



Report of the
**Transportation and the
Environment Subcommittee**
To the House Appropriations Committee

2024 SESSION

Recommendations, Reductions, and Summary of
Action Pertaining to:
Senate Bill 360

General Assembly of Maryland
House Appropriations Committee
Transportation and the Environment Subcommittee
2024 Session Membership Roster

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**Recommended Reductions
Transportation and the Environment Subcommittee**

<u>Agency</u>	<u>General Funds</u>	<u>Special Funds</u>	<u>Federal Funds</u>	<u>Higher Ed Funds</u>	<u>Total Funds</u>
2025 Budget Request					
Department of Information Technology	-\$377,207	\$0	\$0	\$0	-\$377,207
<i>Subtotal Fiscal 2025 Regular Budget</i>	<i>-\$377,207</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>-\$377,207</i>
Fiscal 2025 Total Budget	-\$377,207	\$0	\$0	\$0	-\$377,207
Grand Total Budget Bill	-\$377,207	\$0	\$0	\$0	-\$377,207

C90G00
Public Service Commission

Committee Narrative

C90G00.01 General Administration and Hearings

Third-party Retail Energy Supplier Regulation and Enforcement Actions in Response to Prohibited Marketing Practices: The committees are interested in continuing to monitor the enforcement actions taken by the Public Service Commission (PSC) in response to third-party retail energy suppliers who have engaged in prohibited marketing practices and the effectiveness of these enforcement actions at prohibiting these marketing practices from occurring. The committees request that PSC submit a report providing an overview of the current types of enforcement actions that it has the statutory authority to take against third-party retail energy suppliers, information and evidences regarding the effectiveness of these enforcement actions, limitations to the effectiveness of these enforcement actions, and any additional enforcement efforts that PSC plans or could take in the future under existing statutory authority to address ongoing complaints from consumers impacted by prohibited marketing practices. The report should also include information on any additional statutory regulatory authority that is needed for effective enforcement in response to customer complaints.

Information Request	Author	Due Date
Report on third-party retail energy supplier regulation and enforcement actions in response to prohibited marketing practices	PSC	December 1, 2024

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

C90G00

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

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

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

D13A13
Maryland Energy Administration

Committee Narrative

D13A13.01 General Administration

Strategic Energy Investment Fund (SEIF) Revenue, Spending, and Fund Balance: The committees are interested in ensuring transparency in Regional Greenhouse Gas Initiative (RGGI) revenue assumptions and spending included in the budget as well as available fund balance and planned usages of revenues. The committees request that the Department of Budget and Management (DBM) provide an annual report on the revenue from the RGGI carbon dioxide emissions allowance auctions, set-aside allowances, and interest income in conjunction with the submission of the fiscal 2026 budget as an appendix to the Governor’s Fiscal 2026 Budget Books. The report shall include information on the actual fiscal 2024 budget, the fiscal 2025 working appropriation, and the fiscal 2026 allowance. The report shall detail:

- revenue assumptions used to calculate the available SEIF from RGGI auctions for each fiscal year, including the number of auctions, the number of allowances sold, the allowance price in each auction, and the anticipated revenue from set-aside allowances;
- interest income received on the SEIF;
- amount of the SEIF from RGGI auction revenue available to each agency that receives funding through each required statutory allocation, dues owed to RGGI, Inc, and transfers or diversions made to other funds; and
- fund balances for each SEIF subaccount, reflecting funds available to spend for the fiscal 2024 actual, the fiscal 2025 working appropriation, and the fiscal 2026 allowance.

Information Request	Author	Due Date
Report on revenue assumptions, fund balance, and usage of SEIF revenues sourced from RGGI program auctions	DBM	With submission of the Governor’s Fiscal 2026 Budget Books

Federal Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) Funding for Energy-related Purposes: The committees are interested in tracking federal funds available to the Maryland Energy Administration (MEA) from the IIJA and the IRA for energy-related purposes, and the status of implementation of programming using these funds. The committees request that MEA submit a report that includes a list of all IIJA and IRA programs for which it has submitted or anticipates submitting an application, the amount of

D13A13

funding available from each program (if funding allocations have been announced), the status of each application submitted or date funding was awarded, and the planned uses for funding from each program.

Additionally, the committees request that MEA provide an update on the implementation of the two home energy rebate programs through IRA funding, the Home Energy Performance-Based, Whole-House Rebate Program and the High-Efficiency Electric Home Rebate Program. The report should include the status of approval of MEA's application for funding by the U.S. Department of Energy, program design and implementation activities completed, including outreach to the contractor community, and, if initial rebate awards have been made at the time of report submission, the number of rebates awarded under both programs, the average amount per rebate, and the total amount of rebates awarded. If initial rebate awards have not yet been made at the time of report submission, the report should include an anticipated timeline of when rebates under both programs will be available to the public.

Information Request	Author	Due Date
Report on federal IJJA and IRA funding and implementation of home energy rebate programs	MEA	December 31, 2024

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

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

Administration of Alternative Compliance Payment (ACP) Revenues: *The committees are interested in the administration of revenues sourced from ACPs as part of the State's Renewable Portfolio Standard program. The committees request that the Maryland Energy Administration (MEA) submit a report outlining MEA's administrative requirements for the ACP revenues to support fiscal 2024 and 2025 programming. The report should also detail if additional staff resources are needed to support programming funded through these revenues if the revenues*

D13A13

will remain at a higher level. The report should also include a discussion of the planned forecasting and budgeting methodology for revenues from this source in future fiscal years.

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

D70J00
Maryland Automobile Insurance Fund

Committee Narrative

D70J00.42 Insured Division

Quarterly Financial Statements for Insured and Uninsured Divisions: Annually, the Maryland Automobile Insurance Fund (Maryland Auto) provides end-of-year financial statements including revenue, expenditure, and surplus figures for the closed-out, preceding year; estimates for the current year beginning at closeout; and projections for the immediate year ahead. Most revenue is derived from premiums in the Insured Division and a mandated appropriation of uninsured motorist fines under Section 17-106 of the Transportation Article for the Uninsured Division. However, both divisions derive revenue from investment dividends, which depend on investment portfolio decisions as well as stock market conditions. Comparisons of estimates to closeout and projections to end-of-year estimates suggest limited ability to forecast financial conditions for the full year. Given ongoing concerns about the financial stability of the agency and surplus levels in both divisions, the committees request quarterly updated financial statements for both divisions. The first report should cover data for the first two quarters of calendar 2024, and each subsequent report should cover the prior quarter.

Information Request	Author	Due Date
Quarterly financial statements for Insured Division and Uninsured Division	Maryland Auto	July 31, 2024 October 31, 2024 March 15, 2025 May 15, 2025

D80Z01
Maryland Insurance Administration

Committee Narrative

D80Z01.01 Administration and Operations

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

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

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

- reference to and interpretation of the term “affordability” used in statute, as employed by MIA and Maryland Auto, respectively;
- how Maryland Auto selected the affordability index currently in use;

D80Z01

- *the current method utilized, including how Maryland Auto selects ZIP Codes in which to apply the affordability index;*
- *auto insurance affordability measures and methodologies used in other states for residual market rate setting or for residual market eligibility criteria, including how they compare to the method used by Maryland Auto;*
- *advantages and disadvantages of including rate payers' credit reports to measure affordability;*
- *affordability measures from elsewhere in insurance practice or otherwise that may fit the purpose of determining auto insurance affordability for the purpose of Maryland Auto rate setting; and*
- *proposed recommendations for modifying the affordability index and methodology used for Maryland Auto rate setting.*

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Methods for determining rate affordability</i>	<i>MIA Maryland Auto</i>	<i>October 1, 2024</i>

D80Z01.02 Major Information Technology Development Projects

Insurance Tracking System (ITS) Project Status: After significant delays beginning in calendar 2020, active design and development of the ITS project has resumed. A project blueprint was delivered to the Maryland Insurance Administration (MIA) and approved by the Commissioner in September 2023. As of January 2024, MIA had received a detailed Design and Requirements proposal and new cost quotes. The fiscal 2025 allowance includes \$4 million for continued ITS project development. In order to continue monitoring this project and to be informed of any further delays or cost increases, the committees request that MIA submit initial and follow-up reports to update the committees, including:

- a summary of progress made on the project in the previous two quarters and projected tasks to be completed in the following two quarters, including a list of all identified project development benchmarks and target dates and actual completion dates for each major benchmark;
- actual project spending over the previous two quarters; and
- any updates to the estimated total project cost or anticipated project timeline.

D80Z01

Information Request	Author	Due Date
ITS Major Information	MIA	July 10, 2024
Technology Development		January 10, 2025
Project status		

F50
Department of Information Technology

Budget Amendments

MAJOR INFORMATION TECHNOLOGY DEVELOPMENT PROJECT FUND

F50A01.01 Major Information Technology Development Project Fund

Add the following language to the general fund appropriation:

Further provided that \$1,900,000 of this appropriation made for the purpose of funding the Department of General Services eMaryland Marketplace eProcurement Solution Major Information Technology Development Project may not be expended until the fiscal 2025 information technology project request for the project has been provided by the Department of Information Technology to the Department of Legislative Services. The report shall be submitted 45 days before the expenditure of funds, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

Explanation: New and ongoing projects must submit an information technology project request (ITPR) to request funding for the project, which is then to be approved by the Department of Information Technology (DoIT). The Department of General Services (DGS) submitted a request for fiscal 2025 funding for the eMaryland Marketplace eProcurement Solution project. While funding was included in the fiscal 2025 allowance for the project, the ITPR was still pending approval from DoIT. This language restricts general funds for the project until DoIT has provided the ITPR to the Department of Legislative Services.

Information Request	Author	Due Date
Fiscal 2025 ITPR for the DGS eMaryland Marketplace eProcurement Solution project	DoIT	45 days before the expenditure of funds

Add the following language to the general fund appropriation:

Further provided that \$1,500,000 of this appropriation made for the purpose of funding the Maryland Department of Health Public Health Services Data Modernization Program Major Information Technology Development Project may not be expended until the fiscal 2025 information technology project request for the project has been provided by the Department of Information Technology to the Department of Legislative Services. The report shall be submitted 45 days before the expenditure of funds, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of

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a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

Explanation: New and ongoing projects must submit an information technology project request (ITPR) to request funding for the project, which is then to be approved by the Department of Information Technology (DoIT) and then provided to the Department of Legislative Services (DLS). The fiscal 2025 ITPR for the Maryland Department of Health (MDH) Public Health Services (PHS) Data Modernization Program project has not been provided to DLS. This language restricts general funds for the project until DoIT has provided the ITPR to DLS.

Information Request	Author	Due Date
Fiscal 2025 ITPR for the MDH PHS Data Modernization Program project	DoIT	45 days before the expenditure of funds

OFFICE OF INFORMATION TECHNOLOGY

F50B04.01 State Chief of Information Technology

Add the following language to the general fund appropriation:

, provided that \$500,000 of this appropriation made for the purpose of the State Chief of Information Technology program may not be expended until the Department of Information Technology submits a report to the budget committees by September 1, 2024, outlining a plan and timeline for completing:

- (1) a statewide asset inventory;
- (2) executive metrics, cybersecurity program outcome-driven metrics, incident response performance metrics, and metric trend measurement;
- (3) an inventory and risk assessment of the State’s legacy systems; and
- (4) data inventory, least privilege access, and user access activities.

The report shall also include existing data security standards that have already been identified by the State Chief Information Security Officer, Chief Technology Officer, and Chief Digital Experience Officer that would best be assimilated by State agencies and any recommendations on and assessing fiscal impacts of data security practices. The budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

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Explanation: The General Assembly is interested in better understanding the timelines planned by the Department of Information Technology (DoIT) for completing certain cybersecurity and data security actions. This language restricts funds pending submission of a report by DoIT on the planned timeline.

Information Request	Author	Due Date
Timeline for completing cybersecurity related actions	DoIT	September 1, 2024

Amend appropriation for the purposes indicated:	<u>Funds</u>	<u>Positions</u>
1. Increase turnover expectancy for 11 new positions to 25% to be consistent with budgeted turnover for new positions.	-377,207	GF
Total Change	-377,207	0.00

<u>Effect</u>	<u>Allowance</u>	<u>Appropriation</u>	<u>Amount Change</u>	<u>Position Change</u>
Position	29.00	29.00		0.00
General Fund	21,237,431	20,860,224	-377,207	
Total Funds	21,237,431	20,860,224	-377,207	

Committee Narrative

Managing for Results (MFR) Goals and Indicators for Services to State Agencies: The Department of Information Technology’s (DoIT) fourth MFR goal is to provide efficient and high-quality information technology services to State agencies. DoIT also has indicators that measure the workload and efficiency. However, the goal does not address value, and there are no indicators for costs. Many of the services that DoIT provides are comparable to services provided by the private sector and other organizations. DoIT should expand its MFR goals to include value and add indicators that measure costs and value. The department should report these indicators with the MFR submission accompanying the fiscal 2026 budget.

Information Request	Author	Due Date
MFR indicators for value and costs of DoIT’s services to State agencies	DoIT	With the submission of the fiscal 2026 budget

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Budget Amendments

F50B04.02 Security

Add the following language to the general fund appropriation:

, provided that \$200,000 of this appropriation made for the purpose of the Security program may not be expended until the Department of Information Technology submits a report to the budget committees on the estimated cost of implementing remediation efforts determined to be needed in the cybersecurity assessments. The report shall include information on how the remediation efforts will be categorized to prioritize based on urgency and risk levels, and the estimated cost for each of the identified categories. The report shall be submitted by October 1, 2024, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

Explanation: Chapter 242 of 2022 requires that the Office of Security Management within the Department of Information Technology (DoIT) ensure that each State agency completes an external assessment at least once every two years and assists each unit to remediate any security vulnerabilities or high-risk configurations identified in the assessment. Agencies excluded from the legislation must also have a similar process. This language restricts funds pending a report on the cost of remediation efforts determined to be needed as a result of the cybersecurity efforts. The submitted report is required to include information on how remediation efforts will be categorized and the costs associated with each category.

Information Request	Author	Due Date
Report on cybersecurity assessment remediation implementation	DoIT	October 1, 2024

Committee Narrative

Plan for Spending Cybersecurity Funds Appropriated in the Dedicated Purpose Account (DPA): The Department of Information Technology (DoIT) will have access to up to \$98.5 million in funding in the DPA to support cybersecurity efforts. DoIT advises that these funds will support the next phase of the cybersecurity assessments, including ongoing cybersecurity, vulnerability risk and reduction assessments, privacy impact assessments, and implementation of remediation recommended by the assessments. The committees request that DoIT report on its plans to spend funds in the DPA. The report should include discussions of the activities and timing of the spending and progress made securing State information technology

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hardware, software, and systems. It should also include an update on efforts made to address cybersecurity risks in legacy systems.

Information Request	Author	Due Date
Report on spending DPA funds	DoIT	December 31, 2024

J00
Department of Transportation

Budget Amendments

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 2024 to 2029 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 2024 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.

J00

Information Request	Author	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

J00A01
The Secretary’s Office
Department of Transportation

Committee Narrative

J00A01.01 Executive Direction

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

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

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

J00A01

Budget Amendments

J00A01.02 Operating Grants-In-Aid

Add the following language to the special fund appropriation:

, provided that no more than \$5,509,125 of this appropriation may be expended for operating grants-in-aid, except for:

- (1) any additional special funds necessary to match unanticipated federal fund attainments;
or
- (2) any proposed increase either to provide funds for a new grantee or to increase funds for an existing grantee.

Further provided that no expenditures in excess of \$5,509,125 may occur unless the department provides notification to the budget committees to justify the need for additional expenditures due to either item (1) or (2) above, and the committees provide review and comment or 45 days elapse from the date such notification is provided to the committees.

Explanation: This annual language caps the level of special funds provided for operating grants-in-aid. The cap may be increased to match unanticipated federal dollars or to provide new or expanded grant funding upon notification to the budget committees.

Information Request	Author	Due Date
Explanation of need for additional special funds for operating grants-in-aid	Maryland Department of Transportation	45 days prior to expenditure

J00A01.03 Facilities and Capital Equipment

Add the following language to the special fund appropriation:

, provided that no funds may be expended by the Secretary's Office for any capital project or grant with a total project cost in excess of \$500,000 that is not currently included in the fiscal 2024 to 2029 Consolidated Transportation Program, except as outlined below:

- (1) the Secretary shall notify the budget committees of any proposed capital project or grant with a total cost in excess of \$500,000, including the need and justification for the project and its total cost; and

J00A01

- (2) the budget committees shall have 45 days to review and comment on the proposed capital project or grant.

Explanation: This language provides legislative oversight of capital projects and grants exceeding \$500,000 that are not listed in the current Consolidated Transportation Program (CTP).

Information Request	Author	Due Date
Notification of the intent to fund a capital project or grant exceeding \$500,000 that is not listed in the current CTP	Maryland Department of Transportation	45 days prior to expenditure

Committee Narrative

J00A01.04 Washington Metropolitan Area Transit – Operating

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

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

J00A04
Debt Service Requirements
Department of Transportation

Budget Amendments

Add the following language:

Consolidated Transportation Bonds may be issued in any amount, provided that the aggregate outstanding and unpaid balance of these bonds and bonds of prior issues may not exceed \$2,850,050,000 as of June 30, 2025. The total aggregate outstanding and unpaid principal balance of nontraditional debt, defined as any debt instrument that is not a Consolidated Transportation Bond or a Grant Anticipation Revenue Vehicle bond issued by the Maryland Department of Transportation (MDOT), exclusive of debt for the Purple Line Light Rail Project, may not exceed \$887,865,000 as of June 30, 2025. The total aggregate outstanding and unpaid principal balance on debt for the Purple Line may not exceed \$2,219,374,000 as of June 30, 2025. Provided, however, that in addition to the limits established under this provision, MDOT may increase the aggregate outstanding unpaid and principal balance of Consolidated Transportation Bond debt or nontraditional debt so long as:

- (1) MDOT provides notice to the Senate Budget and Taxation Committee and the House Appropriations Committee stating the specific reason for the additional issuance and providing specific information regarding the proposed issuance, including information specifying the total amount of Consolidated Transportation Bond debt or nontraditional debt that would be outstanding on June 30, 2025, and the total amount by which the fiscal 2025 debt service payment for all Consolidated Transportation Bond debt or nontraditional debt would increase following the additional issuance; and
- (2) the Senate Budget and Taxation Committee and the House Appropriations Committee have 45 days to review and comment on the proposed additional issuance before the publication of a preliminary official statement. The Senate Budget and Taxation Committee and the House Appropriations Committee may hold a public hearing to discuss the proposed increase and shall signal their intent to hold a hearing within 45 days of receiving notice from MDOT.

Explanation: Section 3-202 of the Transportation Article requires the General Assembly to establish the maximum debt outstanding for Consolidated Transportation Bonds each year in the budget bill. The level is based on the outstanding debt as of June 30, 2023, plus projected debt to be issued during fiscal 2025 in support of the transportation capital program. No Consolidated Transportation Bond debt issuance is planned for fiscal 2024. For nontraditional debt, this language limits the amount of debt outstanding at the end of fiscal 2025, exclusive of debt issued for the Purple Line Light Rail Transit project, to the total amount that was outstanding from all previous nontraditional debt issuances as of December 31, 2023, plus anticipated issuances of \$75 million for a new fare collection system for the Maryland Transit Administration and \$235 million for the Concourse A/B Connector and Baggage Handling System Replacement project at Baltimore/Washington International Thurgood Marshall Airport. Debt outstanding for

J00A04

the Purple Line Project is capped at the projected maximum debt outstanding level that will occur during the construction phase of the Purple Line Project. The language allows MDOT to increase the amount of Consolidated Transportation Bond debt or nontraditional debt outstanding in fiscal 2025 by providing notification to the budget committees regarding the reason that the additional debt is required.

Information Request	Author	Due Date
Justification for increasing Consolidated Transportation Bond debt or nontraditional debt outstanding	MDOT	45 days prior to publication of a preliminary official statement

Add the following language:

MDOT shall submit with its annual September and January financial forecasts information on:

- (1) anticipated and actual nontraditional debt outstanding as of June 30 of each year; and
- (2) anticipated and actual debt service payments for each outstanding nontraditional debt issuance from fiscal 2024 through 2034.

Nontraditional debt is defined as any debt instrument that is not a Consolidated Transportation Bond or a Grant Anticipation Revenue Vehicle bond; such debt includes, but is not limited to, Certificates of Participation; debt backed by customer facility charges, passenger facility charges or other revenues; and debt issued by the Maryland Economic Development Corporation or any other third party on behalf of MDOT.

Explanation: The General Assembly is interested in monitoring the use of nontraditional debt by MDOT. The information provides the budget committees with additional information on the usage and annual costs of nontraditional debt.

Information Request	Author	Due Date
Nontraditional debt outstanding and anticipated debt service payments	MDOT	With the September forecast With the January forecast

J00B01
State Highway Administration
Department of Transportation

Committee Narrative

J00B01.01 State System Construction and Equipment

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

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

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

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

J00B01

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

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

J00D00
Maryland Port Administration
Department of Transportation

Committee Narrative

J00D00.02 Port Facilities and Capital Equipment

Howard Street Tunnel Project: The Howard Street Tunnel project is a priority project for the State of Maryland. It will allow double-stack trains in the Howard Street Tunnel, which will increase business at the Port of Baltimore, generate thousands of new jobs, and spur growth for Maryland’s economy. The size and complexity of this project requires a partnership between CSX, the federal government, the State of Maryland, Baltimore City, and others. It is the intent of the committees that all parties work closely together to address permitting requirements and any issues that may arise on the project to ensure that the project stays on schedule and costs are contained.

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

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

J00E00
Motor Vehicle Administration
Department of Transportation

Budget Amendments

J00E00.01 Motor Vehicle Operations

Add the following language to the special fund appropriation:

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

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

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

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

J00E00

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

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

Amendment No. _____

Committee Narrative

Improper Out-of-state Tags: The committees are concerned about Maryland residents with out-of-state vehicle registrations, particularly given a January 2024 assessment by the Motor Vehicle Administration (MVA) that identified nearly 34,000 individuals with Maryland addresses and vehicles registered in the Commonwealth of Virginia. Maryland law requires that new residents of the State title and register their vehicles with MVA within 60 days. Maryland residents using improper out-of-state tags results in decreased State revenues associated with vehicle registration, titling, and the Vehicle Emissions Inspection Program. Given these concerns, the committees request that MVA submit a report describing the issue of improper out-of-state tags, including statutory and regulatory background, frequency and effectiveness of MVA enforcement and due diligence actions, and recent trends of motorists using improper out-of-state tags in the State. The report should also include a comparison of Maryland's laws, enforcement actions, and fee structures to neighboring states.

Information Request	Author	Due Date
Report on improper out-of-state tags	MVA	October 15, 2024

~~**Maryland Automobile Insurance Fund Uninsured Division Solvency:** The committees remain concerned about the financial solvency of the Uninsured Division of the Maryland Automobile Insurance Fund (Maryland Auto), which is primarily supported by uninsured motorist fines assessed by the Motor Vehicle Administration (MVA). Maryland Auto and the Maryland Insurance Administration (MIA) have identified that the current uninsured motorist assessment rate may be too low to disincentivize drivers from failing to maintain auto insurance policies. The committees are therefore interested in obtaining additional information on the~~

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~~payment of assessed uninsured motorist fines and the population that would be impacted by a change in the rate. The committees request that MVA, in collaboration with Maryland Auto and MIA, submit a report that includes data on the total amount of uninsured motorist fines assessed, billed, and collected in fiscal 2022 and 2023, and the share of motorists who pay assessed fines within one year, two years, or who have never paid the fine. The report should also include an assessment, if known, of how increasing the rate may impact motorists by jurisdiction and demographic group and how Maryland's uninsured motorist fines compare to neighboring states.~~

Information Request	Author	Due Date
Report on the uninsured motorist fine	MVA MIA Maryland Auto	September 15, 2024

J00H01
Maryland Transit Administration
Department of Transportation

Budget Amendments

Add the following language to the special fund appropriation:

Provided that \$250,000 of the special fund appropriation made for the purpose of agency administration in program J00H01.01 Transit Administration and \$250,000 of the special fund appropriation made for the purpose of departmental administration in program J00A01.01 Executive Direction of The Secretary's Office (TSO) may not be expended until the Maryland Transit Administration and TSO submit a report to the budget committees on the impacts of the fall 2023 service changes to the CityLink Brown and LocalLink33 bus routes. The report shall include:

- (4) an impact assessment of the fall 2023 service adjustments to the CityLink Brown and LocalLink33 routes, including:
 - (a) demographic information on the rider population and service area, prior to the change;
 - (b) monthly ridership data from July 2022 through July 2023;
 - (c) descriptions of the schools and businesses in the service area;
 - (d) projected impacts of the service change to residents, commuters, students, and other populations in the service area; and
 - (e) any impacts to the corresponding paratransit service area; and
- (5) a summary of the agency's annual outreach efforts prior to route changes and how outreach could be improved to better inform impacted riders, with a particular focus on disadvantaged riders such as those lacking internet access or the ability to attend public meetings.

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

Explanation: Each year, the Maryland Transit Administration (MTA) proposes various service adjustments in the core bus system in Baltimore City to adapt to changing travel needs and trends. MTA holds public hearings to solicit stakeholder and community feedback prior to route changes becoming effective. However, the committees are concerned that sufficient information on impacted riders is not publicly available prior to service changes and that certain populations

J00H01

may not have access to public meetings or opportunities to share feedback. This language restricts funding pending a report on improving the process surrounding annual fixed route service changes and an impact assessment of the calendar 2023 changes to the CityLink Brown and LocalLink33 route in Baltimore City.

Information Request	Author	Due Date
Report on CityLink Brown and LocalLink33 bus route changes	MTA TSO	December 1, 2024

Committee Narrative

J00H01.01 Transit Administration

Purple Line Project Status Reports: Given continued challenges and cost overruns associated with completing construction on the Purple Line Light Rail project, the committees request that the Maryland Transit Administration (MTA) submit six bimonthly construction status reports for the Purple Line project to the committees. The status reports shall provide:

- the completion percentages for the project as a whole and for each major category of work;
- the running total amount expended for construction; and
- an explanation of any material change to the total construction cost estimate or construction schedule as set forth in the revised public-private partnership agreement as amended to add Maryland Transit Solutions as the replacement design-build contractor for the project.

Information Request	Author	Due Date
Reports on Purple Line construction progress	MTA	July 1, 2024, and bimonthly thereafter ending with the May 1, 2025 report

J00J00
Maryland Transportation Authority
Maryland Department of Transportation

Committee Narrative

J00J00.41 Operating Program

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

Information Request	Author	Due Date
<i>Report on locations and costs of bicycle/pedestrian lanes</i>	<i>MDTA</i>	<i>December 1, 2024</i>

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

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

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

K00A
Department of Natural Resources

Committee Narrative

OFFICE OF THE SECRETARY

K00A01.01 Secretariat

Office of Outdoor Recreation Reporting Requirement: The committees are interested in understanding more about the work of the Office of Outdoor Recreation and the impact of this work. Therefore, the committees request that the Department of Natural Resources (DNR) quantify the goals of the Maryland Outdoor Recreation Economic (MORE) Commission and develop Managing for Results (MFR) input, output, and outcome measures that correspond to these numerical goals to be submitted with the fiscal 2026 budget submission. In addition, the committees request that DNR submit a plan for the Office of Outdoor Recreation’s implementation of the recommendations of the MORE Commission. The plan should include the following: the status of implementation of the commission’s five main recommendations; strategies for implementing the recommendations that have not already been completed; an updated analysis of the value that outdoor recreation generates in Maryland as a whole and, if available, by county using Bureau of Economic Analysis data; the state of outdoor recreation and heritage tourism in Maryland using information from the updated Maryland Land Recreation and Preservation Plan; and the opportunities that a Chesapeake Bay National Recreation Area creates for Maryland. The plan is requested to be submitted by October 1, 2024.

Information Request	Author	Due Date
MFR input, output, and outcome measures for commission goals	DNR	Fiscal 2026 budget submission
Office of Outdoor Recreation Plan for meeting commission goals	DNR	October 1, 2024

Cultural and Historical Resources Preservation Plan for Department of Natural Resources (DNR)-managed Lands: The committees are concerned that DNR manages over 500,000 acres of land with numerous cultural and historical sites without a plan that ensures that these sites are preserved. Therefore, the committees request that DNR submit a report detailing the department’s efforts to establish a cultural and historical resources protection plan. The plan shall address the following: development of a systemwide survey to inventory all historical and cultural sites on DNR-managed lands; creation of a centralized cultural resources management unit; specification of the staffing and funding needs of a centralized cultural resources management unit; dedication of capital improvement funding for historic preservation projects; and establishment of a research budget to conduct architectural studies and archeological

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investigations and synthesize data collected from these efforts into interpretive materials to be shared with the public. The report is requested to be submitted by December 1, 2024.

Information Request	Author	Due Date
Cultural and historical resources preservation plan for DNR-managed lands	DNR	December 1, 2024

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

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

MARYLAND PARK SERVICE

K00A04.01 Statewide Operations

~~**Merkle Wildlife Sanctuary Management Plan to Optimize Canada Geese Wintering:** The committees are concerned that the Merkle Wildlife Sanctuary is not being managed to optimize its role as the wintering ground for the largest concentration of Canada geese on the Chesapeake Bay's western shore, despite a summer 2023 agreement to develop a responsive management plan. Therefore, the committees request that the Department of Natural Resources (DNR) develop and submit a management plan for the Merkle Wildlife Sanctuary that optimizes~~

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the property's role as a prime wintering ground for Canada geese. The plan is requested to be submitted by October 1, 2024.

Information Request	Author	Due Date
Merkle Wildlife Sanctuary management plan to optimize Canada goose wintering	DNR	October 1, 2024

LAND ACQUISITION AND PLANNING

K00A05.05 Land Acquisition and Planning

~~Report on Consideration of Mentored Hunt Program Participant Access to Department of Natural Resources (DNR) Conservation Easements:~~ The committees recognize that Maryland will be increasing its land acquisition efforts as required by Chapter 546 of 2023 (Maryland the Beautiful Act). Chapter 546 established the intent of the General Assembly that (1) by calendar 2030, 30% of lands in the State be conserved and (2) by calendar 2024, 40% of lands in the State be conserved. Conservation easements purchased by the State on private lands apply conditions of use that remain in perpetuity. From a hunting perspective, the conditions of use determined at the time that the State buys conservation easements on private lands could result in hunters never having access to these conserved lands. This would reduce the size and number of hunting areas and thus potentially reduce the number of people who hunt in Maryland. To counter the decline in hunting, DNR adopted a Mentored Hunt Program. The Mentored Hunt Program is intended to promote hunting consistent with and responsive to the nationwide recruitment, retention, and reactivation initiative. Therefore, the committees request that DNR encourage landowners to provide access to their lands for individuals participating in the Mentored Hunt Program when the landowners negotiate a land conservation easement agreement under Program Open Space (POS) or the Rural Legacy Program. In addition, the committees request that DNR report on the outcome of its efforts to encourage landowners negotiating State conservation easements under POS and the Rural Legacy Program to provide access to Mentored Hunt Program participants by October 1, 2024.

Information Request	Author	Due Date
Report on consideration of Mentored Hunt Program participant access to DNR conservation easements	DNR	October 1, 2024

K00A

Budget Amendments

NATURAL RESOURCES POLICE

K00A07.01 General Direction

Add the following language to the general fund appropriation:

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

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

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

Amendment No. _____

K00A

Committee Narrative

RESOURCE ASSESSMENT SERVICE

K00A12.06 Monitoring and Ecosystem Assessment

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

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

CHESAPEAKE AND COASTAL SERVICE

K00A14.02 Chesapeake and Coastal Service

Summary of Chesapeake Bay Restoration Spending: The committees request that the Department of Budget and Management (DBM), the Department of Natural Resources (DNR), and the Maryland Department of the Environment (MDE) provide a report on Chesapeake Bay restoration spending. The report shall be drafted subject to the concurrence of the Department of Legislative Services (DLS) in terms of both electronic format to be used and data to be included. The scope of the report is as follows: Chesapeake Bay restoration operating and capital expenditures by agency, fund type, and particular fund source based on programs that have over 50% of their activities directly related to Chesapeake Bay restoration for the

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fiscal 2024 actual, fiscal 2025 working appropriation, and fiscal 2026 allowance to be included as an appendix in the fiscal 2026 budget volumes and submitted electronically in disaggregated form to DLS.

Information Request	Author	Due Date
Summary of Chesapeake Bay restoration spending for programs that have over 50% of their activities directly related to Chesapeake Bay restoration	DBM DNR MDE	Fiscal 2026 budget submission

Historical and Projected Chesapeake Bay Restoration Spending: The committees are interested in the status of Chesapeake Bay restoration. Therefore, the committees request that the Maryland Department of Planning (MDP), the Department of Natural Resources (DNR), the Maryland Department of Agriculture (MDA), the Maryland Department of the Environment (MDE), and the Department of Budget and Management (DBM) provide a report by December 1, 2024, on recent and projected Chesapeake Bay restoration spending and associated impacts and the overall framework to meet the calendar 2025 requirement of having all best management practices (BMP) in place to meet water quality standards for restoring the Chesapeake Bay. The report is requested to include the following:

- fiscal 2024 annual spending by fund, fund source, program, and State government agency; associated nutrient and sediment reductions; and the impact on living resources and ambient water quality criteria for dissolved oxygen, water clarity, and “chlorophyll a” for the Chesapeake Bay and its tidal tributaries to be submitted electronically in disaggregated form to the Department of Legislative Services (DLS);
- projected fiscal 2025 to 2026 annual spending by fund, fund source, program, and State government agency; associated nutrient and sediment reductions; and the impact on living resources and ambient water quality criteria for dissolved oxygen, water clarity, and “chlorophyll a” for the Chesapeake Bay and its tidal tributaries to be submitted electronically in disaggregated form to DLS;
- an overall framework discussing the needed regulations, revenues, laws, and administrative actions and their impacts on individuals, organizations, governments, and businesses by year from fiscal 2024 to 2025 in order to reach the calendar 2025 requirement of having all BMPs in place to meet water quality standards for restoring the Chesapeake Bay, to be both written in narrative form and tabulated in spreadsheet form that is submitted electronically in disaggregated form to DLS;

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- an analysis of the various options for financing Chesapeake Bay restoration, including public-private partnerships, a regional financing authority, nutrient trading, technological developments, and any other policy innovations that would improve the effectiveness of Maryland and other states' efforts toward Chesapeake Bay restoration;
- an analysis on how cost effective the existing State funding sources, such as the Bay Restoration Fund, Chesapeake and Atlantic Coastal Bays 2010 Trust Fund, Water Quality Revolving Loan Fund, and Clean Water Commerce Account among others are for Chesapeake Bay restoration purposes; and
- updated information on the Phase III Watershed Implementation Plan implementation and how the loads associated with the Conowingo Dam infill, growth of people and animals, and climate change will be addressed.

Information Request	Author	Due Date
Historical and projected Chesapeake Bay restoration spending	MDP DNR MDA MDE DBM	December 1, 2024

Chesapeake and Atlantic Coastal Bays 2010 Trust Fund Annual Work and Expenditure Plans: The committees are concerned that § 8-2A-03(d) of the Natural Resources Article requires the Governor to submit the Chesapeake and Atlantic Coastal Bays 2010 Trust Fund annual work and expenditure plans to the General Assembly as part of the annual budget submission, but the Governor has not done so on a regular basis. Therefore, the committees request that the Department of Natural Resources (DNR) submit the Chesapeake and Atlantic Coastal Bays 2010 Trust Fund annual work and expenditure plans with the fiscal 2026 budget submission.

Information Request	Author	Due Date
Chesapeake and Atlantic Coastal Bays 2010 Trust Fund annual work and expenditure plans	DNR	Fiscal 2026 budget submission

K00A

FISHING AND BOATING SERVICES

K00A17.01 Fishing and Boating Services

Report on Recreational Striped Bass Reporting Methods and Task Force Recommendations Implementation: The committees are interested in the Department of Natural Resources' (DNR) recreational striped bass reporting methods. The committees are also interested in the status of implementation of the December 1, 2022 report recommendations of the Task Force on Recreational Fishing Data Collection and Licensing – established by Chapters 409 and 410 of 2022. Therefore, the committees request that DNR report on (1) methods to provide licensed fishermen the ability to record electronically per day the number of caught kept striped bass and caught discarded striped bass and (2) the status of implementation of the recommendations of the Task Force on Recreational Fishing Data Collection and Licensing. The report is requested to be submitted by December 1, 2024.

Information Request	Author	Due Date
Report on recreational striped bass reporting methods and task force recommendations implementation	DNR	December 1, 2024

L00A
Department of Agriculture

Committee Narrative

OFFICE OF THE SECRETARY

L00A11.05 Maryland Agricultural Land Preservation Foundation

~~**Report on Consideration of Mentored Hunt Program Participant Access to Maryland Department of Agricultural Conservation Easements:** The committees recognize that Maryland will be increasing its land acquisition efforts as required by Chapter 546 of 2023 (Maryland the Beautiful Act). Chapter 546 established the intent of the General Assembly that (1) by calendar 2030, 30% of lands in the State be conserved and (2) by calendar 2024, 40% of lands in the State be conserved. Conservation easements purchased by the State on private lands apply conditions of use that remain in perpetuity. From a hunting perspective, the conditions of use determined at the time that the State buys conservation easements on private lands could result in hunters never having access to these conserved lands. This would reduce the size and number of hunting areas and thus potentially reduce the number of people who hunt in Maryland. To counter the decline in hunting, the Department of Natural Resources adopted a Mentored Hunt Program. The Mentored Hunt Program is intended to promote hunting consistent with and responsive to the nationwide recruitment, retention, and reactivation initiative. Therefore, the committees request that the Maryland Department of Agriculture (MDA) encourage landowners to provide access to their lands for individuals participating in the Mentored Hunt Program when the landowners negotiate a land conservation easement agreement under the Maryland Agricultural Land Preservation Program (MALPP). In addition, the committees request that MDA report on the outcome of its efforts to encourage landowners negotiating State conservation easements under MALPP to provide access to Mentored Hunt Program participants by October 1, 2024.~~

Information Request	Author	Due Date
Report on consideration of Mentored Hunt Program participant access to MDA conservation easements	MDA	October 1, 2024

OFFICE OF MARKETING, ANIMAL INDUSTRIES, AND CONSUMER SERVICES

L00A12.02 Weights and Measures

Electric Vehicle Charging Station Inspection Program Report: The committees are concerned that Maryland does not have a funding and implementation plan in place for inspection of nonutility electric vehicle charging stations. Section 11-204(b) of the Agriculture Article requires the Maryland Department of Agriculture (MDA) to test every weight and measure for

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commercial purposes to determine weight, measure, or count. Section 11-203(c) of the Agriculture Article further requires MDA to adopt National Institute of Standards and Technology Handbook 44, which includes Section 3.40 Electric Vehicle Fueling Systems. However, a December 1, 2022 report by the Electric Vehicle Metering Subgroup of the Public Service Commission's (PSC) Public Conference 44 Electric Vehicle Workgroup recommended that further coordination between the subgroup and MDA was needed to develop universal electric vehicle metering regulations applicable to both utilities and nonutilities. In addition, the workgroup's report noted that a variety of practical and legal obstacles will need to be overcome, including limited availability of testing equipment, lack of consensus on testing standards, and the need to refine the customer billing process. While MDA has the authority to inspect electric vehicle charging stations, it lacks funding for this purpose because MDA's Weights and Measures program operates through special fund revenue generated by annual device registration fees, and there is no device registration category for electric vehicle fueling chargers. Therefore, the committees request that MDA, in coordination with the Electric Vehicle Metering Subgroup of PSC's Public Conference 44 Electric Vehicle Workgroup, submit a report on a funding and implementation plan for a statewide nonutility electric vehicle charging station inspection program. The report is requested to be submitted by October 1, 2024.

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

L00A12.10 Marketing and Agriculture Development

Status and Future of Value-added Agriculture in Maryland: The committees are interested in learning more about the status and future of value-added agriculture in Maryland given that that the Business Economic and Community Outreach Network of Salisbury University estimates that Maryland's value-added agriculture industry supports close to 74,000 jobs and brings a total economic impact of more than \$20.6 billion annually to the State's economy. Therefore, the committees request that the Maryland Department of Agriculture (MDA) develop Managing for Results (MFR) measures and submit a report on the state of value-added agriculture in Maryland. The MFR measures are requested to include input, output, and outcome measures that correspond to a numerical goal for the number of value-added agricultural businesses that are launched or relocate to Maryland each fiscal year. The report is requested to include the following information: information related to value-added agriculture from the 2022 Census of Agriculture; updated information on the jobs and total economic impact of value-added agriculture; an assessment of the potential and growth of value-added enterprises in Maryland; information about State and local educational institutions that provide training for value-added entrepreneurs; an assessment of the need for supporting infrastructure, such as processing equipment, meat processing facilities, and commercial/shared-use kitchens; and the resources available for supporting research and technology in the value-added agriculture policy area.

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Information Request	Author	Due Date
Status and future of value-added agriculture in Maryland	MDA	October 1, 2024

Report on Blue Catfish Marketing: The committees are interested in learning more about the Maryland Department of Agriculture’s (MDA) marketing of blue catfish. Therefore, the committees request that MDA, in consultation with the Department of Natural Resources (DNR), report on its efforts to increase the marketing, processing, and sale of blue catfish in Maryland. The report shall review past and ongoing efforts to promote the creation of a market for blue catfish, identify and explore potential sectors for the blue catfish market, and identify any actions that the State can take to promote and expand the market for blue catfish. The report is requested to be submitted by December 1, 2024.

Information Request	Author	Due Date
Report on blue catfish marketing	MDA DNR	December 1, 2024

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Department of the Environment

Committee Narrative

WATER AND SCIENCE ADMINISTRATION

U00A04.01 Water and Science Administration

Maryland State Certified Sod Standard Enforcement Report: The committees are concerned that not all development projects within the State are using Maryland State Certified sod for stormwater and sediment control stabilization as required by State law and the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control. It is the committees’ understanding that the required use of Maryland State Certified sod was promulgated with the aim of upholding rigorous standards for soil and water health in our State and is a crucial aspect of environmental stewardship. Currently, enforcement efforts are fragmented between delegated and nondelegated jurisdictions, leading to inconsistencies and uncertainties in compliance. A number of development sites are presently using non-Maryland State Certified sod on their projects. Non-Maryland State Certified sod may not meet rigorous nutrient management requirements leading to additional pollutants entering the Chesapeake Bay and its tributaries. Therefore, the committees request that the Maryland Department of Environment (MDE) submit a report on actions taken and proposed to ensure consistent enforcement of the Maryland State Certified sod standard. The report shall include the efforts by MDE to educate inspectors, delegated local governments, and soil conservation district offices on the State requirements to utilize Maryland State Certified sod at all development sites in the State. MDE is requested to submit the report by December 1, 2024.

Information Request	Author	Due Date
Maryland State Certified sod standard enforcement report	MDE	December 1, 2024

LAND AND MATERIALS ADMINISTRATION

U00A06.01 Land and Materials Administration

Maryland Used Tire Cleanup and Recycling Fund Annual Report: The committees are concerned that Section 9-275(c) of the Environment Article specifies that an annual status report on the Maryland Used Tire Cleanup and Recycling Fund is due on or before November 1 of each year, which was not consistently met before the inclusion of annual budget bill language. Therefore, the committees request that the Maryland Department of the Environment (MDE) submit the Maryland Used Tire Cleanup and Recycling Fund annual status report on November 1, 2024.

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Information Request	Author	Due Date
Maryland Used Tire Cleanup and Recycling Fund annual report	MDE	November 1, 2024

AIR AND RADIATION ADMINISTRATION

U00A07.01 Air and Radiation Administration

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

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

Budget Amendments

COORDINATING OFFICES

U00A10.01 Coordinating Offices

Add the following language to the general fund appropriation:

Further provided that \$200,000 of this appropriation made for the purpose of general administrative expenses may not be expended until the Maryland Department of the

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Environment (MDE), in cooperation with the Department of Budget and Management, submits a confirmatory letter to the budget committees indicating that MDE’s fiscal 2024 actual personnel expenditures and the fiscal 2025 working appropriation personnel expenditures are budgeted in the correct statewide subobjects. The confirmatory letter shall be submitted with the fiscal 2026 budget submission, and the budget committees shall have 45 days from the date of the receipt of the confirmatory letter to review and comment. Funds restricted pending the receipt of a confirmatory letter may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the confirmatory letter is not submitted to the budget committees.

Explanation: MDE incorrectly reflects fringe benefit expenditures – health insurance, pension contributions, and turnover adjustments, among others – almost entirely as Social Security contributions, which makes it difficult to do historical data comparisons. Therefore, funding is restricted until MDE and the Department of Budget and Management (DBM) submit a confirmatory letter with the fiscal 2026 budget submission, indicating that fiscal 2024 actual personnel expenditures and fiscal 2025 working appropriation personnel expenditures are budgeted in the correct statewide subobjects.

Information Request	Author	Due Date
Budgeting of fiscal 2024 actual and fiscal 2025 working appropriation personnel expenditures	MDE DBM	Fiscal 2026 budget submission

Committee Narrative

Enforcement and Inspection Position Strength Assessment: The committees are interested in the enforcement and inspection positions strength of the Maryland Department of the Environment (MDE) and the Maryland Department of Agriculture (MDA). Therefore, the committees request that MDE and MDA a report on the following:

- an evaluation of the adequacy of Maryland’s current authorized compliance and enforcement positions in the departments. In completing the assessment, the departments shall provide information on the delegation of authority by the federal government to the departments, including any evaluations of this delegated authority, and on the delegation of authority by the departments to other entities; and assess the impact of the role that technology has played on compliance and enforcement responsibilities;
- a comparison of the size, roles, responsibilities, and inspection workload of the departments’ compliance and enforcement positions to neighboring or similar states;

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- a list of all inspection activities conducted by the MDE Water and Science Administration, the Land and Materials Administration, the Air and Radiation Administration, and the MDA Office of Resource Conservation;
- the number of regular positions and contractual full-time equivalents associated with the inspections, including the number of vacancies for fiscal 2013 through 2024 actuals, and fiscal 2025 current and fiscal 2026 estimated appropriations; and
- a description of the use of and outcomes from any next generation compliance techniques to increase compliance with Maryland’s environmental regulations.

Information Request	Author	Due Date
Enforcement and inspection position strength assessment	MDA MDE	January 1, 2025

Timeline for Environmental Triggers Development and Go-live Date for Environmental Accidents Text Alert System: The committees remain concerned that affected parties are not notified of environmental accidents, such as the release of hazardous materials or illegal discharges from wastewater treatment plants, in a timely manner. In the 2023 Joint Chairmen’s Report, the committees requested that the Maryland Department of the Environment (MDE) and the Maryland Department of Emergency Management (MDEM) conduct a study to determine the feasibility and cost of implementing a text alert system for environmental accidents along the lines of the current weather and AMBER alert systems. The submitted report discussed the need to determine environmental triggers for the text alert system but did not provide a timeline for the development of the triggers or a go-live date for the text alert system. Therefore, the committees request that MDE and MDEM submit a report that establishes a timeline for the development of the environmental triggers and the go-live date for the text alert system. The report is requested to be submitted by October 15, 2024.

Information Request	Author	Due Date
Timeline for environmental triggers development and go-live date for environmental accidents text alert system	MDE MDEM	October 15, 2024

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Maryland Environmental Service

Committee Narrative

U10B00.41 General Administration

Maryland Environmental Service (MES) Funding Statement: The committees request that MES continue to provide a report on the following:

- undesignated unrestricted net assets for fiscal 2024, 2025, and 2026 estimated and an explanation for any changes between each of these years, including revenues credited to and expenditures debited from the net assets;
- overhead rate for fiscal 2024, 2025, and 2026 estimated;
- project reserve fund status by beginning balance, approved retainage, funds withdrawn, and interest earned for fiscal 2024 and 2025 for the State Reimbursable Project Contingency Fund, the Eastern Correctional Institution (ECI) Steam Turbine Contingency Fund, the Department of Natural Resources Project Contingency Fund, the ECI Energy Upgrade Project Reserve Fund, and any other project reserve funds created by MES, including justification for any approved retainage or funds withdrawn in any project reserve fund during fiscal 2024 or 2025; and
- justification for the changes in reimbursable project funding for fiscal 2024, 2025, and 2026 estimated.

The report should be submitted in coordination with the Department of Budget and Management (DBM) with the fiscal 2026 budget submission.

Information Request	Author	Due Date
MES funding statement	MES DBM	Fiscal 2026 budget submission

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

- *the name(s) of the incumbent(s);*

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

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