
Transportation and the Environment Subcommittee

Additional Pages

March 19, 2025

DLS Recommendation

**C90G00
Public Service Commission**

Supplemental Budget No. 1

Budget Amendments

C90G00.08 Public Utility Law Judge

Amend appropriation for the purposes indicated:

	<u>Funds</u>	<u>Positions</u>
1. Delete 2.0 new positions and associated funding provided in Supplemental Budget No. 1. The Public Service Commission has 33 vacant positions as of December 31, 2024. New positions can be reallocated from existing vacancies.	-\$228,019 SF	-2.0
Total Change	-\$228,019	-2.0

DLS Recommendation

**C91H00
Office of People’s Counsel**

Supplemental Budget No. 1

Budget Amendments

C91H00.01 General Administration

Amend appropriation for the purposes indicated:

	<u>Funds</u>	<u>Positions</u>
1. Delete 1.0 new position and associated funding provided in Supplemental Budget No. 1. The Office of People’s Counsel has 2 vacant positions as of December 31, 2024. The new position can be reallocated from existing vacancies.	-\$80,532 SF	-1.0
Total Change	-\$80,532	-1.0

D13A13
Maryland Energy Administration

Committee Narrative

Adopt the following narrative:

Maryland Energy Administration (MEA) Spending and Fund Balance: The committees are interested in tracking the spending and fund balance of major fund sources for MEA. The committees request that MEA provide a report, including details on revenue received (as applicable), expenditures, encumbrances, and closing fund balance accounting for encumbered funds for fiscal 2025 for the following funds:

- Regional Greenhouse Gas Initiative-sourced Strategic Energy Investment Fund (SEIF) separately by distribution for each subaccount, including energy assistance, energy efficiency – low- and moderate-income sectors, energy efficiency all other sectors, and renewable and clean energy programs and initiatives;
- Alternative Compliance Payment-sourced SEIF;
- Maryland Offshore Wind Business Development Fund;
- Jane E. Lawton Loan Program Revolving Loan Fund;
- Offshore Wind Development Fund;
- Federal Electric Grid Resiliency; and
- Federal State Energy Program.

Additionally, the report should provide an update on the distribution of federal and State grants related to:

- renewable energy;
- electric vehicle charging stations at multifamily and community buildings; and
- building electrification of multifamily buildings.

Information Request

Author

Due Date

Report on spending and fund
balance of major fund sources for
MEA

MEA

October 1, 2025

D13A13
Maryland Energy Administration

Committee Narrative

Adopt the following narrative:

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 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 three home energy rebate programs through IRA funding: the Home Energy Performance-Based Program; the 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. **The report should also outline contingency plans in the event that federal funds become unavailable.**

Information Request	Author	Due Date
Report on federal IIJA and IRA funding and implementation of home energy rebate programs	MEA	December 31, 2025

DLS Recommendation

D13A13 Maryland Energy Administration

Supplemental Budget No. 1

Budget Amendments

D13A13.08 Renewable Energy and Clean Energy Programs and Initiatives

Add the following language to the special fund appropriation:

, provided that this appropriation for local government clean energy projects is contingent on the enactment of legislation expanding the use of Alternative Compliance Payment revenues in the Strategic Energy Investment Fund in fiscal 2026 only.

Explanation: Supplemental Budget No. 1 provides \$50.0 million for local government clean energy projects. Under current law, these funds must be used to directly benefit low- and moderate-income communities or households, overburdened communities, or underserved communities. This action makes the appropriation contingent on legislation authorizing the expanded use of funds.

DLS Recommendation

**D40W01
Department of Planning**

Supplemental Budget No. 1 – Fiscal 2025 Deficiency

Budget Amendments

D40W01.04 Planning Coordination

Amend appropriation for the purposes indicated:	<u>Funds</u>		<u>Positions</u>
1. Delete new positions and associated funding provided in Supplemental Budget No. 1. The agency has sufficient vacancies to fill these roles.	-\$33,259	GF	-2.00
Total Change	-\$33,259		-2.00

Supplemental Budget No. 1

Budget Amendments

D40W01.04 Planning Coordination

Amend appropriation for the purposes indicated:	<u>Funds</u>		<u>Positions</u>
1. Delete new positions and associated funding provided in Supplemental Budget No. 1. The agency has sufficient vacancies to fill these roles.	-\$ 252,116	GF	-2.00
Total Change	-\$ 252,116		-2.00

D70J00
Maryland Automobile Insurance Fund

Committee Narrative

D70J00.42 Insured Division

Adopt the following narrative:

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 §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 **reports with** updated financial statements **and fund balances** for both divisions. **Additionally, in each quarterly report, Maryland Auto should include discussions of potential shortfalls, rate increases, dates of any actual or projected rate increases, estimated amounts to be collected from actual or projected rate increases, and data regarding policy counts. In each quarterly report, Maryland Auto should also discuss estimated and actual amounts collected from the assessment occurring in calendar 2025 as well as any other potential assessments.** The first report should cover data for the first two quarters of calendar 2025, and each subsequent report should cover the prior quarter.

Information Request	Author	Due Dates
Quarterly financial statements for Insured Division and Uninsured Division	Maryland Auto	July 31, 2025 October 31, 2025 March 15, 2026 May 15, 2026

D80Z01
Maryland Insurance Administration

Committee Narrative

D80Z01.01 Administration and Operations

Adopt the following narrative:

Insurance Fraud Investigation Status: The Insurance Fraud Division within the Maryland Insurance Administration (MIA) is responsible for investigating complaints relating to alleged insurance fraud committed by insurance companies, insurance producers, or consumers. Previously, the division had tracked referrals investigated and referred for criminal prosecution and referrals investigated and charged. The division has updated the methodology for tracking these measures with a tiered system of referrals. As of March 10, 2025, the division has not provided any referral data using the new tiered system for fiscal 2025 or previous fiscal years. Given that data using the tiered system has not been published, the committees request that MIA submit a report containing updated performance data for the Insured Fraud Division under the new tiered system, including the percentage and number of cases referred for charges by tier, as well as the number of prosecutions by tier.

Information Request	Author	Due Date
Insurance fraud investigation status	MIA	October 1, 2025

F50
Department of Information Technology

F50A01.01 Information Technology Investment Fund

Add the following language to the general fund appropriation:

, provided that \$5,000,000 of this appropriation made for the purpose of administrative expenses may not be expended until the Department of Information Technology (DoIT) submits a report to the budget committees on the Information Technology Investment Fund (ITIF) balance and oversight, as well as the new expedited project criteria. The report shall include:

- (1) a detailed accounting of the ITIF balance, including revenue, spending by project, encumbrances by project, and use of carryover balance in fiscal 2025 and expected for fiscal 2026;
- (2) an explanation for any changes in the ITIF balance forecast compared to the level included as part of the Governor’s Fiscal 2026 Budget Books;
- (3) a description of DoIT’s process for vetting, approving, and disbursing the ITIF funds to respective agencies;
- (4) a description of how DoIT monitors changes in scope and cost for major information technology development projects;
- (5) a description of responsibilities that DoIT delegates to agencies and how DoIT determines which responsibilities are to be delegated; and
- (6) a description of the criteria DoIT has established for an expedited project, including a list of information technology projects that DoIT categorizes as expedited projects and intends to fund through the ITIF.

The report shall be submitted by November 1, 2025, 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: The Governor’s Fiscal 2026 Budget Books showed an expected ITIF balance at the end of fiscal 2025 of \$16,000, which would be very low compared to recent history. The General Assembly is interested in better understanding how DoIT anticipates drawing down the balance in fiscal 2025. In addition, Chapter 497 of 2024 created a new category of IT projects called “expedited project,” for which funding is also to be held in the ITIF. DoIT is still in the process of developing criteria for what will be considered an “expedited project”. This language restricts funds pending a report with a detailed accounting of the ITIF balance in fiscal 2025 and

2026, and any changes since the forecast included in the Governor’s Budget Books. The language also requires additional detail on DoIT’s oversight of Major Information Technology Development Projects and the criteria DoIT has established for expedited projects as well as a list of IT projects categorized as expedited projects by DoIT.

Information Request	Author	Due Date
ITIF balance, oversight, and criteria for expedited projects	DoIT	November 1, 2025

F50
Department of Information Technology

Committee Narrative

F50B04.02 Security

Potential Use of Blockchain Technology for Securely Storing Data and Records: Blockchain is a decentralized digital database that securely stores records across a network of computers. Blockchains are best known for their immutable characteristics. The committees are interested in understanding the potential use of blockchain technology for securely storing data and records. The committees request that Department of Information Technology (DoIT) submit a report on the feasibility of blockchain use for securely storing sensitive data and records. The report should also discuss the potential use of blockchain within state agencies for, but not limited to, storing body-worn camera data and records.

Information Request	Author	Due Date
Report on potential use of blockchain technology for securely storing data and records	DoIT	December 15, 2025

DLS Recommendation

J00A01 Department of Transportation The Secretary's Office

Budget Amendments

Supplemental Budget No. 1

J00A01.03 Facilities and Capital Equipment

Add the following language to the special fund appropriation:

, provided that this appropriation for the purpose of implementation of the State's Climate Pollution Reduction Plan is contingent on the enactment of legislation expanding the use Alternative Compliance Payment revenues in the Strategic Energy Investment Fund in fiscal 2026 only.

Explanation: This action makes the special fund appropriation in Supplemental No. 1 for solar energy projects contingent on legislation authorizing the expanded use of funds.

J00A01
The Secretary's Office
Maryland Department of Transportation

Committee Narrative

J00A01.01 Executive Direction

Purple Line Security Cooperation: The Maryland Transit Administration will be responsible for providing law enforcement for the Purple Line Light Rail and will have to stand up a unit. The fiscal 2026 budget as introduced included over 70 positions to begin this process. Four stations on the Purple Line, however, will have connections to Metrorail lines and stations operated by the Washington Metropolitan Area Transit Authority (WMATA), which has its own police force responsible for providing law enforcement for WMATA facilities. The budget committees request that the Maryland Department of Transportation (MDOT) develop a memorandum of understanding or other contractual arrangement to allow for WMATA to provide law enforcement services for stations or segments of the Purple Line in areas where it is already patrolling. MDOT should provide a report to the budget committees by December 1, 2025, that details the progress of this effort, discusses any issues that need to be addressed to make the effort successful, and provides an estimate of the savings that could be achieved through such an arrangement.

Information Request	Author	Due Date
Report on efforts to develop a security cooperation agreement with WMATA for the Purple Line.	MDOT	December 1, 2025

J00B01
State Highway Administration
Maryland Department of Transportation

Committee Narrative

J00B01.01 State System Construction and Equipment

Addressing Road and Bridge Safety: The committees request that the State Highway Administration (SHA) submit a report by December 1, 2025, answering the following questions:

With respect to bridges:

- What is the plan to address the 22 bridges rated “poor” and to keep the I-795 bridges (70% of which have components rated “fair”) from deteriorating?
- Given the lack of funding needed to fully fund all bridge projects, what process will be used to prioritize use of available funding?

With respect to roads and highways:

- How is the need to resurface a road determined and what is the average lifecycle for pavement on heavily traveled roads?
- How are road resurfacing and repair funding allocations among regions of the State determined by road type?
- Is lack of funding impacting the materials or methods being used for resurfacing from what has typically been used in the past and/or would be considered best practices? If so, how does this impact the life of the resurfaced road?

With respect to work zone safety:

- What have the results been of increased fines for work zone violations with respect to the number of fines and total revenue collected by month?

Information Request	Author	Due Date
Report on road and bridge safety	SHA	December 1, 2025

J00B01
State Highway Administration
Maryland 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 West Cedar Lane:

- 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 2025 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, including pedestrian usage with any accompanying data during peak and off-peak hours;
- 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 2024 through 2025;
- cost information for maintenance or other fiscal impact of maintaining the bike lanes in fiscal 2024 and year-to-date 2025; and
- an analysis of pedestrian activity during both peak and off-peak hours.

SHA is requested to submit this information by October 1, 2025.

J00B01

Information Request

Author

Due Date

Information related to bike
lanes on Old Georgetown
Road (MD 187)

SHA

October 1, 2025

J00B01
State Highway Administration
Maryland Department of Transportation

Committee Narrative

J00B01.02 State System Maintenance

Vehicle Rentals: The committees request that the State Highway Administration (SHA) submit a report by December 1, 2025, detailing, by fiscal year for fiscal 2023 through 2025:

- the number of days vehicles were rented (by vehicle type);
- the cost for the rentals; and
- an identification of the rentals that were necessary due to a SHA vehicle being out of service.

Information Request	Author	Due Date
Report on rental vehicles	SHA	December 1, 2025

J00B01
State Highway Administration
Department of Transportation

Committee Narrative

J00B01.02 State System Maintenance

Adopt-a-Road Program: The committees request that the State Highway Administration (SHA) provide the following information regarding invasive vines/weeds alongside State highways:

- the extent to which insecticides/pesticides are used to kill invasive vines/weeds, including the preferred insecticides/pesticides being used;
- current methods undertaken by SHA to remove invasive vines/weeds on State highways;
- the role an Adopt-a-Road volunteer program could have to reduce or eradicate invasive vines/weeds along State highways;
- the amount of funds expended in fiscal 2023 and 2024 on activities related to the reduction or eradication of invasive vines/weeds along State highways, including a breakout of the funds expended for the purchase of insecticides/pesticides used to reduce or eradicate invasive vines/weeds along State highways; and
- any available crash data related to crashes in which vine-infested and/or dead trees were a contributing factor.

SHA is requested to submit this information by October 1, 2025.

Information Request	Author	Due Date
Information related to invasive vines/weeds along State highways	SHA	October 1, 2025

J00D00
Department of Transportation
Maryland Port Administration

Budget Amendments

J00D00.01 Port Operations

Add the following language to the special fund appropriation:

, provided that \$200,000 of this appropriation made for the purpose of modal administration may not be expended until the Maryland Port Administration (MPA) submits a report to the budget committees outlining MPA’s long-term plan for the continued import and distribution of road salt at the North Locus Point Terminal. The report shall be submitted by October 1, 2025, 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: Planning for the rehabilitation or reconstruction of the North Locus Point Terminal is currently underway. The North Locus Point Terminal is currently used for the import and distribution of road salt. This language requests a report on the long-term plan for operations at this terminal.

Information Request	Author	Due Date
Long-term plan for road salt import and distribution operations at the North Locus Point Terminal.	MPA	October 1, 2025

J00D00
Maryland Port Administration
Maryland Department of Transportation

Committee Narrative

J00D00.01 Port Operations

Clean Ports Program Update: The committees request that the Maryland Port Administration (MPA) submit a report to the committees by December 1, 2025, on the status of expenditures of and activities related to the two grants that it was awarded under the U.S. Environmental Protection Agency’s Clean Ports Program. The report should summarize the purposes of two grant awards that it received and indicate the level of expenditures to date along with an anticipated spend schedule for remaining funds.

Information Request	Author	Due Date
Report on Clean Ports Program awards	MPA	December 1, 2025

J00D00
Maryland Port Administration
Maryland Department of Transportation

Committee Narrative

J00D00.01 Port Operations

Reports on Port Recovery Metrics: The committees request that the Maryland Port Administration (MPA) provide two reports updating the committees on progress that the Port of Baltimore is making in recovering from the temporary port closure caused by the collapse of the Francis Scott Key Bridge. The reports should provide information on cargo tonnage and other activity metrics for calendar 2024 and 2025 to date with comparisons to the same period before the collapse of the bridge. The first report should be submitted June 1, 2025, and the second report should be submitted December 1, 2025.

Information Request	Author	Due Date
Port recovery metrics reports	MPA	June 1, 2025 December 1, 2025

J00D00
Maryland Port Administration
Maryland Department of Transportation

Committee Narrative

J00D00.01 Port Operations

Quarterly Reports on Federal Funds: The committees request that the Maryland Port Administration (MPA) submit quarterly reports on federal funds. The reports should include a discussion on withdrawals of federal funds (if any) related to grants for which MPA has received an award and the impacts the withdrawals have had and/or will have in the future. The first report should be submitted July 1, 2025, with subsequent reports submitted every three months.

Information Request	Author	Due Date
Quarterly reports on federal funds	MPA	July 1, 2025 October 1, 2025 January 1, 2026 April 1, 2026

J00E00
Motor Vehicle Administration
Maryland Department of Transportation

Committee Narrative

J00E00.01 Motor Vehicle Operations

Insurance Coverage Verification: The committees request that the Motor Vehicle Administration (MVA) submit a report by November 1, 2025, summarizing the new insurance verification process that took effect January 2025 and providing statistics on the results of the new process.

Information Request	Author	Due Date
Report on new insurance verification process.	MVA	November 1, 2025

J00E00
Motor Vehicle Administration
Maryland Department of Transportation

Committee Narrative

J00E00.01 Motor Vehicle Operations

Impact of Electric Vehicle Adoption on the Vehicle Emissions Inspection Program: The committees request that the Motor Vehicle Administration (MVA) submit a report by November 1, 2025:

- summarizing the process and results of the recent procurement for a vendor to operate Maryland’s Vehicle Emissions Inspection Program (VEIP), including the performance to date of the vendor and the budget/cost impacts of the fee model provided for in the new contract;
- providing an update on the trends in the adoption of electric vehicles (EV), especially any changes in those trends in calendar 2025 and how EV adoption has impacted the VEIP program; and
- the feasibility and costs associated with expanding the VEIP program to require testing of vehicles registered in counties currently exempt from testing requirements.

Information Request	Author	Due Date
Report on VEIP procurement and the impact of EV adoption on VEIP	MVA	November 1, 2025

J00H01
Maryland Transit Administration
Department of Transportation

Budget Amendments

J00H0101 Transit Administration

Amend appropriation for the purposes indicated:	<u>Funds</u>	<u>Positions</u>
1. Delete funding for 76 new Maryland Transit Administration (MTA) Police positions. Based on the current anticipated completion date of the Purple Line project, additional MTA Police positions will not be needed in fiscal 2026.	- 6,622,089 SF	-76.00
Total Special Fund Net Change	- 6,622,089 SF	-76.00

J00H01
Maryland Transit Administration
Maryland Department of Transportation

Committee Narrative

J00H01.01 Transit Administration

Adopt the following narrative:

MARC Train Service Expansion and Improvements: The committees request that the Maryland Transit Administration (MTA) submit a report on ongoing service expansion and improvements to MARC Train service. The report should include specific updates on service expansion and improvements on the MARC Penn and Brunswick Lines. The report should also include an update on negotiations with CSX Transportation to create an alternative arrangement to the original mid-day service plan that was agreed to in 2024.

Information Request	Author	Due Date
Report on MARC train service expansion	MTA	November 1, 2025

J00H01
Maryland Transit Administration
Maryland Department of Transportation

Committee Narrative

J00H01.01 Transit Administration

Adopt the following narrative:

Purple Line Project Status Reports: Given 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 to the committees. The status reports shall provide:

- the completion percentages for the project as a whole and for each major category of work, *including (1) the overall project, (2) utility relocations, (3) civil design, (4) systems design, (5) construction possession of property acquisitions, (6) civil construction, (7) rail installation, (8) systems and station construction, (9) the Glenridge Operations and Maintenance Facility, (10) rail vehicles ready to ship, and (11) Capital Crescent Trail Construction;*
- 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 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, 2025, and bimonthly thereafter ending with the May 1, 2026 report

J00J00
Maryland Transportation Authority

Committee Narrative

J00J00.41 Operating Program

Adopt the following narrative:

Francis Scott Key Bridge Reconstruction: The committees are interested in the progress being made on the reconstruction of the Francis Scott Key Bridge and request that the Maryland Transportation Authority (MDTA) provide four quarterly updates on the status of the project. The reports shall provide:

- the current status of design, engineering, federal permitting, preconstruction, and construction activities including completion percentages for each project category;
- the running total amount expended for the project;
- the current availability and projected timeline for seeking federal reimbursement for the project, including the total amount of federal funds that have been received; and
- any material changes to the project schedule or cost.

The committees request that the first report be submitted by July 1, 2025, with subsequent reports submitted every three months thereafter.

Information Request	Author	Due Date
Status reports on the Francis Scott Key Bridge reconstruction	MDTA	July 1, 2025 October 1, 2025 January 1, 2026 April 1, 2026

J00J00
Maryland Transportation Authority

Committee Narrative

J00J00.41 Operating Program

Adopt the following narrative:

Feasibility of Capturing Images of Only Rear License Plates of Vehicles: The committees are interested in the feasibility of capturing the image of only the rear license plate of a vehicle at toll facilities in the State, rather than images of both the front and rear license plates. The committees request that the Maryland Transportation Authority (MDTA) submit a report by December 1, 2025, discussing any system and equipment upgrades necessary to switch to a process of capturing only the image of the rear license plate of a vehicle and any potential impacts that may occur as the result of only capturing the image of the rear license plate of a vehicle rather than both the front and rear license plates.

Information Request	Author	Due Date
Report on the feasibility of capturing images of only rear license plates of vehicles	MDTA	December 1, 2025

J00J00
Maryland Transportation Authority

Committee Narrative

J00J00.41 Operating Program

Adopt the following narrative:

Collection of Outstanding Toll Debt: The committees are interested in continuing to monitor the Maryland Transportation Authority’s (MDTA) efforts to collect outstanding tolls incurred at MDTA facilities, given the potential for significant impacts that outstanding tolls may have on MDTA’s revenues. The committees therefore request that MDTA submit a report by September 1, 2025 including:

- the current amounts of outstanding tolls and related fines, fees, and interest owed from in-state and 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;
- the amount of outstanding tolls that MDTA was successful in collecting during fiscal 2025, delineated by motorists’ state of residence;
- updates on the status of the establishment of a reciprocity agreement with Pennsylvania, as well as reciprocity agreements with all other neighboring states, and the use of collection agencies to collect tolls from out-of-state motorists; and
- the length of time elapsed after which outstanding unpaid toll debt information is reported to the Motor Vehicle Administration (MVA) for the purpose of placing a flag on the driver’s license of an in-State motorist with unpaid toll debt, and the procedures and timelines that MDTA follows for reporting this data to MVA.

Information Request	Author	Due Date
Report on the collection of outstanding toll debt	MDTA	September 1, 2025

K00A
Department of Natural Resources

Budget Amendment

RESOURCE ASSESSMENT SERVICE

K00A12.06 Monitoring and Ecosystem Assessment

Add the following language to the special fund appropriation:

, provided that \$1,000,000 of this appropriation made for the purpose of protecting or restoring State-owned and State-managed lakes as supported by the State Lakes Protection and Restoration Fund may not be expended for that purpose but instead may be used only to fund a Deep Creek Lake Pilot Program. Funds not expended for this restricted purpose may not be transferred by budget amendment or otherwise to any other purpose and shall be canceled.

Explanation: This action restricts the mandated appropriation for the State Lakes Protection and Restoration Fund to be used for a pilot program at one State-managed lake, Deep Creek Lake. Chapter 698 of 2018, as amended by Chapter 39 of 2022, required the Governor to include in the annual budget bill an appropriation of \$1.0 million to the State Lakes Protection and Restoration Fund through June 30, 2025, to protect or restore State-owned and State-managed lakes. The \$1.0 million mandated appropriation continues through fiscal 2026, since Chapter 698 was in effect when the Governor introduced the annual budget bill for fiscal 2026 during the 2025 legislative session.

DLS Recommendation

**K00A
Department of Natural Resources**

Committee Narrative

CHESAPEAKE AND COASTAL SERVICE

K00A14.02 Chesapeake and Coastal Service

Whole Watershed Act Funding Report: The committees recognize the importance of the communication process for successful implementation of the Whole Watershed Act. Therefore, the committees request that the Department of Natural Resources (DNR), in cooperation with its partner BayStat agencies, submit a report with the fiscal 2027 allowance describing the Whole Watershed Act funding by amount and source; the projects that were selected by March 1, 2025, and the status of each project; use of the fiscal 2027 funding given that the request for proposals is every five years; how projects will be funded over multiple years assuming uncertain appropriations to the Whole Watershed Fund each fiscal year; and preliminary outcomes of the projects selected, including State support provided to project sponsors, nutrient and sediment reductions, and any other relevant co-benefits. The report is requested to be submitted with the Governor’s fiscal 2027 budget submission.

Information Request	Author	Due Date
Whole Watershed Act funding report	DNR	With the Governor’s fiscal 2027 budget submission

DLS Recommendation

L00A Maryland Department of Agriculture

Supplemental Budget No. 1

Budget Amendments

Amend appropriation for the purposes indicated:	<u>Funds</u>	<u>Positions</u>
1. Delete 12.0 new positions and funding in Supplemental Budget No. 1. Positions can be reallocated from existing vacancies for these roles. The reductions are as follows:	0 GF	-12.00
	- 182,730 SF	
	- 24,588 FF	
<ul style="list-style-type: none">• Central Services (#49) – 1.00 position;• Animal Health (#50) – 1.00 position (\$34,068 special funds);• Maryland Horse Industry Board (#51) – 1.00 position (\$35,453 special funds);• Rural Maryland Council (#52) – 1.00 position;• Forest Pest Management (#53) – 4.00 positions (\$38,207 special funds);• Plant Protection and Weed Management (#54) – 3.00 positions (\$13,243 special funds and \$24,588 federal funds); and• State Chemist (#55) – 1.00 position (\$61,759 special funds).		
Total Change	-207,318	-12.00

U10B00
Maryland Environmental Service

Committee Narrative

U10B00.41 General Administration

Adopt the following narrative:

Implementation of a Recycling Program in Ocean City: The committees request that the Maryland Environmental Service (MES) complete the following analysis related to recycling operations in the Town of Ocean City and submit a report containing its findings by December 1, 2025:

- evaluate the current status of the Town of Ocean City’s waste management program;
- review the Town of Ocean City’s previous waste management and recycling programs; and
- evaluate options for recycling collection and processing for the Town of Ocean City, including a discussion on drop-off locations, curbside collection, or other alternatives.

A report containing the results of this analysis should be submitted by December 1, 2025. The committees further request that the Town of Ocean City work with MES on data collection and costs for existing and prior waste management programs.

Information Request	Author	Due Date
Report on establishing a recycling program in Ocean City	MES	December 1, 2025