’s cruise terminal. In fiscal 2020, the Port had 69 homeport cruises with 311,131 passengers embarking and disembarking from the Port’s cruise terminal. This represents a 26.6% decrease for both the number of homeport cruises and the number of passengers. The impacts of the COVID-19 pandemic can be seen in the dramatic decrease in cruises and passengers starting in fiscal 2020 and continuing into fiscal 2021 and 2022. On March 14, 2020, the U.S. Centers for Disease Control and Prevention issued a No Sail Order for cruise ships. That order was renewed a number of times during 2020.

**Exhibit 5
Cruise Ship Operations
Fiscal 2014-2022 Est.**



Source: Maryland Port Administration

Fiscal 2021

Proposed Deficiency

A deficiency appropriation reduces the fiscal 2021 budget for MPA by \$3.0 million to reflect revenue declines in the Transportation Trust Fund (TTF) due to the effect of the COVID-19 pandemic and to realign appropriations to address pandemic-related operating changes.

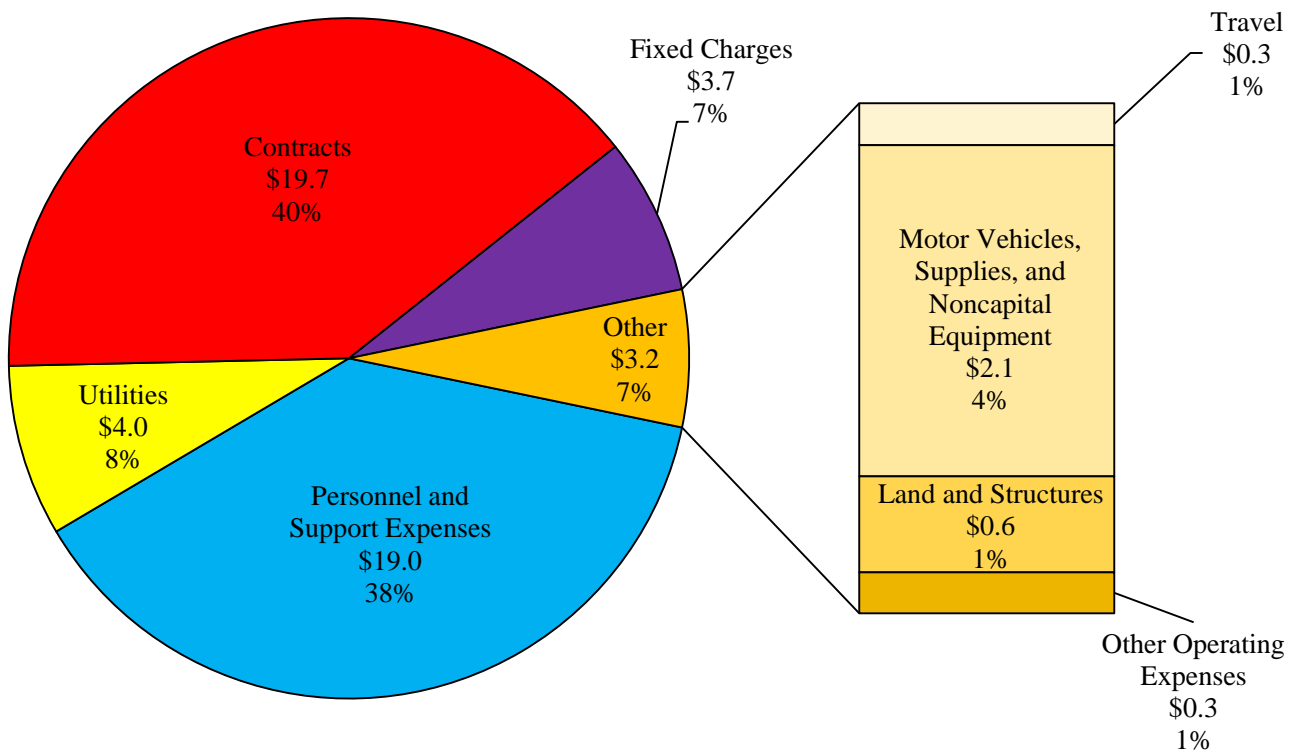
Cost Containment

Cost containment reductions for MPA are reflected through the deficiency appropriation discussed previously.

Fiscal 2022 Overview of Agency Spending

The MPA fiscal 2022 operating budget allowance totals approximately \$49.7 million. Funding in the fiscal 2022 allowance consists entirely of special funds from the TTF. **Exhibit 6** provides a breakdown of the fiscal 2022 allowance by category of spending for MPA’s operations.

Exhibit 6
Overview of Agency Spending
Fiscal 2022 Allowance
(\$ in Millions)



Source: Governor’s Fiscal 2022 Budget Books; Department of Legislative Services

Proposed Budget Change

The fiscal 2022 allowance increases by approximately \$0.9 million from the fiscal 2021 working appropriation. **Exhibit 7** shows that this increase is a 1.9% change over the prior year.

Exhibit 7
Proposed Budget
Maryland Department of Transportation – Maryland Port Administration
(\$ in Thousands)

How Much It Grows:	<u>Special</u>	<u>Reimb.</u>	<u>Total</u>
	<u>Fund</u>	<u>Fund</u>	
Fiscal 2020 Actual	\$46,830	\$208	\$47,038
Fiscal 2021 Working Appropriation	48,790	0	48,790
Fiscal 2022 Allowance	<u>49,727</u>	<u>0</u>	<u>49,727</u>
Fiscal 2021-2022 Amount Change	\$938	\$0	\$938
Fiscal 2021-2022 Percent Change	1.9%		1.9%
Where It Goes:			<u>Change</u>
Personnel Expenses			
Turnover adjustments.....			\$393
Reclassifications and salary increases.....			268
One-time fiscal 2021 cost containment deficiency appropriation.....			200
Annualization of January 1, 2021 2% cost-of-living adjustment.....			153
Health insurance.....			61
Unemployment compensation.....			36
Social Security contributions			22
Retirees health insurance premiums.....			19
Employees’ Retirement System			-2
Workers’ compensation			-20
Overtime earnings			-200
Reduction due to 3 abolished positions.....			-374
Other Changes			
Increase in security service expenses			256
Increase in janitorial services contract			200
Other fixed costs			81
Other increases.....			28
Decrease in association dues			-14
Decrease in rent.....			-25
Decrease in utilities.....			-143
Total			\$938

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

Net Operating Income

Unlike most other agencies that rely solely on the State for all financial support, MPA receives revenues that are deposited into the TTF and help offset its expenditures. Its profitability determines how much the TTF must provide as a subsidy. As shown in **Exhibit 8**, net operating income in fiscal 2022 is expected to be approximately \$47 million. This is an 11.6% increase over the estimated fiscal 2021 operating revenue of \$42.1 million. However, decreased container traffic due to the COVID-19 pandemic has led to an anticipated decline of \$12.7 million in operating revenue between fiscal 2020 and 2021. For more information on the impact of COVID-19 on the operations of the Port, please see the Issues section of the analysis.

Exhibit 8
Net Operating Revenue
Fiscal 2020-2022
(\$ in Thousands)

	<u>2020 Actual</u>	<u>2021 Working</u>	<u>2022 Allowance</u>	<u>\$ Change</u> <u>2021-2022</u>	<u>% Change</u> <u>2021-2022</u>
Operating Revenues	\$54,800	\$42,100	\$47,000	\$4,900	11.6%
Total	\$54,800	\$42,100	\$47,000	\$4,900	11.6%
Operating Expenditures	\$47,038	\$48,790	\$49,727	\$938	1.9%
Net Operating Income	\$7,762	-\$6,690	-\$2,727	\$3,962	-59.2%
Capital Expenditures	\$99,800	\$180,900	\$202,600	\$21,700	12.0%
Net Income/Loss	-\$92,038	-\$187,590	-\$205,327	-\$17,738	9.5%

Note: Includes all fund types, not only special funds.

Source: Maryland Port Administration

It is important to note that in looking at MPA’s capital expenditures in a business manner, consideration should be given to the fact that capital expenditures are often paid in a single year or over multiple years, but depreciation over the life of the asset does not take place, meaning that revenues and capital expenditures would not match on a year-to-year comparison. Additionally, the capital expenditures include a large amount of non-State funds associated with the Howard Street Tunnel (HST) project. This inflates the net loss above what it would otherwise be.

Operating and PAYGO Personnel Data

	<u>FY 20</u> <u>Actual</u>	<u>FY 21</u> <u>Working</u>	<u>FY 22</u> <u>Allowance</u>	<u>FY 21-22</u> <u>Change</u>
Regular Operating Budget Positions	172.00	174.00	171.00	-3.00
Regular PAYGO Budget Positions	<u>38.00</u>	<u>36.00</u>	<u>39.00</u>	<u>3.00</u>
Total Regular Positions	210.00	210.00	210.00	0.00
Operating Budget FTEs	0.10	0.70	0.00	-0.70
PAYGO Budget FTEs	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>	<u>0.00</u>
Total FTEs	0.60	1.20	0.50	-0.70
Total Personnel	210.60	211.20	210.50	-0.70

Vacancy Data: Regular Positions

Turnover and Necessary Vacancies, Excluding New Positions	14.70	7.00%
Positions and Percentage Vacant as of 1/1/21	22.00	10.48%
Vacancies Above Turnover	7.30	3.48%

- The fiscal 2022 budget reflects the realignment of 3 positions between the MPA operating and capital programs.

PAYGO Capital Program

Program Description

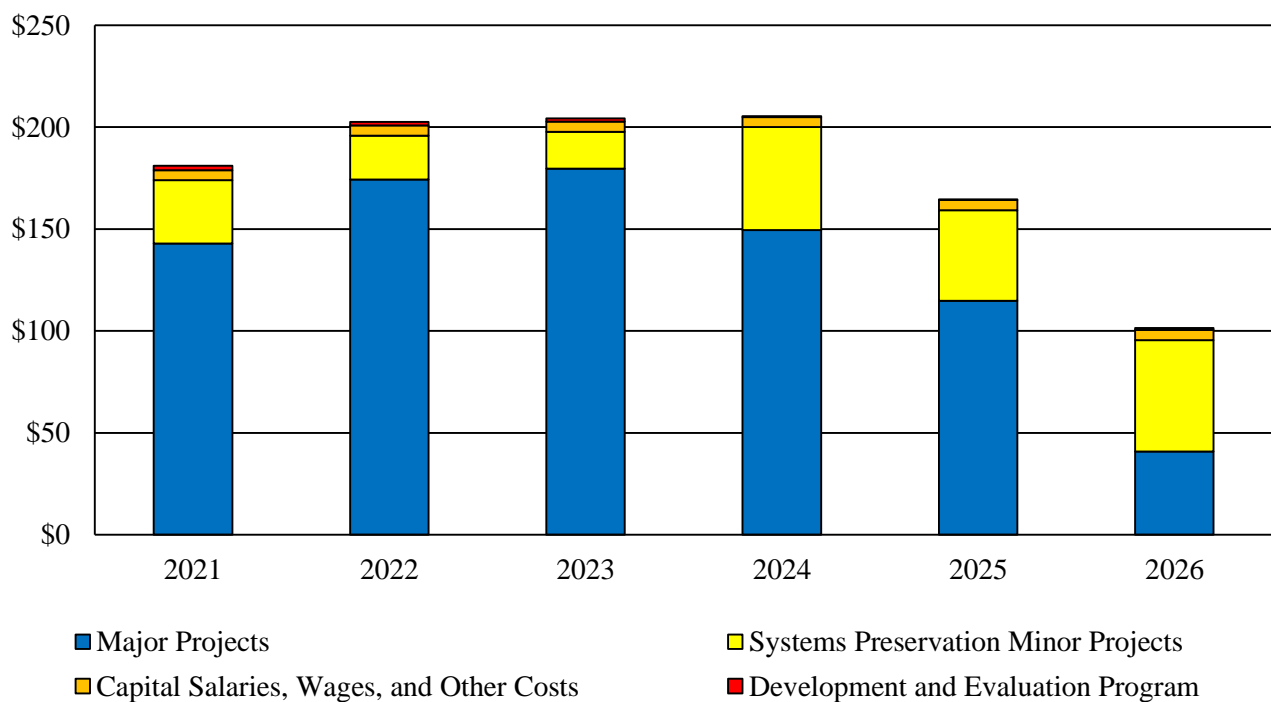
The MPA capital program identifies and manages projects and funding for Port facilities that provide increased capacity for exiting cargo and promote the shipment of new cargo. Current projects focus on improving and modernizing existing State capital facilities, developing new facilities, and supporting the improvement of shipping channels through dredging activities conducted in cooperation with the U.S. Army Corps of Engineers.

Fiscal 2021 to 2026 Consolidated Transportation Program

The fiscal 2021 to 2026 *Consolidated Transportation Program* (CTP) for MPA totals \$1.1 billion, which is a decrease of approximately \$100.6 million over the prior year’s six-year program.

Exhibit 9 shows increasing spending through fiscal 2024, followed by declining spending in fiscal 2025 and 2026. These trends in spending are driven to a large degree by the programmed funding for the HST project. This is in addition to continued spending on the dredged material placement and the dredged material containment sites. The shift in funding compared to the prior year’s CTP is due in part to the delay in the HST Project.

Exhibit 9
Six-year PAYGO Allowance
Fiscal 2021-2026
(\$ in Millions)



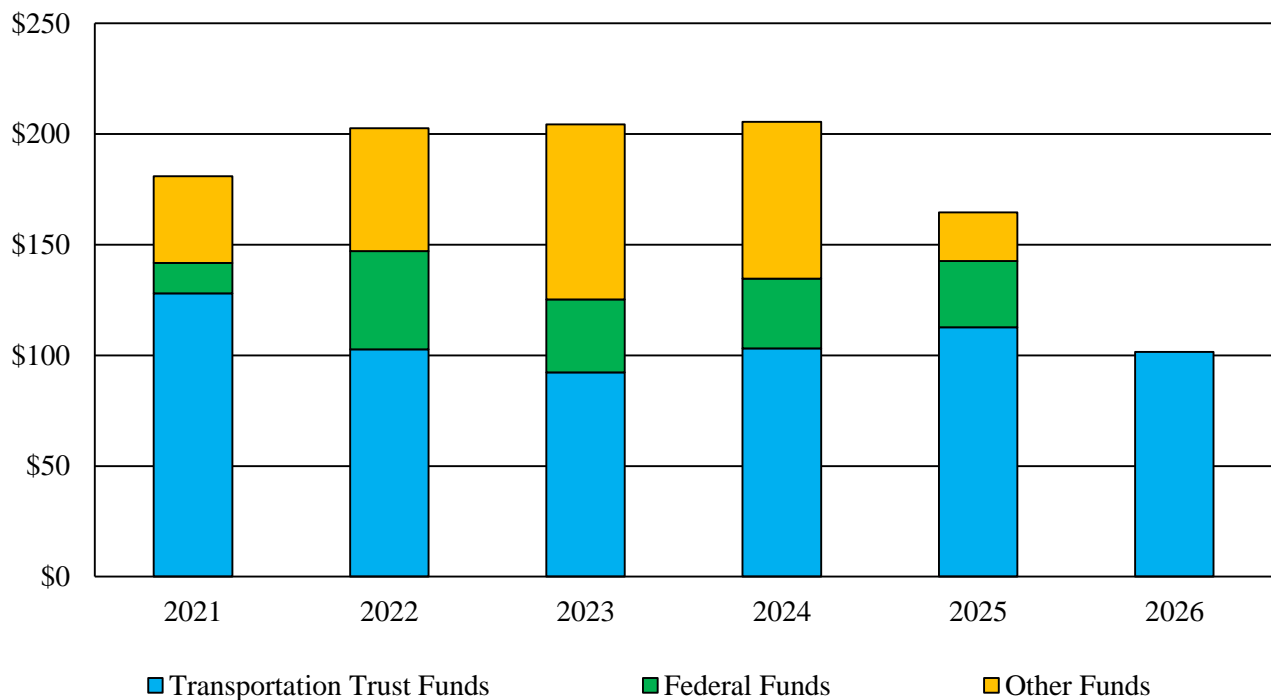
PAYGO: pay-as-you-go

Source: Maryland Department of Transportation, 2021-2026 *Consolidated Transportation Program*

Fiscal 2021 to 2026 CTP by Fund

Exhibit 10 shows the 2021 to 2026 CTP split out by fund source. In fiscal 2022, the largest portion is from the TTF. However, there is a large portion of other funds as well, and this continues through fiscal 2024 due to programmed funds for the HST project.

Exhibit 10
Six-year PAYGO Allowance by Fund
Fiscal 2021-2026
(\$ in Millions)



PAYGO: pay-as-you-go

Source: Maryland Department of Transportation, 2021-2026 *Consolidated Transportation Program*

Fiscal 2022 Capital Allowance

Exhibit 11 shows the programmed capital funds for the fiscal 2022 allowance by project and program along with total estimated costs and six-year funding for each program.

Exhibit 11
PAYGO Capital Allowance
Fiscal 2022
(\$ in Thousands)

<u>Project Description</u>	<u>2022</u>	<u>Total Estimated Cost</u>	<u>Six-year Total</u>
Hart-Miller Island Related Projects	\$2,500	\$107,724	\$17,473
Dredged Material Placement and Monitoring	18,450	384,665	72,067
Reconstruction Berths 1-6 Dundalk Marine Terminal (Berth 3)	10,300	34,000	34,000
Seagirt Marine Terminal Modernization – Phase 1 – Berth Improvements	3,439	33,964	33,964
South Locust Point Cruise Terminal	0	7,987	35
Marine Terminal Property Acquisition	0	84,928	0
Chrome Ore Processing Residue Remediation	3,311	70,855	20,601
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	7,389	223,853	68,610
Howard Street Tunnel Project (INFRA Grant)	115,000	466,000	441,000
Hawkins Point Algal Flow Way TMDL	0	4,000	4,000
Innovative Use of Dredged Material	2,855	14,576	12,036
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	8,341	209,234	63,044
Mid-Chesapeake Bay Island Ecosystem Restoration Project	2,519	34,407	32,414
Dredged Material Management Program	1,288	68,080	5,797
Seagirt Marine Terminal Modernization – Phase 2 Loop Channel Improvements	500	1,500	1,500
Major Projects Total	\$175,892	\$1,745,773	\$806,541
System Preservation and Minor Projects	\$21,600	n/a	\$220,300
Capital Salaries	4,900	n/a	29,800
Total	\$202,392	\$1,745,773	\$1,056,641

INFRA: Infrastructure for Rebuilding America

PAYGO: pay-as-you-go

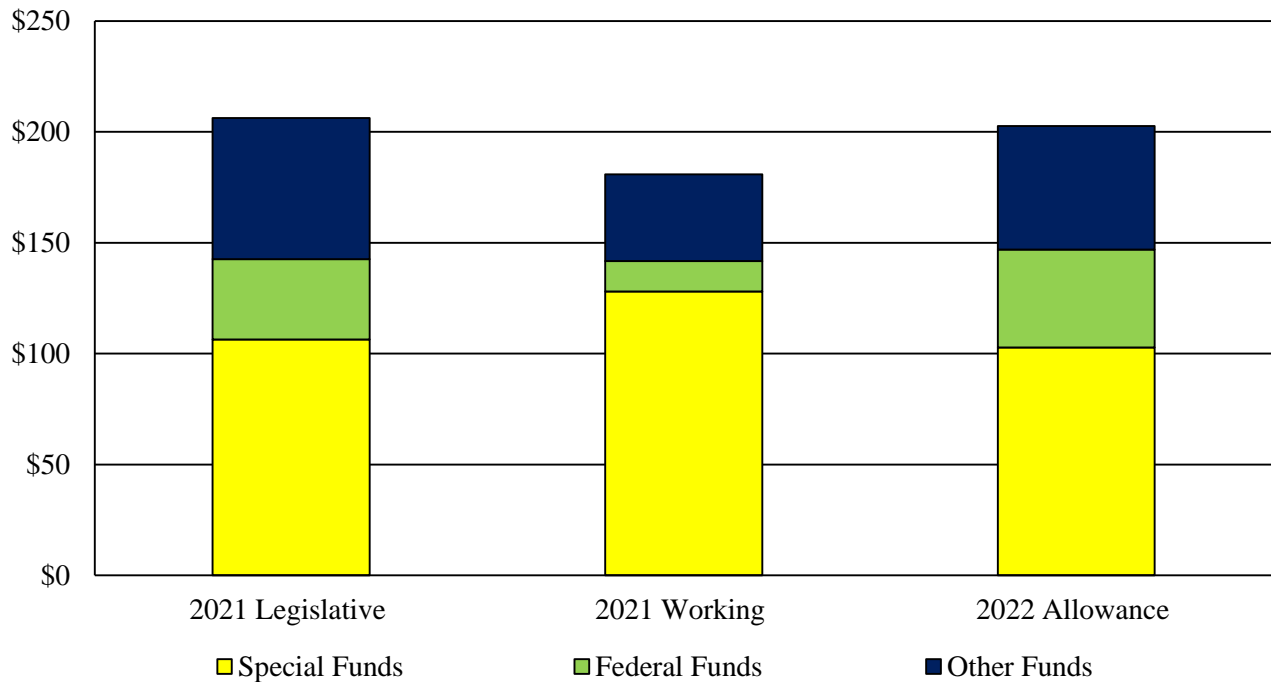
TMDL: total maximum daily load

Source: Maryland Department of Transportation, 2021-2026 *Consolidated Transportation Program*

Fiscal 2021 and 2022 Cash Flow Analysis

Exhibit 12 shows the changes in MPA capital funding, including other funds, between the fiscal 2021 legislative and working appropriations and between the fiscal 2021 working appropriation and the fiscal 2022 allowance. The reduction occurring between the legislative and working appropriations for fiscal 2021 is reflective of a revised timeline for the HST project.

Exhibit 12
Cash Flow Changes
Fiscal 2021-2022 Allowance
(\$ in Millions)



Source: Maryland Department of Transportation, 2020 and 2021 *Consolidated Transportation Programs*; Department of Legislative Services

Issues

1. HST Project

Background

HST is located on CSX’s primary freight rail route connecting the Port to markets in the Midwest. However, the height of the tunnel in addition to other clearances directly north prevent high-cube, double-stack containers and tri-level autorack cars from being transported to or from the Port. This places the Port at a competitive disadvantage relative to other ports connected to the CSX network.

Breakdown of HST Funding

The Administration’s updated plan to fund the project is highlighted in **Exhibit 13**. The federal funds being used for this project include a \$125 million Infrastructure for Rebuilding America (INFRA) grant and \$3 million in federal formula funds from Baltimore City. CSX has also committed \$113 million for the project, including \$14 million in fiscal 2022. The Pennsylvania Department of Transportation has committed \$22.5 million to the project to cover the costs of clearances north of the HST in Pennsylvania. **MPA should comment on the status of the INFRA grant agreement with the U.S. Department of Transportation.**

Exhibit 13
Howard Street Tunnel Project Funding by Source
Fiscal 2019-2025
(\$ in Millions)

	Expended through <u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>Total</u>
Federal	\$0.0	\$0.0	\$0.0	\$33.5	\$33.0	\$31.5	\$30.0	\$128.0
State – GO Bonds	\$0.0	\$0.0	\$0.0	\$21.5	\$51.5	\$51.5	\$0.0	\$124.5
State – MDTA	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0
State – TTF	0.0	0.0	0.0	30.0	13.5	3.0	21.5	68.0
Subtotal - State	\$0.0	\$0.0	\$0.0	\$61.5	\$65.0	\$54.5	\$21.5	\$202.5
CSX	\$25.0	\$0.5	\$10.6	\$14.0	\$21.9	\$19.0	\$22.0	\$113.0
PennDOT	\$0.0	\$0.0	\$11.4	\$6.0	\$5.1	\$0.0	\$0.0	\$22.5
Total	\$25.0	\$0.5	\$22.0	\$115.0	\$125.0	\$105.0	\$73.5	\$466.0

GO Bonds: General obligation bonds
MDTA: Maryland Transportation Authority

TTF: Transportation Trust Fund
PennDOT: Pennsylvania Department of Transportation

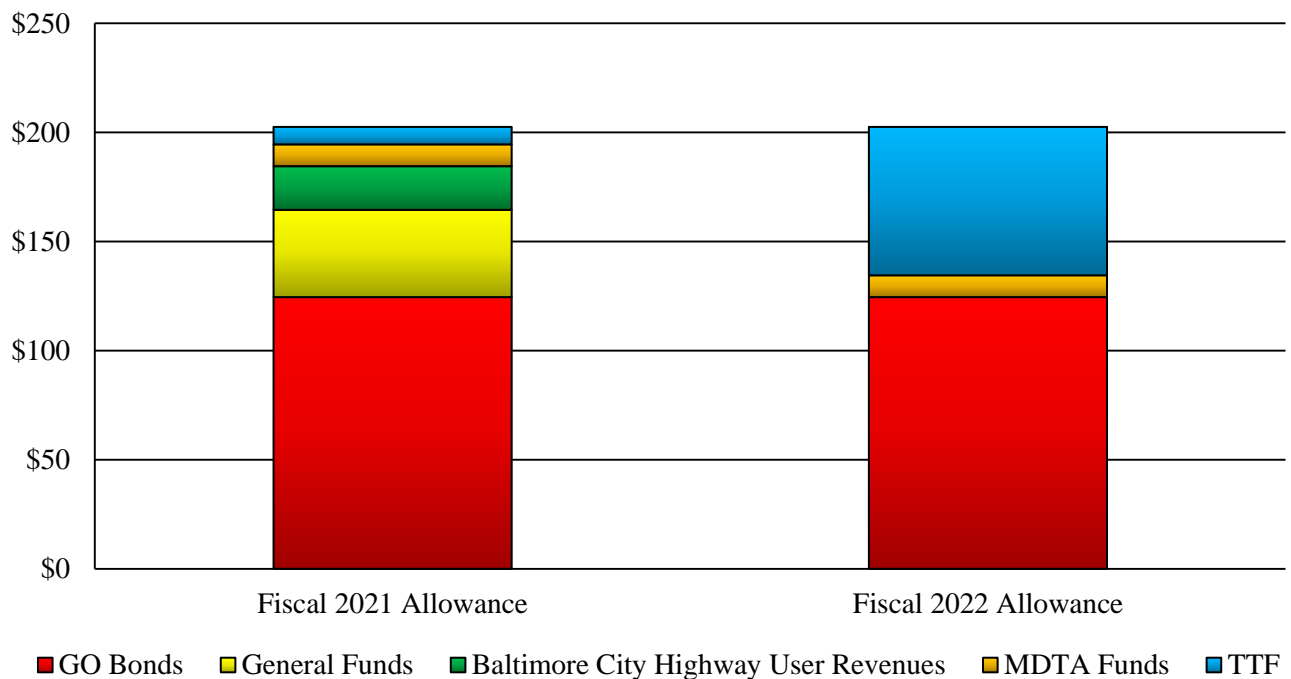
Source: Maryland Department of Transportation

J00D00 – MDOT – Maryland Port Administration

The State’s portion of the funding totals \$202.5 million, which is roughly 43.5% of the total project costs. While this total percentage remains unchanged since the previous funding plan, the breakdown of the State’s funding between sources has changed dramatically. The State’s funding currently includes \$124.5 million in general obligation (GO) bond funds, \$10 million in funds from the Maryland Transportation Authority (MDTA), and \$68 million from the TTF.

Exhibit 14 shows the changes made to the State’s contribution between the fiscal 2021 and 2022 budgets. The amount of GO bond funds remains unchanged as do the funds from MDTA. However, the Baltimore City Highway User Revenues and the general funds have both been removed in the updated funding plan. Taking their place is a dramatic increase in TTF funding, rising from \$8 million to \$68 million in the updated funding plan.

Exhibit 14
Howard Street Tunnel Total State Funding
(\$ in Millions)



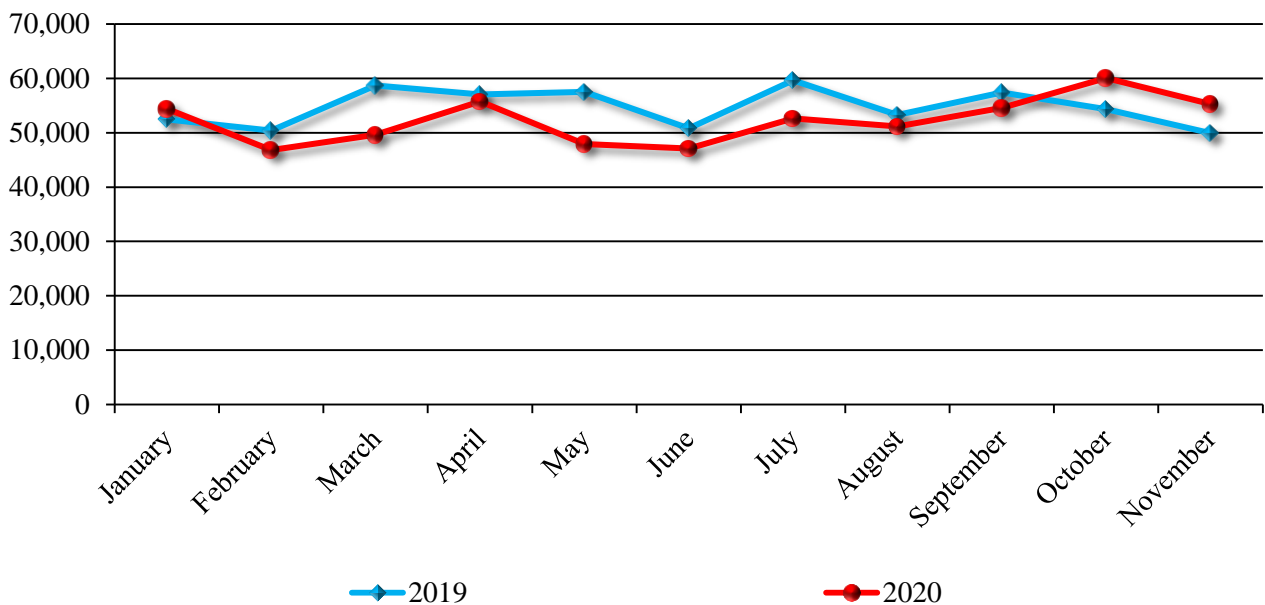
TTF: Transportation Trust Fund
MDTA: Maryland Transportation Authority
GO: general obligation

Source: Maryland Department of Transportation; Department of Legislative Services

2. Impact of COVID-19 on MPA

MPA and the Port of Baltimore have worked to maintain operations during the COVID-19 pandemic while keeping employees safe. **Exhibit 15** shows the total container counts at the Seagirt Marine Terminal in calendar 2019 and 2020. The most severe month of decline in 2020 compared to the previous year was May, which saw a decline of 16.8%. However, by November 2020, container counts were up 10.7% over the previous November. The Port never closed due to the COVID-19 pandemic; however, the pandemic has impacted global supply chains causing instability in shipping routes.

Exhibit 15
Seagirt Marine Terminal Monthly Container Counts
Calendar 2019-2020



Note: As of February 18, 2021, data for December was not available.

Source: Maryland Department of Transportation

While the COVID-19 pandemic has impacted the earned revenues of MPA, particularly in fiscal 2021, MPA’s monthly container counts have rebounded in the later months of calendar 2020. The earned revenues in the fiscal 2020 working appropriation were \$56 million; however, they declined to \$54.8 million in the 2020 actual. The fiscal 2021 allowance was \$57.1 million and declined to \$42.1 million in the working appropriation. This decline in fiscal 2021, in particular, demonstrates the severe impact of the COVID-19 pandemic and the related economic fallout. **MPA should comment on the lasting impact of COVID-19 on its operations and if it believes that this will have long-term impacts on the economic health of the Port.**

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Appendix 1
2020 Joint Chairmen’s Report Responses from Agency

The 2020 *Joint Chairmen’s Report* (JCR) requested that the Maryland Port Administration prepare two reports. Electronic copies of the full JCR responses can be found on the Department of Legislative Services Library website.

- ***Howard Street Tunnel Project Funding Report:*** This JCR report identified the funding sources for the project. Additionally, it covered what would happen if State funding sources were unavailable and who would be responsible for cost overruns.
- ***Monitoring and Intercepting of Firearms and Controlled Substances at Port of Baltimore Report:*** This JCR report responded to concerns about the Port of Baltimore being used as an entry point into the State for firearms and controlled substances. This report provided the Maryland Transportation Authority Police procedures for the monitoring and interception of these materials. Additionally, it covered efforts to improve these measures.

Appendix 2
Object/Fund Difference Report
Maryland Department of Transportation – Maryland Port Administration

<u>Object/Fund</u>	<u>FY 20</u> <u>Actual</u>	<u>FY 21</u> <u>Working</u> <u>Appropriation</u>	<u>FY 22</u> <u>Allowance</u>	<u>FY 21 - FY 22</u> <u>Amount Change</u>	<u>Percent</u> <u>Change</u>
Positions					
01 Regular	172.00	174.00	171.00	-3.00	-1.7%
02 Contractual	0.10	0.70	0.00	-0.70	-100.0%
Total Positions	172.10	174.70	171.00	-3.70	-2.1%
Objects					
01 Salaries and Wages	\$ 18,620,730	\$ 18,397,486	\$ 18,598,994	\$ 201,508	1.1%
02 Technical and Spec. Fees	159,234	572,218	205,750	-366,468	-64.0%
03 Communication	309,681	366,892	225,741	-141,151	-38.5%
04 Travel	166,104	530,737	265,368	-265,369	-50.0%
06 Fuel and Utilities	3,777,955	5,346,427	4,039,578	-1,306,849	-24.4%
07 Motor Vehicles	701,722	1,022,934	817,206	-205,728	-20.1%
08 Contractual Services	18,438,618	19,451,627	19,666,870	215,243	1.1%
09 Supplies and Materials	675,887	1,265,908	901,855	-364,053	-28.8%
10 Equipment – Replacement	198,606	381,725	218,919	-162,806	-42.7%
11 Equipment – Additional	58,222	213,125	159,844	-53,281	-25.0%
12 Grants, Subsidies, and Contributions	35,000	25,000	35,000	10,000	40.0%
13 Fixed Charges	3,292,811	3,727,199	3,680,586	-46,613	-1.3%
14 Land and Structures	603,270	337,862	607,862	270,000	79.9%
Total Objects	\$ 47,037,840	\$ 51,639,140	\$ 49,423,573	-\$ 2,215,567	-4.3%
Funds					
03 Special Fund	\$ 46,829,523	\$ 51,639,140	\$ 49,423,573	-\$ 2,215,567	-4.3%
09 Reimbursable Fund	208,317	0	0	0	0.0%
Total Funds	\$ 47,037,840	\$ 51,639,140	\$ 49,423,573	-\$ 2,215,567	-4.3%

Note: The fiscal 2021 appropriation does not include deficiencies, targeted revenues, or across-the-board reductions. The fiscal 2022 allowance does not include contingent reductions or cost-of-living adjustments.

Appendix 3
Fiscal Summary
Maryland Department of Transportation – Maryland Port Administration

<u>Program/Unit</u>	<u>FY 20</u> <u>Actual</u>	<u>FY 21</u> <u>Wrk Approp</u>	<u>FY 22</u> <u>Allowance</u>	<u>Change</u>	<u>FY 21 - FY 22</u> <u>% Change</u>
01 Port Operations	\$ 47,037,840	\$ 51,639,140	\$ 49,423,573	-\$ 2,215,567	-4.3%
02 Port Facilities and Capital Equipment	98,925,023	141,698,637	146,980,497	5,281,860	3.7%
Total Expenditures	\$ 145,962,863	\$ 193,337,777	\$ 196,404,070	\$ 3,066,293	1.6%
Special Fund	\$ 144,127,244	\$ 179,610,470	\$ 152,122,939	-\$ 27,487,531	-15.3%
Federal Fund	1,627,302	13,727,307	44,281,131	30,553,824	222.6%
Total Appropriations	\$ 145,754,546	\$ 193,337,777	\$ 196,404,070	\$ 3,066,293	1.6%
Reimbursable Fund	\$ 208,317	\$ 0	\$ 0	\$ 0	0.0%
Total Funds	\$ 145,962,863	\$ 193,337,777	\$ 196,404,070	\$ 3,066,293	1.6%

Note: The fiscal 2021 appropriation does not include deficiencies, targeted revenues, or across-the-board reductions. The fiscal 2022 allowance does not include contingent reductions or cost-of-living adjustments.