

## OFFICIAL STATEMENT DATED OCTOBER 7, 2020

### NEW ISSUE – BOOK-ENTRY ONLY

**RATINGS: (See “RATINGS” herein)**  
**Standard & Poor’s: AAA**  
**Moody’s: Aa1**  
**Fitch: AA+**

*In the opinion of Bond Counsel, assuming the accuracy of certain representations and the continuing compliance with certain covenants, under existing laws, regulations, rulings and judicial decisions, interest on the Bonds is excludable from gross income for federal income tax purposes and is not a specific preference item for purposes of the federal alternative minimum tax. In the opinion of Bond Counsel, under the Act, the Bonds, their transfer, the interest payable on them, and any income derived from them, including any profit realized in their sale or exchange, shall be exempt at all times from every kind and nature of taxation by the State of Maryland or by any of its political subdivisions, municipal corporations, or public agencies of any kind, except that no opinion is expressed as to such exemption from estate or inheritance taxes, or any other taxes not levied directly on the principal of and interest on the Bonds, their transfer and income, including any profit made on sale. See “TAX MATTERS” herein.*



### Department of Transportation of Maryland \$300,000,000 Consolidated Transportation Bonds, Series 2020

**Dated:** Date of Delivery

**Due:** October 1 as shown on inside cover

**Redemption** The \$300,000,000 Consolidated Transportation Bonds, Series 2020 (the “Bonds”) are subject to redemption prior to their stated maturities at the option of the Department of Transportation of Maryland (the “Department”), as described herein under “THE BONDS - Redemption Provisions”.

**Security** The Bonds are obligations of the Department only, payable as to both principal and interest solely from the proceeds of certain taxes and, to the extent needed, other revenues credited to the Department.

**THE BONDS ARE NOT AND SHALL NOT BE DEEMED TO CONSTITUTE A PLEDGE OF THE FULL FAITH AND CREDIT OF THE STATE OF MARYLAND.** See “SECURITY”.

**Purpose** Proceeds of the Bonds will provide a portion of the capital funds needed for the Consolidated Transportation Program, see “THE BONDS – Use of Proceeds”.

**Interest Payment Dates** April 1 and October 1, commencing April 1, 2021

**Denomination** \$5,000, or any integral multiple thereof

**Closing/Settlement** On or about October 22, 2020

**Bond Counsel** Kutak Rock LLP

**Municipal Advisors** PFM Financial Advisors LLC and People First Financial Advisors

**Paying Agent/Registrar** Department of Transportation of Maryland

**Book-Entry Only Form** The Depository Trust Company, see “Appendix E — Book-Entry Only System”

### FOR MATURITY SCHEDULES SEE INSIDE COVER

Certain statements in this Official Statement constitute “forward looking statements”. All forward looking statements should be read in conjunction with the statements set forth in “IMPACT OF COVID-19 ON THE FINANCIAL AND OPERATIONS OF THE DEPARTMENT” herein.

Bonds are offered for delivery, when and if issued, subject to the approving opinion of Kutak Rock LLP, Bond Counsel. Certain legal matters will be passed upon for the Department by the Office of the Attorney General of the State of Maryland. It is expected that the Bonds in definitive form will be available for delivery through the facilities of The Depository Trust Company in New York, New York, on or about October 22, 2020.

*This cover page contains certain information for quick reference only. It is not a summary of the Official Statement. Investors must read the entire Official Statement to obtain information essential to the making of an informed decision.*

## **\$300,000,000 Consolidated Transportation Bonds, Series 2020**

### **Maturities, Amounts, Interest Rates, Prices and CUSIP Numbers**

<u>Maturing October 1</u>	<u>Principal Amount</u>	<u>Interest Rate<sup>1</sup></u>	<u>Price<sup>1</sup></u>	<u>CUSIP<sup>2</sup></u>
2023	\$16,800,000	5.000%	114.039	574204P31
2024	17,660,000	5.000%	118.619	574204P49
2025	18,565,000	5.000%	122.816	574204P56
2026	19,520,000	5.000%	126.311	574204P64
2027	20,520,000	5.000%	129.399	574204P72
2028	21,570,000	5.000%	132.254	574204P80
2029	22,675,000	5.000%	134.537	574204P98
2030	23,840,000	5.000%	136.857	574204Q22
2031	25,065,000	5.000%	135.957	* 574204Q30
2032	26,350,000	5.000%	134.511	* 574204Q48
2033	27,700,000	5.000%	133.301	* 574204Q55
2034	29,120,000	5.000%	132.538	* 574204Q63
2035	30,615,000	5.000%	131.996	* 574204Q71

<sup>1</sup> The interest rates and prices shown above were furnished by the successful bidder for the Bonds on October 7, 2020. All the information concerning the terms of reoffering of the Bonds should be obtained from the successful bidder and not from the Department. See "SALE AT COMPETITIVE BIDDING".

<sup>2</sup> CUSIP is a registered trademark of the American Bankers Association. CUSIP data herein are provided by CUSIP Global Services, which is managed by S&P Capital IQ, a division of McGraw Hill Financial, and the Department takes no responsibility for the accuracy thereof. These data are not intended to create a database and do not serve in any way as a substitute for CUSIP Global Services.

\* Priced to the October 1, 2030 optional redemption date price of 100%

No dealer, broker, salesman or any other person has been authorized by the Department to give any information or to make any representations, other than those contained in this Official Statement, and if given or made, such other information or representations must not be relied upon as having been authorized by the Department. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of the securities described herein by any person, in any jurisdiction in which it is unlawful for such person to make such offer, solicitation or sale. The information set forth herein has been provided by the Department and other sources. The Department believes that the information contained in this Official Statement is correct and complete and has no knowledge of any inaccuracy or incompleteness as to any of the information herein contained. The information and expressions of opinion herein are subject to change without notice and neither the delivery of this Official Statement nor any sale of the bonds shall, under any circumstances, create any implication that there has been no change in the affairs of the Department since the date hereof.

No quotations from or summaries or explanations of provisions of law and documents herein purport to be complete and reference is made to such laws and documents for full and complete statements of their provisions. This Official Statement is not to be construed as a contract or agreement between the Department and the purchasers or holders of any of the securities described herein. Any statements made in this Official Statement involving estimates or matters of opinion, whether or not expressly so stated, are intended merely as estimates or opinions and not as representations of fact. Such statements are subject to risks and uncertainties that could cause actual results to differ materially from those contemplated in such forward looking statements. Any forecast is subject to such uncertainties. Inevitably, some assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between forecasts and actual results, and those differences may be material. Readers are cautioned not to place undue reliance on these forward looking statements, which speak only as of the date hereof.

The cover page hereof, the list of officials, this page and the appendices attached hereto are part of this Official Statement.

The order and placement of materials in this Official Statement, including the appendices, are not to be deemed a determination of relevance, materiality or importance, and this Official Statement, including the appendices, must be considered in its entirety. The captions and headings in this Official Statement are for convenience only and in no way define, limit or describe the scope or intent, or affect the meaning or construction, of any provisions or sections of this Official Statement. The offering of the Bonds is made only by means of this entire Official Statement.

**IN MAKING AN INVESTMENT DECISION INVESTORS MUST RELY ON THEIR OWN EXAMINATION OF THE DEPARTMENT AND THE TERMS OF THE OFFERING, INCLUDING THE MERITS AND RISKS INVOLVED. NO REGISTRATION STATEMENT RELATING TO THE BONDS HAS BEEN FILED WITH THE UNITED STATES SECURITIES AND EXCHANGE COMMISSION OR WITH ANY STATE SECURITY AGENCY. THE BONDS HAVE NOT BEEN APPROVED OR DISAPPROVED BY THE SECURITIES AND EXCHANGE COMMISSION OR ANY STATE SECURITIES AGENCY NOR HAS THE SECURITIES AND EXCHANGE COMMISSION OR ANY STATE SECURITIES AGENCY PASSED UPON THE ACCURACY OR ADEQUACY OF THIS OFFICIAL STATEMENT. ANY REPRESENTATION TO THE CONTRARY MAY BE A CRIMINAL OFFENSE.**

# STATE OF MARYLAND

Lawrence J. Hogan, Jr., Governor

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## Department of Transportation of Maryland

Gregory I. Slater, Secretary

R. Earl Lewis, Jr., Deputy Secretary of  
Policy, Planning and Enterprise Services

Sean Powell, Deputy Secretary of Operations

Tim Smith, P.E., State Highway Administrator

Christine E. Nizer, Motor Vehicle Administrator

William P. Doyle, Maryland Port Executive Director

Ricky D. Smith, Sr., Maryland Aviation Executive Director

Kevin B. Quinn, Jr., Maryland Transit Administrator

Cheryl A.C. Brown-Whitfield, Assistant Attorney General/Principal Counsel

Jaclyn D. Hartman, Chief Financial Officer

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### Approving Legal Opinion

Kutak Rock LLP

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### Municipal Advisors

PFM Financial Advisors LLC

Orlando, Florida

and

People First Financial Advisors

Landover, Maryland

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## IMPACT OF COVID-19

### ON THE FINANCIAL CONDITION AND OPERATIONS OF THE DEPARTMENT

#### General

The outbreak of COVID-19 has been declared a pandemic by the World Health Organization. A national emergency was declared by the President of the United States on March 13, 2020 due to the pandemic. COVID-19 outbreak developments and associated governmental and regulatory responses are rapidly changing. The effects of COVID-19 and the actions taken at the State and federal levels to halt its spread, some of which are described below, have had and are expected to continue to have an adverse impact on the State's financial condition and operating results.

#### Timeline of COVID-19 Related Events in Maryland

On March 5, 2020, the first cases of COVID-19 were reported in the State. That same day, the Governor declared a state of emergency. Under Maryland law, the state of emergency allows the Governor to, among other things, suspend the effect of any statute, rule, or regulation of an agency of the State or a political subdivision and restrict movement and commerce within the State's borders.

On March 12, 2020, the first case of community transmission within the State was reported. The Governor activated the National Guard, banned large gatherings of people, and required all State employees not in essential positions to telework if possible. By Executive Order, the Governor also extended the expiration date of all drivers licenses and vehicle registrations to the 30<sup>th</sup> day after the state of emergency is lifted and prohibited passengers and crews at the Port of Baltimore from disembarking passenger vessels that have made a port call outside the United States since January 31, 2020.

On March 17, 2020, the Comptroller of Maryland announced a 90-day extension for Maryland state income tax payments and that no interest or penalty for late payments would be imposed if 2019 tax payments were made by July 15, 2020. These bonds are backed, in part, by corporate income tax revenues, whose receipt was delayed as a result of this action.

On March 18, 2020, the General Assembly passed the operating and capital budgets for fiscal year ending June 30, 2021 and adjourned the 2020 session three weeks early as a result of the pandemic.

On March 20, 2020, MVA branches statewide were closed. They were later partially reopened by appointment only on June 8.

On March 23, 2020, the Governor ordered all non-essential businesses and other establishments to close.

On March 30, 2020, the Governor issued a stay-at-home order, which required Maryland residents to stay at home except for essential jobs and tasks, such as obtaining food or medicine, seeking urgent medical attention, or for other necessary purposes.

On April 10, 2020, the Governor instituted a hiring and spending freeze across all State government agencies. The spending freeze prohibits State agencies from discretionary purchases that are not related to fighting COVID-19 or core agency functions.

On May 13, 2020, the Governor announced that effective May 15, 2020, he would allow the stay-at-home order to expire and replace it with a safer-at-home order. The safer-at-home order allows limited reopening of certain businesses and houses of worship, while requiring additional safety measures. However, political subdivisions retain the authority to enforce additional restrictions based on local conditions.

On May 27, 2020, the Governor announced that effective May 29, 2020, additional restrictions would be lifted. This included allowing outdoor dining, participation in outdoor youth sports and day camps, and the operation of outdoor pools and drive-in movie theaters, provided appropriate safety measures are followed.

On June 3, 2020, the Governor announced that effective June 5, 2020, the State would allow non-essential businesses to reopen, provided appropriate safety measures are followed.

On June 10, 2020, the Governor announced that effective June 12, 2020 restaurants can resume indoor operations at 50% capacity and that effective June 19, 2020, casinos, arcades and malls may also begin to resume operations, in each case in accordance with strict safety protocols.

On September 1, 2020, the Governor announced that effective September 4, 2020 indoor theatres may resume operations at 50% capacity or 100 people, whichever is less; outdoor venues can resume operations at 50% capacity or 250 people, whichever is less; and retail and religious facilities can increase operations from 50% to 75% capacity, in each case in accordance with strict safety protocols. The announcement is statewide, although local jurisdictions retain the ability to make decisions regarding the timing of openings in that jurisdiction.

The State is closely monitoring the status of the COVID-19 outbreak by tracking key metrics including the number of available hospital beds and active cases in the State. In the event of a resurgence of the virus, the State can and will reimpose any necessary restrictions to contain it.

### **Federal Relief Efforts**

The United States government and the Federal Reserve Board are taking legislative and regulatory actions and implementing measures to mitigate the broad disruptive effects of the COVID-19 pandemic. As described below, the Department received funds from the federal government, which among other things, will reimburse the Department for a portion of the costs incurred in response to COVID-19.

The President of the United States signed into law H.R. 748, the Coronavirus Aid, Relief, and Economic Security Act (“CARES Act”), on March 27, 2020. The CARES Act established a \$150 billion Coronavirus Relief Fund to, among other things, provide financial assistance to states; provided \$25 billion for public transit through the Federal Transit Administration; and provided \$10 billion for public use airports through the Federal Aviation Administration. The MTA was awarded funds totaling \$392,000,000 and the MAA was awarded funds totaling \$87,757,000. Funds supporting the MTA are expected to be exhausted in fiscal year 2021 and the funds supporting the MAA were fully expended by the close of fiscal year 2020.

Although the federal government is considering additional legislation that may provide additional assistance to states, local governments and businesses, including economic stimulus packages and other financial assistance, passage of such legislation is uncertain.

### **COVID-19 Impact on the Transportation Trust Fund**

#### *Most Recent Revenue Estimates*

In accordance with State law, on September 1, 2020, the Department issued its updated six-year capital program for fiscal years 2021-2026, along with the financial plan that supports it. The Draft FY 2021-2026 CTP is \$2.9 billion less than the previous six-year capital program. This \$2.9 billion reduction reflects capital budget reductions of \$1.9 billion necessitated by revenue declines associated with the COVID-19 pandemic health crisis as well as project cash flow changes and completions following record-setting investments in transportation over the last several years. In addition to the capital budget reductions, the Department announced operating budget reduction for fiscal year 2021 totaling \$98,000,000, including service modifications for MTA that are subject to public hearings.

Since the pandemic hit at the end of FY 2020, immediate reductions to operating and capital spending were necessary at a time when MDOT also was maintaining essential transportation services and the critical supply chain. The steep declines in service usage and revenues were unprecedented. During the peak of the stay-at-home order, transportation volumes were down across the network in the second week of April compared to the same week a year ago: highway traffic volumes - down 52%, truck volumes - down 27%, toll transactions – down 57%, Port of Baltimore Seagirt Marine Terminal truck transactions – down 51%, Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) passenger traffic – down 95%, all MTA transit – down 70% with MARC – down 97%, Commuter Bus – down 95% and Core Local Bus – down 61%.



In the third week of August compared to the same week a year ago, transportation volumes were ramping back up: highway traffic volumes - down 16.7%, truck volumes - down 16.6%, toll transactions – down 19.88%, Port of Baltimore Seagirt Marine Terminal truck transactions – up 1%, BWI Marshall Airport passenger traffic – down 67.3%, all MTA transit – down 55% with MARC – down 91%, Commuter Bus – down 87% and Core Local Bus – down 47%. For updated statewide travel and transportation services statistics, visit: [mdot.maryland.gov/coronavirus](http://mdot.maryland.gov/coronavirus).

Over the FY 2021-2026 period, MDOT is forecasting a total six-year revenue decline of \$1.4 billion and a decrease in bond sales of \$1.5 billion for a total \$2.9 billion impact on the Transportation Trust Fund. The impact of COVID has hit every single revenue source to the Transportation Trust Fund and most revenues are not expected to return to their pre-COVID 2019 levels until fiscal 2023 or beyond.

### **COVID-19 Uncertainty**

As described above, the State and federal governments have taken, and are expected to continue to take, various actions, including the passage of laws and regulations on a wide array of topics, in an attempt to slow the spread of COVID-19 and to address the health and economic consequences of the outbreak. The outbreak of COVID-19 has adversely affected and is expected to continue to impact the Department’s financial results and liquidity. The impact of the pandemic on the revenues and operations of the Department cannot be predicted at this time due to the dynamic and unprecedented nature of the outbreak, including uncertainties relating to duration and severity of the pandemic and what, if any, additional actions may be taken by the federal government. The continued spread of COVID-19 and containment and mitigation efforts are likely to have a material adverse effect on the revenues and operations of the Department, the State, as well as on national and global economies.

The Bonds are obligations of the Department, payable as to both principal and interest solely from the proceeds of certain taxes and, to the extent needed, other revenues credited to the Department. While the duration and severity of the impact of COVID-19 is uncertain and difficult to estimate, the Department believes it will have the necessary revenue and liquidity to make timely payments on all its obligations.

## SUMMARY STATEMENT

(Subject in all respects to more complete information in this Official Statement to which the reader is specifically referred)

**THE DEPARTMENT OF TRANSPORTATION OF MARYLAND** — The Department of Transportation of Maryland (the “Department”) has responsibility for transportation facilities and programs owned by the State of Maryland (the “State”). This responsibility includes the planning, financing, construction, operation and maintenance of various transportation facilities, including highway, transit, port, aviation and motor vehicle administration facilities. This responsibility excludes toll facilities operated by the Maryland Transportation Authority (the “Authority”).

**CONSOLIDATED TRANSPORTATION PROGRAM** — The Department maintains a Consolidated Transportation Program (the “CTP”) to meet the transportation requirements of the State and continually reviews the CTP considering current and anticipated economic factors. The CTP is developed in accordance with the current projection of six-year financial resources and is within the framework of the Maryland Transportation Plan, the long-range State plan for transportation. The CTP is flexible and is adjusted to reflect revenue fluctuations so that available funds may be concentrated on the most important projects.

**THE TRANSPORTATION TRUST FUND** — The Transportation Trust Fund is credited with transportation-related receipts, including portions of motor vehicle fuel taxes, the State’s corporation income tax, the excise tax on motor vehicle titling, the sales and use tax on short-term vehicle rentals, registration fees for motor vehicles, all bus and rail fares, port fees and airport revenues, together with bond and note proceeds, federal grants, and other receipts. Capital expenditures are financed from net revenues of the Department, federal grants and the proceeds of sales of Consolidated Transportation Bonds, certificates of participation, and conduit financings.

**PURPOSE OF THE BONDS** — The \$300,000,000 Consolidated Transportation Bonds, Series 2020 (the “Bonds”) are being issued to provide a portion of the capital funds for certain projects in the CTP including highway projects and certain other transportation activities of the Department and paying certain issuance expenses of the Bonds.

**SECURITY** — Principal of and interest on the Bonds are payable from the proceeds of certain taxes levied by statute for that exclusive purpose before being available for other uses by the Department. If the tax proceeds pledged to the payment of principal of and interest on the Bonds become insufficient to meet debt service requirements, other receipts of the Department are available for that purpose.

The Department, in its discretion, is authorized to issue bonds without a debt service reserve component and to deposit in the statutory sinking fund only the amount as may be required to pay the principal of and interest on such bonds as and when due. Pursuant to that authority, the Department has determined to issue the Bonds without a debt service reserve component and to deposit in the statutory sinking fund for the Bonds only the amounts required from time to time to pay the principal of and interest on the Bonds as and when due.

The Bonds will be of equal priority with previously issued and outstanding Consolidated Transportation Bonds, except as described herein, and any additional Consolidated Transportation Bonds hereafter issued (the “Additional Bonds”) as discussed below.

**THE BONDS ARE NOT AND SHALL NOT BE DEEMED TO CONSTITUTE A PLEDGE OF THE FULL FAITH AND CREDIT OF THE STATE OF MARYLAND.**

**CONTINUING DISCLOSURE** — The Department will provide annual financial and other information, including notice of certain events, in order to assist the successful bidder in complying with United States Securities and Exchange Commission Rule 15c2-12(b)5 (“Rule 15c2-12”). See “FORM OF CONTINUING DISCLOSURE AGREEMENT” in Appendix D.

**ESTIMATED DEBT SERVICE COVERAGE** — Maximum annual principal and interest requirements on the Consolidated Transportation Bonds after issuance of the Bonds will be \$472,079,963. Net receipts (unaudited) under the first test described herein under “ADDITIONAL BONDS” for the fiscal year ended June 30, 2020 would be 2.65 times maximum annual principal and interest requirements on such debt. Total proceeds from pledged taxes (unaudited) under the second test described herein under “ADDITIONAL BONDS” for the fiscal year ended June 30, 2020, would be 4.24 times maximum annual principal and interest requirements on such debt.

**ADDITIONAL BONDS** — In accordance with certain provisions of the Act (as defined in the “INTRODUCTION”) the aggregate principal amount of Consolidated Transportation Bonds that may be outstanding is \$4,500,000,000. In addition, the Act provides that the General Assembly shall establish in the budget for any fiscal year the maximum outstanding aggregate amount of these bonds as of June 30 of the respective fiscal year that does not exceed \$4,500,000,000. As established in the budget for fiscal year 2021, the maximum aggregate amount of Consolidated Transportation Bonds that may be outstanding as of June 30, 2021 is \$3,877,330,000.

Consolidated Transportation Bonds in the principal amount of \$3,865,795,000 will be outstanding upon issuance of the Bonds on or about October 22, 2020. The aggregate amount of outstanding Consolidated Transportation Bonds will continue to be less than the maximum aggregate amount of Consolidated Transportation Bonds allowed as of June 30, 2021.

Under the terms of the resolution authorizing the issuance of the Bonds, Additional Bonds which are of equal priority with the Bonds and the other Consolidated Transportation Bonds, with the exception as described herein under “SECURITY”, may be issued provided, among other conditions, that (i) total receipts (excluding federal grants for capital projects, bond and note proceeds, and other receipts not available for debt service) less administration, operation and maintenance expenses for the preceding fiscal year shall equal at least two times maximum annual debt service on all Consolidated Transportation Bonds outstanding and to be issued and that (ii) total proceeds from pledged taxes for the preceding fiscal year shall equal at least two times maximum annual debt service on all Consolidated Transportation Bonds outstanding and to be issued.

**CONTINGENT SUBORDINATE INDEBTEDNESS** — As discussed further herein, when the Department or the Maryland Transportation Authority makes a pledge of or uses existing or anticipated federal funds for the payment of special transportation project revenue bonds or Authority bonds, respectively, and such future federal aid is insufficient to pay the principal of and interest on such bonds, the taxes levied under the Act (defined herein) and irrevocably pledged to the principal of and interest on the Bonds are irrevocably pledged to the payment of the principal of and interest on such special transportation project revenue bonds or such bonds of the Authority; provided, however, that the statutory lien and pledge created for the benefit of such special transportation project revenue bonds or such bonds of the Authority shall at all times be subordinate to the pledge and lien for the Bonds and for other Consolidated Transportation Bonds. The Authority has issued such subordinated bonds. There are no issuances of these bonds currently outstanding. See “THE TRANSPORTATION TRUST FUND — Maryland Transportation Authority Debt Secured by Federal Aid” for additional details.

**OFFICIAL STATEMENT  
OF THE  
DEPARTMENT OF TRANSPORTATION OF MARYLAND  
RELATING TO  
\$300,000,000  
CONSOLIDATED TRANSPORTATION BONDS, SERIES 2020**

**INTRODUCTION**

This Official Statement, including the cover page and Appendices attached hereto, sets forth information concerning the State of Maryland (the “State”), the Department of Transportation of Maryland (the “Department”), the Department’s \$300,000,000 Consolidated Transportation Bonds, Series 2020 (the “Bonds”), and the Department’s other outstanding Consolidated Transportation Bonds. The Bonds are obligations of the Department authorized to be issued by Sections 3-101 to 3-217, inclusive, of the Transportation Article of the Annotated Code of Maryland (2020 Replacement Volume as amended and supplemented from time to time) (the “Act”), by resolutions of the Board of Public Works of Maryland (the “Board of Public Works”) adopted on September 2, 2020 and by a resolution of the Secretary of Transportation (the “Secretary”) dated as of September 9, 2020 (the “Resolution”).

**THE BONDS**

**General**

The Bonds are dated as of the date of their delivery, expected to occur on or about October 22, 2020 and will mature on the dates and in the principal amounts and will be paid at the rate or rates as shown on the inside cover of this Official Statement. (Interest is computed on the basis of a 360-day year composed of twelve 30-day months.)

The Bonds, in the aggregate principal amount of \$300,000,000 shall accrue interest from the date of issuance and delivery, and interest will be payable commencing on April 1, 2021 and semiannually thereafter on each October 1 and April 1 (the “Interest Payment Dates”) until maturity unless redeemed prior to maturity as provided herein under “Redemption Provisions”.

If an Interest Payment Date is not a Business Day (herein defined), then the interest on the Bonds will be paid on the next succeeding Business Day to the owner in whose name the Bonds are registered at the close of business on the fifteenth day of the month immediately preceding the Interest Payment Date. “Business Day” means a day other than a Saturday, Sunday or day on which banking institutions in the State are authorized or obligated by law or required by executive order to remain closed. The principal of the Bonds will be payable by electronic funds transfer upon presentation and surrender of the Bonds at the principal office of the Paying Agent or at the principal office of any other Registrar/Paying Agent designated by the Secretary, on the date the principal is payable or, if that date is not a Business Day, on the next succeeding Business Day. So long as the Bonds are maintained in book-entry form, interest on the Bonds will be paid by electronic funds transfer on the Interest Payment Date.

The Bonds will be issued in fully registered form in the denominations of \$5,000 each, or any integral multiple thereof. The Bonds will initially be maintained under a book-entry system. Individual purchasers (“Beneficial Owners”) shall have no right to receive physical possession of the Bonds, and any payment of the principal or redemption price of, and interest on the Bonds will be made as described in Appendix E — “BOOK-ENTRY ONLY SYSTEM-GENERAL”. So long as the Bonds are maintained under a book-entry only system, the Department will initially serve as the Bond Registrar and Paying Agent (the “Registrar/Paying Agent”).

The Bonds will be registered initially in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York (“DTC”), to which principal and interest payments on the Bonds will be made so long as Cede & Co. is the registered owner of the Bonds.

## Use of Proceeds

The Department is issuing the Bonds to provide a portion of the capital funds needed for the Consolidated Transportation Program (the “CTP”) developed by the Department to provide comprehensive planning and coordinated implementation for the highway, transit, port and aviation activities of the State and to pay certain issuance expenses of the Bonds. See “CONSOLIDATED TRANSPORTATION PROGRAM” and “TRANSPORTATION FACILITIES AND PROGRAMS” for additional information.

## Estimated Sources and Uses of Funds

### Sources:

Par Amount .....	\$300,000,000.00
Net Original Issue Premium .....	<u>91,227,489.70</u>
<b>Total Sources</b> .....	<b>\$391,227,489.70</b>

### Uses:

Deposit to the Transportation Trust Fund .....	\$390,012,647.60
Costs of Issuance <sup>1</sup> .....	425,000
Underwriter’s Discount .....	<u>789,842.10</u>
<b>Total Uses</b> .....	<b>\$391,227,489.70</b>

<sup>1</sup>Estimated. Includes fees for legal, rating agency, municipal advisory services and other miscellaneous expenses.

## Redemption Provisions

The Bonds maturing on or after October 1, 2031 are subject to redemption on or after October 1, 2030 as a whole or in part at any time at the option of the Secretary, on behalf of the Department, on at least 20 days’ prior notice and, if in part, in any order of maturity at the option of the Secretary, at the redemption price of par (100%), plus accrued interest thereon, if any, to the date fixed for redemption.

## RATINGS

S&P Global Ratings, a division of Standard & Poor's Financial Services, LLC, Moody’s Investors Service, Inc., and Fitch Ratings have given the Bonds ratings of AAA, Aa1 and AA+, respectively. An explanation of the significance of each rating may be obtained from the rating agency furnishing it. The Department furnished to such rating agencies certain materials and information about the Bonds and the Department. Generally, rating agencies base their ratings on such materials and information, as well as their own investigations, studies and assumptions. It should be noted that the ratings may be changed at any time and that no assurance can be given that they will not be revised downward, suspended or withdrawn by any or all rating agencies, if in the judgment of any or all, circumstances should warrant such actions. Any downward revision, suspension or withdrawal of any of the ratings could have an adverse effect on the market prices for the Bonds.

## SALE AT COMPETITIVE BIDDING

The Bonds were offered by the Department at a competitive sale on October 7, 2020. The interest rates shown on the inside front cover of this Official Statement are the interest rates that resulted from the award of the Bonds at the competitive sale. The initial prices or yields shown on the inside front cover of this Official Statement are based on the information supplied to the Department by J.P. Morgan Securities LLC, the successful bidder for the Bonds. Other information concerning the terms of the reoffering of the Bonds, if any, should be obtained from the successful bidder, and not from the Department.

## SECURITY

**THE BONDS ARE NOT AND MAY NOT BE CONSIDERED TO CONSTITUTE A DEBT OR A PLEDGE OF THE FAITH AND CREDIT OF THE STATE OF MARYLAND, BUT SHALL BE PAYABLE, AS TO BOTH PRINCIPAL AND INTEREST, ONLY FROM THE PROCEEDS OF THE TAXES AND OTHER REVENUES LEVIED, IMPOSED, PLEDGED, OR MADE AVAILABLE FOR THAT PURPOSE.**

**FROM TIME TO TIME, THERE ARE LEGISLATIVE PROPOSALS IN THE GENERAL ASSEMBLY THAT, IF ENACTED, COULD ALTER THE DEPARTMENT'S SHARE OF THE PLEDGED TAXES.**

The principal of and interest on the Bonds are payable from the proceeds of certain taxes that are levied by statute and irrevocably pledged to that exclusive purpose before being available for other uses. As provided in the Act, as amended by legislation enacted by the General Assembly at its 2018 session (Chapter 330, Laws of Maryland, 2018) ("Chapter 330"), the taxes so pledged beginning July 1, 2019 are: (i) the motor fuel tax revenue at the Base Tax Rate (as described under "THE TRANSPORTATION TRUST FUND — Taxes and Fees"), less 2.3% which is distributable to the Chesapeake Bay 2010 Trust Fund, and less 0.5% which is distributable to the Waterway Improvement Fund; (ii) the motor fuel tax revenue derived from increases in the tax rate above the Base Tax Rate based on annual changes in the Consumer Price Index; (iii) the motor fuel tax revenue attributable to the sales and use tax equivalent rate based upon the product of the average annual retail price, less state and federal taxes, and specified percentage rates; (iv) a portion of the revenues from the collection of the corporation income tax, (see below discussion on Chapter 397, defined herein); (v) the excise tax on the fair market value of certain motor vehicles, excluding trade in allowance, for which title certificates are issued, less 50% of the excise tax imposed on off-highway recreational vehicles which is distributed to the Off-Highway Recreational Vehicle Trail Fund and (vi) 45% of the revenue from the collection of the sales and use tax on short-term vehicle rentals.<sup>1</sup> See "THE TRANSPORTATION TRUST FUND – Taxes and Fees" for a more detailed description of pledged taxes.

In addition, other receipts of the Department (excluding federal grants for capital projects, bond and note proceeds, or other receipts not available for debt service) are available to meet debt service if the pledged tax proceeds should become insufficient. See "THE TRANSPORTATION TRUST FUND — Taxes and Fees" for additional detail.

Chapter 397, Laws of Maryland 2011 enacted in the 2011 legislative session of the General Assembly ("Chapter 397") reduced the percentage of the State's corporation income tax pledged to the payment of debt service on Consolidated Transportation Bonds and eliminated the percentage distribution of the pledged revenues to the General Fund under prior law. Prior to July 1, 2012, the percentage of such tax pledged was 24%, after required distributions to the State's General Fund (the "General Fund"). Under Chapter 397, the following percentages applied, after required distributions to the State's General Fund: fiscal year 2013 – 9.5%, fiscal years 2014 through 2016 – 19.5%, fiscal years 2017 and beyond – 17.2%.<sup>2</sup> Chapter 330 eliminated the direct distribution of the corporation income tax to the political subdivision of the State.

Chapter 397 also provided that, beginning July 1, 2012, except for distributions to the political subdivisions, funds could not be transferred from the Transportation Trust Fund to the General Fund unless legislation was first enacted to provide for the repayment of the funds within five years of the transfer. Chapter 429, Laws of Maryland 2013 enacted in the 2013 legislative session of the General Assembly ("Chapter 429") broadens this protection to include any transfers to a special fund or the General Fund and establishes a specific five-year repayment schedule for the funds, in lieu of the prior legislation requirement in Chapter 397. Chapter 429 provides additional Transportation Trust Fund protections by requiring in general that transfers from such fund to the General Fund or a special fund be approved by a three-fifth majority of specified full standing committees of both houses of the General Assembly. In the 2013 session, the General Assembly enacted Chapter 422, Laws of Maryland 2013 ("Chapter 422"), to amend the

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<sup>1</sup> Under previous law, effective July 1, 2008 through June 30, 2013 (i) 45% of the sales and use tax revenues on short-term vehicle rentals (after certain required distributions) and (ii) 5.3% of the remaining sales and use tax revenues after certain required distribution were pledged to the payment of debt service on Consolidated Transportation Bonds. However, pursuant to Chapter 397, the 5.3% of the remaining sales and use tax revenues (described in (ii) above) are not pledged to the payment of debt service on the Bonds or any other Consolidated Transportation Bonds issued on or after July 1, 2011 but remain pledged to the payment of debt service on Consolidated Transportation Bonds issued prior to July 1, 2011.

Maryland Constitution to further restrict the use of funds in the Transportation Trust Fund to debt service on bonds and any lawful purpose related to the State's transportation system unless the Governor, by executive order, declares a fiscal emergency exists and the General Assembly concurs, by a three-fifth majority of all elected members, with a different use or a transfer of the funds. Chapter 422 was adopted by a statewide referendum vote on the State ballot in November 2014.

Chapter 330 requires 100% of the funds in the Gasoline and Motor Vehicle Revenue Account ("GMVRA") of the Transportation Trust Fund to be retained by such fund beginning in fiscal year 2020. Beginning in that same year, instead of directly sharing GMVRA revenue with local governments, the Department must provide capital transportation grants to local governments based on the amount of revenue allocated to GMVRA. From fiscal years 2020 through 2024, an amount equivalent to 13.5% of the revenue allocated to GMVRA must be provided to local governments through capital transportation grants. Beginning in fiscal year 2025 and thereafter, an amount equivalent to 9.6% of the revenue allocated to GMVRA must be provided to local governments through capital transportation grants; this is equivalent to the GMVRA distribution to localities prior to fiscal year 2020. The capital transportation grants required by Chapter 330 may only be made after all of the Department's debt service requirements and operating expenses have been funded and if sufficient funds are available to fund its capital program.

The tax proceeds and other revenues credited to the Transportation Trust Fund (except for passenger facility charge revenues, certain Maryland Aviation Administration parking garage revenues and certain rental car customer facility charge revenues) that are pledged to or otherwise available for debt service on Consolidated Transportation Bonds are further described under the heading "THE TRANSPORTATION TRUST FUND".

By the terms of the Act, the taxes that are retained to the credit of the Department and that are pledged to the payment of debt service on the Bonds may not be repealed, diminished or applied to any other purpose until the Bonds and the interest on them have been fully paid or adequate and complete provision for such payment has been made, but there is no obligation or undertaking required to increase the rate of the pledged taxes, or other receipts of the Department available for the payment of debt service, should the proceeds become insufficient for that purpose in the future.

The Department or the Maryland Transportation Authority (the "Authority") may pledge or use existing and anticipated federal funds for the payment of special transportation project revenue bonds or Authority bonds, respectively. There are no such bonds currently outstanding. See "THE TRANSPORTATION TRUST FUND — Maryland Transportation Authority Debt Secured by Federal Aid" for additional detail. If future federal aid is insufficient to pay the principal of and interest on such special transportation project revenue bonds or such Authority bonds, the taxes levied under the Act will be irrevocably pledged to the payment of the principal and interest on debt secured by federal aid as it becomes due and payable, provided that the statutory lien and pledge created for the benefit of such special transportation project revenue bonds or such Authority bonds shall at all times be subordinate to the pledge and lien for the Bonds and for other Consolidated Transportation Bonds.

The Bonds are obligations of the Department only and, according to the provisions of the Act, are not and shall not be deemed to constitute a debt or pledge of the faith and credit of the State of Maryland. In *Secretary v. Mancuso* 278 Md. 81, 359 A.2d 79 (1976), the Court of Appeals of Maryland held that Consolidated Transportation Bonds are subject to the following limitations of Section 34 of Article III of the Maryland Constitution:

"No debt shall be hereafter contracted by the General Assembly unless such debt shall be authorized by a law providing for the collection of an annual tax or taxes sufficient to pay the interest on such debt as it falls due, and also to discharge the principal thereof within fifteen years from the time of contracting the same; and the taxes laid for this purpose shall not be repealed or applied to any other object until the said debt and interest thereon shall be fully discharged."

The Bonds will be of equal priority with previously issued and outstanding Consolidated Transportation Bonds and any additional Consolidated Transportation Bonds hereafter issued (the "Additional Bonds"), with the exception as described above in footnotes 1 and 2 under "SECURITY" and below in "ADDITIONAL BONDS", as to the pledge of tax proceeds and other revenues of the Department for payment of debt service.

In accordance with the Act, the Department has determined to issue the Bonds without a debt service reserve component and to deposit in the statutory sinking fund for the Bonds only the amounts required to pay the principal of and interest on the Bonds as and when due.

## **ADDITIONAL BONDS**

In the Resolution, the Department has provided that Additional Bonds may be issued from time to time at the direction of the Secretary. Such Additional Bonds shall be equally and ratably secured by the revenues pledged to the repayment of Consolidated Transportation Bonds then outstanding, including the Bonds except that certain series of Consolidated Transportation Bonds issued prior to July 1, 2011 shall be equally and ratably secured by additional revenues pledged to their repayment which are not pledged to the Bonds and other series of bonds issued after July 1, 2011, and provided further that Additional Bonds may be issued only if (1) the total receipts of the Department (excluding federal grants for capital projects, bond and note proceeds, and other receipts not available for debt service), adjusted to reflect the pro forma effect of any tax changes, less administration, operation and maintenance expenses for the past fiscal year ended 90 or more days prior to the date of delivery of the Additional Bonds, are equal to at least two times maximum annual debt service for the current or any future fiscal year on all outstanding Consolidated Transportation Bonds and the Additional Bonds to be issued, and (2) total proceeds from taxes pledged to debt service, adjusted to reflect the pro forma effect of any tax changes, for the past fiscal year ended 90 or more days prior to the date of delivery of the Additional Bonds are equal to at least two times such maximum annual debt service. See “DEBT SERVICE REQUIREMENTS AND ESTIMATED COVERAGES” for ratios using the Department’s June 30, 2020 unaudited fiscal year revenue.

## **THE DEPARTMENT**

The Department was established as a principal department of the State government in 1971. The head of the Department is the Secretary who is appointed by the Governor with the advice and consent of the Senate.

The Department has the responsibility for most State-owned transportation facilities and programs, exclusive of toll facilities. This responsibility includes the planning, financing, construction, operation and maintenance of various modes of transportation and carrying out various related licensing and administrative functions. The statutorily created transportation agencies, which are encompassed by the Department, are the Maryland Aviation Administration (the “MAA”), the Maryland Port Administration (the “MPA”), the Maryland Transit Administration (the “MTA”), the Motor Vehicle Administration (the “MVA”), and the State Highway Administration (the “SHA” and together with the MAA, the MPA, the MTA and the MVA, the “Administrations”).

The Secretary is empowered, on behalf of the Department, to exercise or perform any power or duty that any of the Administrations may exercise or perform. These powers and duties involve, among others, the operation of the Baltimore/Washington International Thurgood Marshall Airport (“BWI Marshall Airport”), including the power to set landing fees and to rent space to airlines and concessionaires; the operation of various State-owned buildings and marine terminals in the Port of Baltimore, including the power to fix and collect rental and other fees for the use of these facilities; the construction and maintenance of the State’s highway system; the operation of all mass transit facilities in the Baltimore metropolitan transit district, including the operation of the bus and rail systems in this district, and the power to fix and collect the fares for these systems; the operation of the MARC (defined herein) commuter rail system by contract with Amtrak and Bombardier railroad companies, including the power to fix and collect the fares for this system; the licensing and registration of all motor vehicles and motor vehicle operations in the State; and the power to acquire any property by purchase or condemnation that is necessary to exercise or perform these powers and duties.

Certain transportation facilities are operated as toll facilities by the Authority. The Authority consists of eight members, who are appointed by the Governor, and the Secretary, who is the *ex officio* Chairman of the Authority. Although the Authority acts on behalf of the Department, none of the tolls and other revenues received from these facilities are initially credited to the Transportation Trust Fund (see “THE TRANSPORTATION TRUST FUND — Transfers from the Maryland Transportation Authority”). These facilities include the Chesapeake Bay Bridges, the Fort McHenry Tunnel, the Baltimore Harbor Tunnel, the Baltimore Harbor Outer Bridge, the John F. Kennedy Memorial Highway (including the I-95 Express Toll Lanes), the Potomac River Bridge, the Susquehanna River Bridge, and the Intercounty Connector (“ICC”).



## CONSOLIDATED TRANSPORTATION PROGRAM

The Department annually prepares a State Report on Transportation, which includes the Maryland Transportation Plan (the “MTP”) and the CTP. The MTP is a 20-year mission for transportation in the State and identifies the objectives of the Department and its Administrations, discusses accomplishments, current activities and future plans, and highlights issues that require attention. The Department updates the MTP every five years. The latest report can be viewed at [www.maryland.gov/MTP](http://www.maryland.gov/MTP). The CTP contains projects and programs across the Department and is developed within the framework of and is consistent with the MTP. As revenue estimates are revised during the year, the Department adjusts the capital program as necessary.

The CTP is updated annually by the Department and is submitted to the General Assembly on the third Wednesday of January of each year. View the entire CTP at [www.mdot.maryland.gov](http://www.mdot.maryland.gov). The CTP contains estimates of expenditures for operating, constructing and improving transportation facilities during the current year, budget request year and the succeeding four-year period. Each year the CTP is developed in accordance with the current projection of six-year financial resources. Appropriations for the first fiscal year of each CTP are made by the General Assembly at its immediately preceding regular session as part of its review and approval of the State budget. See “STATE GOVERNMENT – Budget” for a discussion of the State’s and the Department’s budgetary practices.

Financial forecasts used in the CTP are based on currently available estimates of the Department's revenues; administrative, operating and maintenance expenditures; capital expenditures by the Department and its major grant recipients; and receipts of related federal funding. Twelve-month forecasts of all cash receipts and expenditures of the Department are updated quarterly, while six-year forecasts are updated semiannually.

The CTP for fiscal years 2021-2026 (“FY 2021-2026 CTP”) as presented in the “TRANSPORTATION FACILITIES AND PROGRAMS” section below is in draft form. In accordance with Maryland law, the Department will meet with each county of the State to give local governments, legislative delegations, and the public an opportunity to comment on the proposed CTP. The current draft FY 2021-2026 CTP totals \$13.4 billion, a decrease of \$2.9 billion from the previous six-year capital program. This \$2.9 billion reduction reflects capital budget reductions of \$1.9 billion necessitated by revenue declines associated with the COVID-19 pandemic health crisis as well as project cash flow changes and completions following record-setting investments in transportation over the last several years. See “IMPACT OF COVID-19 ON THE FINANCIAL CONDITION AND OPERATIONS OF THE DEPARTMENT.”

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**TRANSPORTATION FACILITIES AND PROGRAMS**  
(\$ in millions)

A capital program summary of the Draft FY 2021–2026 CTP is presented below:

<u>Expenditures</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>TOTAL</u>
The Secretary’s Office	\$ 36.3	\$ 14.5	\$ 17.1	\$ 6.1	\$ 7.5	\$ 6.8	\$ 88.4
Motor Vehicle Administration	36.0	19.8	12.5	8.8	9.4	9.4	96.0
Maryland Aviation Administration	141.3	98.3	73.4	22.5	22.6	26.9	385.0
Maryland Port Administration	147.8	188.9	189.5	168.1	134.0	62.7	890.9
Maryland Transit Administration	596.9	513.0	379.4	404.9	393.1	260.0	2,547.3
Washington Metro Area Transit	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
State Highway Administration	1,308.1	1,016.0	1,120.2	1,046.7	1,049.9	1,153.7	6,694.5
Total	<u>\$ 2,706.1</u>	<u>\$ 2,294.4</u>	<u>\$ 2,240.4</u>	<u>\$ 2,109.8</u>	<u>\$ 2,073.9</u>	<u>\$ 1,981.9</u>	<u>\$13,406.5</u>
<u>Sources</u>							
Special Funds <sup>1</sup>	\$ 989.8	\$ 750.6	\$ 910.2	\$ 970.4	\$ 959.2	\$ 928.5	\$ 5,508.7
Federal Funds	1,318.6	1,110.8	915.5	786.7	810.8	786.5	5,729.0
Other <sup>2</sup>	397.8	433.0	414.7	352.6	303.9	266.6	2,168.9
Total	<u>\$ 2,706.8</u>	<u>\$ 2,294.4</u>	<u>\$ 2,240.4</u>	<u>\$ 2,109.8</u>	<u>\$ 2,073.9</u>	<u>\$1,981.9</u>	<u>\$13,406.5</u>

Note: Totals may not add due to rounding.

<sup>1</sup> Includes projected bond sales.

<sup>2</sup> Other funding not received through the Transportation Trust Fund. Includes some funds from Customer Facility Charges, Passenger Facility Charges, County contributions and federal funds received directly by WMATA (defined herein) that are not included in the Department’s budget.

**State Highway Administration**

The State highway system, totaling 5,151 miles, or over 17,000 lane miles of roadway including ramps, spurs and service roads, and more than 2,564 bridges, consists of the interstate, primary and secondary highway systems excluding Authority and locally owned facilities. The interstate and primary highway systems serve the major interstate and intrastate travel flows. The secondary highway system provides a network of routes for local travel.

The SHA is responsible for project development, construction and maintenance of the State highway system. The State is divided into seven engineering districts, with each district responsible for its own routine physical maintenance, traffic services and construction supervision. Specialized activities are assigned to statewide operating divisions and sections.

The majority of federal funding for highway construction is apportioned to the states based upon formulas set by federal law. Within the limits of those apportionments, projects are generally eligible for 80% federal participation, except for interstate maintenance, which is eligible for 90% federal participation. See “THE TRANSPORTATION TRUST FUND - Federal Aid” for further information on federal aid to the Department. The allocation of funds to the SHA’s highway capital program (excluding highway maintenance costs, which are accounted for as operating expenditures) is \$6,694,542,000 for the FY 2021-2026 CTP. The CTP anticipates that \$3,838,623,000 will be provided by federal grants and \$2,780,913,000 will be provided from other resources of the Department and \$75,007,000 from non-Federal, non-Departmental sources.

On June 5, 2019, the Board of Public Works approved a public-private partnership designation for SHA to pursue the development of a public-private partnership for the I-495/I-270 Traffic Relief Plan. SHA solicited and evaluated proposals from the private sector to add price managed lanes along the I-495 and I-270 corridor and have selected four shortlisted proposers. The final company award will be taken to the Board of Public Works for approval in calendar year 2021. Under the proposed plan, repayment of any private sector investment would come from toll revenues and would be non-recourse to the State and to the Department.

## **Maryland Transit Administration**

The mission of the MTA is to provide safe, efficient, and reliable transit across Maryland with world-class customer service. To achieve this, the MTA operates one of the largest multi-modal transit systems in the United States. MTA operates local buses (CityLink and LocalLink), commuter buses, Light RailLink, Metro SubwayLink, Maryland Area Regional Commuter (“MARC”) train service, and a comprehensive Paratransit (MobilityLink) system. MTA also manages the Taxi Access system and directs funding and State-wide assistance to locally operated transit systems in each of Maryland’s 23 counties, Baltimore City, Annapolis and Ocean City. The combined ridership for MTA’s services in fiscal year 2020 was approximately 77.7 million, which was a decrease from fiscal year 2019 due primarily to the COVID-19 pandemic. During the peak of Maryland’s stay-at-home order, transportation volumes were down across the network in the second week of April compared to the same week a year ago: all MTA transit – down 70% with MARC – down 97%, Commuter Bus – down 95% and Core Local Bus – down 61%. In the third week of August compared to the same week a year ago, transportation volumes were ramping back up: all MTA transit – down 55% with MARC – down 91%, Commuter Bus – down 87% and Core Local Bus – down 47%.

Capital allocations for the MTA in the FY 2021-2026 CTP total \$2,547,269,000, of which \$1,678,871,000 is expected from federal grants, \$731,163,000 from other resources of the Department and \$137,236,000 from non-federal, non-Departmental sources.

### *Public Bus and Rail Transit Service in the Baltimore and Washington Areas*

*Bus Service.* At present, MTA provides bus services with approximately 760 MTA-owned fixed route buses for service in the Baltimore region. MTA contracts with private operators to provide commuter bus service from Anne Arundel, Calvert, Charles, Howard, Queen Anne’s and St. Mary’s Counties to Washington, D.C., and from Frederick and Washington Counties to Montgomery County. Additional contract service is provided from Baltimore, Harford and Howard Counties to Baltimore City. The MTA also contracts service on the ICC corridor, serving Frederick, Montgomery, Prince George’s and Anne Arundel Counties. These services collectively comprise the “Commuter Bus Program.” The Commuter Bus Program is run with approximately 300 contractor-provided over-the-road style coaches, of which 21 are MTA-owned. The combined ridership for the Baltimore region and commuter bus services in fiscal year 2020 was 57.9 million. On September 1, 2020, the MTA proposed service adjustments for MARC, Commuter Bus and Local Bus route realignments to optimize transit service for core bus riders, especially transit-dependent households. MTA will hold 10 virtual public hearings for Local Bus between October 5 and October 16 about the proposed changes as part of a 30-day public review and comment period that ends November 15. The proposal would affect approximately 3.6% of riders and would go into effect January 3, 2021. MARC and Commuter Bus public hearings and effective dates will be announced this fall. These service modifications are part of MDOT’s departmentwide response to the revenue impacts associated with COVID-19. The Draft FY 2021-2026 CTP provides for core bus system improvements in the Baltimore area totaling \$393,111,000 including the annual purchase of replacement buses, information technology upgrades, communication equipment and other bus-related improvements and equipment. The federal government is expected to contribute \$191,225,000 and the Department is expected to provide the remaining \$200,886,000 for these improvements.

*Student Service.* Baltimore City Public School students also use the MTA’s services. Prior to July 1, 2018, MTA was reimbursed for such student usage pursuant to an agreement with the Baltimore City Public Schools. Chapter 785, Laws of Maryland 2017, enacted in the 2017 legislative session of the General Assembly, prohibits the MTA from seeking reimbursement from Baltimore City for ridership of public school students effective July 1, 2018 through June 30, 2021. As a result of the COVID-19 pandemic, Baltimore City Public Schools will begin the 2020-2021 school year virtually due to the COVID-19 pandemic, which will negate the impact on MTA’s service. It is unknown at this time if or when Baltimore City Public Schools will resume in-person learning during this school year.

*Light RailLink.* The MTA operates a 29.5-mile light rail line which provides transit service from Hunt Valley north of Baltimore City, through the City to Cromwell Station south of the City, with spurs to Penn Station in Baltimore and BWI Marshall Airport. Forty-eight light rail cars currently operate on the entire system. The fiscal year 2020 light rail ridership was approximately 4.6 million. The Draft FY 2021-2026 CTP includes \$274,933,000 for rolling stock rehabilitation as well as track and other improvements including electrical systems, stations, parking, maintenance facilities, and preservation and enhancement studies. The federal government is expected to contribute \$145,505,000 and \$129,428,000 is expected to be provided from other resources of the Department.

*Metro SubwayLink.* The MTA operates a rapid transit system with 98 rapid rail cars on 15.4 miles of subway line in Baltimore City and Baltimore County (the “Baltimore Metro”). The fiscal year 2020 Baltimore Metro ridership was approximately 5.9 million. The CTP includes \$527,627,000 for rolling stock rehabilitation as well as rail system construction and preservation of which the federal government is expected to contribute \$358,325,000, with the Department providing the remaining \$169,302,000.

*Mobility/Paratransit Service.* The Mobility/Paratransit service is for citizens with disabilities who are unable to use local bus, subway or light rail service. This service is provided by the MTA via contracts with Transdev and First Transit. The CTP includes \$52,599,000, primarily for vehicle procurement and rehabilitation. The federal government is expected to contribute \$37,736,000, with the remaining \$14,863,000 provided from other resources of the Department.

*New Starts/Purple Line.* The MTA awarded a public-private partnership agreement in fiscal year 2016 for the design, financing, construction and operation of a 16-mile light rail line in Prince George’s and Montgomery Counties (the “Purple Line”) and signed a Full Funded Grant Agreement with the federal government in fiscal year 2018. The Purple Line will provide a direct connection to Metrorail Red, Green, and Orange lines. It will also connect to MARC, Amtrak and local bus services. The project financing includes a federal New Starts grants, State contributions, and private debt and equity. The CTP includes \$186,478,000 for this project. Of this amount, \$52,710,000 will be from federal grants and \$133,767,000 from non-federal, non-Departmental sources. On June 23, 2020, PLTP issued a notice of unconditional termination of the public-private partnership agreement to MTA. On June 24, 2020, MTA issued a notice of default to PLTP for an invalid termination. See the LITIGATION section for additional information on this project.

*Agency-wide.* The CTP includes agency-wide preservation and enhancement projects across facilities, joint development projects and community enhancement projects. The CTP includes \$510,328,000 for this work. The federal share for this amount is \$89,563,000, with \$419,665,000 provided from other resources of the Department and \$1,100,000 from non-federal, non-Departmental sources.

*Information Technology.* The MTA is working on many security and information technology initiatives. The CTP includes \$22,075,000 for these initiatives, which will be provided by resources of the Department.

#### *Commuter Rail*

The MTA operates the MARC rail service on the Penn, Camden and Brunswick lines through contracts with Amtrak and Bombardier (operating on CSX railroad company lines). Amtrak operates commuter rail service from Perryville in Cecil County to Washington, D.C. Bombardier operates commuter rail service from Baltimore City, Frederick, Maryland, and Martinsburg, West Virginia to Washington, D.C. MARC ridership was approximately 6.7 million in fiscal year 2020.

Passenger rail capital allocations for the six-year CTP period are \$414,015,000, of which \$330,672,000 is expected to be provided by federal grants, \$83,343,000 from other resources of the Department.

#### *Freight*

The Department supports the operations of certain rail freight lines through direct subsidies to short line rail operations and rehabilitation of components of these lines.

Allocations for the rail freight capital program for the six-year CTP period are \$1,685,000. The Department expects to fund this entire amount.

#### *Statewide Grants*

Department aid is available to qualifying local public and non-profit agencies for the planning, capital and operating costs of public transportation projects. Where federal grants are available for planning and capital costs, the Department will provide up to 80% of the non-federal share of approved costs.

Allocations for statewide public transit grants for the six-year CTP period total \$165,420,000, of which \$159,499,000 is expected from federal grants, \$3,553,000 from the Department and \$2,368,000 from non-federal, non-Departmental sources.

### *Increase in Operating and Capital Funding*

Chapter 352, Laws of Maryland 2018 enacted in the 2018 regular session of the General Assembly increased the fiscal year 2020 appropriation from the Transportation Trust Fund for the operating expenses of MTA to be at least 4.4% greater than the appropriation in the fiscal year 2019 budget as introduced. In addition, for fiscal years 2021 and 2022, the appropriation from the Transportation Trust Fund for the MTA's operating expenses is required to be at least 4.4% greater than the preceding fiscal year. The fiscal year 2021 budget as enacted met this requirement; however, on September 1, 2020, operating budget reductions were announced for MTA in response to revenue declines associated with COVID-19.

## **Washington Metropolitan Area Transit Authority Grants**

### *Washington Suburban Transit District*

The Department provides financial aid for the construction and operation of the regional rail and bus system of the Washington Metropolitan Area Transit Authority ("WMATA") serving Montgomery and Prince George's Counties in Maryland, the District of Columbia, and the local jurisdictions in Virginia which participate in the Northern Virginia Transportation Commission. Prince George's and Montgomery Counties in Maryland comprise the Washington Suburban Transit District ("WSTD"). The Washington Suburban Transit Commission ("WSTC"), created by State law to manage and control the functions and affairs of the WSTD, is empowered to provide funds to meet the WMATA obligations allocated to WSTD. The Department provides funds for the WMATA system through grants-in-aid to the WSTC.

The Department provides (1) grants to meet the WSTD's share of the capital costs of the adopted regional rail system, and (2) grants to the WSTD in an amount equal to 100% of the WSTD's share of the operating deficits of the regional transit system (operating deficits are defined as operating costs less (a) the greater of operating revenues or 50% of operating costs, and (b) all federal operating assistance).

Under Chapter 352, for any fiscal year in which the total Maryland operating assistance provided in WMATA's approved budget increases by more than 3% over the total operating assistance provided in WMATA's approved budget for the prior fiscal year, the Secretary shall withhold 35% of the annual operating grants. Increases for certain budget items are excluded from the 3% calculation. Chapter 352 also increases the annual capital grant by 3% from the previous year and requires an additional capital appropriation of \$167,000,000 per year from Maryland.

*WMATA Capital Improvement Program and Dedicated Funding.* The Capital Improvement Program includes both the former Infrastructure Renewal Program ("IRP") and the System Access Plan ("SAP"), as well as additional dedicated capital funding of \$500,000,000 in total from Maryland, the District of Columbia, and the local jurisdictions in Virginia. A six-year capital agreement that was executed in June 2010 and extended annually thereafter funds the IRP and SAP on an ongoing basis. Projects include all system infrastructure, rolling stock, vehicles and equipment. The FY 2021-2026 CTP provides for an estimated expenditure of \$2,704,412,000 including \$599,220,000 in federal funds received by WMATA directly.

*Operating Deficit Assistance.* The Department estimates that its share of the WSTD's portion of the transit operating deficits for fiscal years 2021-2026 will be \$2,852,000,000 of which \$424,000,000 is required for fiscal year 2021. The amount estimated for fiscal year 2022 is \$457,000,000.

*Debt Service Assistance.* Over the six-year FY 2021-2026 CTP, the Department will contribute \$201,901,000 for debt repayment on long term bonds issued for WMATA's Metro Matters Program, a regionally funded program for capital improvements completed primarily during fiscal years 2005 through 2010 and two recent debt offerings, in 2017 and 2018. This amount is included in the WMATA Capital Improvement Program numbers above.

WMATA figures assume a 3 percent annual growth rate from the fiscal 2021 payments.

## **Maryland Port Administration**

The Port of Baltimore is served by highway and major railroad systems and offers two distinct water approach routes to or from the Atlantic Ocean: from the south through the Virginia Capes and from the north through the Chesapeake and Delaware Canal.

The MPA has constructed and currently operates marine terminals in the Port of Baltimore as well as an automobile handling facility. The CTP includes major projects for the improvement and expansion of some of these terminals at a six-year cost of \$492,074,000. Of this amount, \$134,553,000 will be from federal grants, \$75,641,000 is expected to be from other resources of the Department and \$281,878,000 from non-Federal non-Departmental sources. Major project expenditures related to dredging, including dredged material containment site-work, are projected to be \$251,779,000 for the six-year period. Minor projects (i.e. rehabilitation and system preservation) at the MPA's various marine terminals (Dundalk, Clinton Street, Locust Point, etc.) are also included in the CTP at a cost of \$116,870,000. The total FY 2021-2026 CTP for the MPA is \$890,947,000.

In December 2009, the MPA awarded a public-private partnership long-term lease to Ports America valued at \$1,300,000,000. The lease allows Ports America to operate Seagirt Marine Terminal for a 50-year period. Ports America's subsidiary, Ports America Chesapeake, constructed a 50-foot deep berth at the Seagirt Marine Terminal that accommodates larger ships from Asia that call on East Coast ports since the expansion of the Panama Canal was completed in 2016. Ports America added four cranes to the new berth capable of handling container ships which are higher and wider than those calling at the Port of Baltimore prior to the Panama Canal expansion. As part of the agreement, Ports America will invest more than \$600,000,000 in port-related infrastructure improvements over the 50-year lease life. The lease required Ports America to make an upfront payment of \$140,000,000 to fund other Authority projects which allowed MPA to take ownership of Seagirt Marine Terminal.

In June 2006, the Department entered into a \$26,530,000 conditional purchase agreement to construct a 215,000-square-foot warehouse facility at the MPA South Locust Point Terminal. The project included demolition, land preparation, construction of a roll-on/roll-off ramp at the dock and extending railroad tracks to the warehouse. In accordance with provisions of the conditional purchase agreement, forest product revenue at the South and North Locust Point Terminals currently covers the debt service payments. Refunding Series 2016 Certificates of Participation refunded the 2006 MPA conditional purchase agreement for the warehouse in December of 2016.

## **Maryland Aviation Administration**

### *Baltimore/Washington International Thurgood Marshall Airport*

BWI Marshall Airport, operated by the MAA, is located on a 3,596-acre site in Anne Arundel County, 9 miles south of central Baltimore and 32 miles northeast of central Washington, D.C. During fiscal year 2020, over 20 million passengers traveled through BWI Marshall Airport, flying on 16 scheduled airlines to 93 destinations. Five cargo airlines contributed to a record level 17% increase in tonnage. BWI Marshall Airport's passenger airlines averaged 340 daily departures through March 2020. BWI Marshall Airport set a twelve-month traffic record of 27.2 million passengers for the year-ended February 2020. The COVID-19 pandemic affected passenger traffic significantly beginning in March 2020. BWI Marshall Airport hit a low point in April 2020 as passenger service was reduced to 111 daily departures on 11 scheduled airlines to 55 destinations, with passenger traffic down 96% year-over year. Passenger traffic has increased gradually since April, and in the third week of August compared to the same week a year ago, BWI Marshall Airport passenger traffic was down 67%.

The FY 2021-2026 CTP allocation of \$385,007,000 for MAA includes \$227,782,000 in major improvements at BWI Marshall Airport consisting of regional aviation, noise mitigation expansion and bus replacements. Major terminal modernization improvements in the CTP include the Terminal A Five-Gate Extension and the Aircraft Maintenance Facility Infrastructure.

Revenue Bonds issued by the Maryland Economic Development Corporation ("MEDCO") and Passenger Facility Charge ("PFC") Revenue Bonds issued by the Authority were used to complete the Concourses A and B expansion, the construction of the daily garage, and improvements to the terminal and access roadwork. Additional PFC bonds were issued by the Authority in April 2012 and used along with PFC revenues and federal grants to finance improvements to Concourse C. Additional PFC bonds were issued by the Authority in December 2012 to finance

construction of airfield improvements and make improvements to runway and connective airfield pavement; in December 2014, for improvements to Concourses D and E; and in June 2019 to finance improvements to restrooms, concourses and Federal Inspection Service hall reconfiguration. See “CONDITIONAL PURCHASE AND LEASE FINANCINGS” for summaries of these bond financings.

The Aviation Safety and Capacity Expansion Act of 1990 (the “1990 Safety Act”), enacted by the United States Congress (“Congress”), allows a public agency to impose an airport PFC for enplaned passengers. The proceeds of such PFCs are to be used to finance eligible airport-related construction projects, as approved by the Federal Aviation Administration (the “FAA”). The MAA received FAA approval in July 1992 to collect PFCs for four projects. The MAA amended its PFC program in April 1994 to increase the total to six projects. In 1994, the Authority issued special obligation revenue bonds secured by PFCs to construct the International Terminal at BWI Marshall Airport and provide for other landside and airside facilities. These bonds were defeased during fiscal year 2003.

The Aviation Investment and Reform Act for the 21<sup>st</sup> Century, enacted by Congress in April 2000, together with the 1990 Safety Act, increased the maximum per passenger PFC allowed to be charged by qualifying airports from \$3.00 to \$4.50. In June 2002, the MAA received FAA approval to increase its collection level to \$4.50 to support PFC approved projects in MAA’s capital program. The FAA further allows the MAA to impose and use PFCs for the payment of debt service for bonds used to fund PFC approved projects. PFC collections not needed for debt service are used for PFC approved paygo projects. The FAA approved additional applications for PFC eligible projects in June 2006, February 2007, February 2008, September 2010, March 2012, September 2012, October 2014, August 2016 and March 2019.

The CTP also anticipates expenditures of \$119,400,000 for airport planning and preservation of both BWI Marshall Airport and Martin State Airport, of which \$18,948,000 is expected from federal grants, \$93,172,000 from other resources of the Department and \$7,280,000 from non-Departmental revenue sources.

#### *Other Aviation Facilities and Programs*

Martin State Airport is located northeast of Baltimore in Baltimore County, and provides facilities for general aviation and the Maryland Air National Guard. Improvements amounting to an estimated \$2,181,000 are allocated during the six-year CTP period to Martin State Airport. It is estimated that \$1,149,000 would be provided by federal grants and \$1,032,000 from other resources of the Department.

In 2008, the MAA updated the Maryland Aviation System Plan (the “MASP”), a comprehensive review of Maryland’s airport system which includes all public-use landing facilities. The MASP is a planning document to preserve and expand a safe and efficient system of airports. A grant program to aid general aviation and commercial airports throughout the State, in keeping with the MASP, is expected to require more than \$10,900,000 during the six-year CTP period.

#### **Motor Vehicle Administration**

The MVA is responsible for providing motor vehicle services to the citizens of the State. These services include licensing all eligible and qualified drivers, issuing photo identification cards for non-driver residents, registering and titling vehicles, issuing tags and permits for persons with a disability, regulating motor vehicle dealerships and salespersons, administering the compulsory insurance compliance program, managing the Vehicle Emissions Inspections Program (“VEIP”), and conducting driver safety programs. The MVA serves its customers through a network of 24 MVA offices, a mobile service center, a suite of electronic services (self-service kiosks, internet, and telephone customer service center), United States Postal Mail, County Treasurer offices, 18 VEIP stations, motorcycle safety training centers, Electronic Registration and Titling System participants and licensed title service agencies. Overall, the MVA manages approximately 14.5 million driver, vehicle and identification card records. During fiscal year 2020, 848,000 new and renewal driver’s licenses and identification cards, 4.3 million new and renewal vehicle registrations, and approximately 1.0 million new titles were issued. MVA customers currently complete 69.4% of core service transactions by using United States mail, telephone, internet, kiosk, mobile office or County Treasurer office, with the remaining transactions conducted at MVA customer facilities. Beginning in March 2020, the COVID-19 pandemic affected normal operations of the MVA including temporary branch closures, limited branch capacity, and reduced staffing which resulted in overall in-person transactions decreasing and alternate service delivery transactions increasing.

The FY 2021-2026 CTP has \$96,016,000 programmed for MVA capital projects, of which \$61,338,000 is allocated to preserve and develop the MVA's information technology ("IT") infrastructure, and the remaining \$34,678,000 will allow for the preservation and improvement of customer service offices. While IT infrastructure is critical to how a growing number of customer transactions are completed at the MVA, customer service facilities continue to be an important part of service distribution. In addition to preserving and improving existing IT systems, such as the driver licensing system, there are two major IT projects planned: Customer Connect, and Workflow System Upgrade. These IT projects resolve to modernize, standardize and integrate an aging MVA IT infrastructure. MVA facilities require ongoing investment to keep them safe, secure and publicly compliant. Some customer service offices and many VEIP stations have reached an age whereby investments need to be made in the building structure, site, and mechanical and electrical systems.

### **The Secretary's Office**

Capital projects funded in the Secretary's Office largely consist of Department-wide projects to improve air quality, promote bicycling as a mode of transportation and facilitate transit-oriented development. The Secretary's Office includes multi-modal planning efforts and grants either given from the Secretary or received by the Department for key projects around the state.

On June 27, 2002, MEDCO issued lease revenue bonds on behalf of the Department in the amount of \$36,000,000 (the "2002 Lease Revenue Bonds") for the acquisition, construction and equipping of a new Department headquarters building. The Bonds are secured by the Department's semiannual lease payments to MEDCO. On May 25, 2010, MEDCO partially refunded the 2002 Lease Revenue Bonds. These bonds will be fully repaid in fiscal year 2022.

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## THE TRANSPORTATION TRUST FUND

The Transportation Trust Fund (the “TTF”) was established in 1971 by Chapter 526 of the Laws of Maryland of 1970. The TTF is credited with taxes, fees, charges, bond proceeds, federal grants for transportation purposes and other receipts (excluding PFC and rental car customer facility charges and, to the extent required for debt service on obligations issued on behalf of the Department by the Authority, certain parking revenues) of the Department. All expenditures of the Department are made from the TTF. The Department may use funds in the TTF for any lawful purpose related to the exercise of its powers, duties and obligations, after meeting its debt service requirements. Unexpended funds remaining in the TTF at the close of each fiscal year do not revert to the General Fund but remain in the TTF.

Under existing law, the following sources of funds are available to the TTF:

### **Taxes and Fees**

Within the TTF there is a Gasoline and Motor Vehicle Revenue Account (“GMVRA”) wherein the following taxes and fees are collected after the deduction of certain programmatic expenses provided by law:

1. Motor Vehicle Fuel Tax and Fees (“Base Tax Rate”) — these taxes and fees that are a component of the GMVRA consist of the following:

(a) The 23 1/2¢ on each gallon other than aviation gasoline and 24 1/4¢ on each gallon of special fuels other than turbine fuel after deductions for certain refunds and collection costs, a 2.3% distribution to the Chesapeake Bay 2010 Trust Fund and/or the General Fund and a 0.5% distribution to the Waterway Improvement Fund; and

(b) The fee for a 15-day trip permit for a commercial vehicle at an amount equal to the tax rate on special fuel other than turbine fuel, in effect at the time the permit is issued, and payable on 174 gallons of motor vehicle fuel.

2. Motor Vehicle Titling Tax — two-thirds of the excise tax imposed at the rate of 6% of the fair market value, excluding trade in allowance, of certain motor vehicles for which certificates of title are issued, less 50% of the excise tax imposed on off-highway recreational vehicles, which is distributed to the Off Highway Recreational Vehicle Trail Fund.

3. Motor Vehicle Registration Fees — a registration fee on all motor vehicles that ranges from \$2.50 to \$1,800.00 per vehicle.

4. Corporation Income Tax — 17.2% distribution of the revenues derived from the State’s 8.25% corporation income tax after certain General Fund reductions.

5. Sales and Use Tax on Short-Term Vehicle Rentals — 80% of 45% of the revenues from the collection of the sales and use tax on short-term vehicle rentals.

### ***Allocation of Highway User Revenues (“HUR”) - 2018 General Assembly Session***

Chapter 330 modified the allocation of HUR to the counties, municipalities and Baltimore City. In addition, the definition of HUR changed as of July 1, 2019 from funds within the GMVRA to capital grants appropriated to Baltimore City, the counties and the municipalities from the Transportation Trust Fund.

Prior to July 1, 2019, 9.6% of HUR were allocated to the counties, municipalities and Baltimore City and 90.4% to the Department. Beginning in fiscal year 2020, 100% of the revenue credited to the GMVRA is allocated to the TTF. For fiscal years 2020 through 2024, capital grants shall be allocated from the TTF in an amount equal to 13.5% of the funds credited to the GMVRA. For fiscal year 2025 and each fiscal year thereafter, capital grants shall be allocated from the TTF based on 9.6% of the funds credited to the GMVRA. The GMVRA is the basis for the calculation; however, the capital grants may come from any funds within the TTF.

While there will be an increase in the amount of HUR allocated to the counties, municipalities and Baltimore City from fiscal years 2020 through 2024, Chapter 330 specifically provides that the capital grants to be made shall be appropriated only if all debt service requirements and the Department's operating expenses have been funded and sufficient funds are available to fund the Department's capital program.

***Additional Transportation Trust Fund Revenue*** — The following revenues of the Department are not included in the GMVRA or subject to distribution to Baltimore City, the counties and the municipalities

1. Motor Vehicle Titling Tax — One-third of the excise tax imposed at the rate of 6% of the fair market value, excluding trade in allowance, of certain motor vehicles for which certificates of title are issued.
2. Motor Vehicle Fuel Tax — The following increases to the motor fuel tax were enacted under Chapter 429:
  - (a) Effective July 1, 2013, there is an annual adjustment to the motor fuel tax in excess of the Base Tax Rate. The increases in the tax are indexed to the Consumer Price Index (the "CPI"), compounding with each adjustment. The annual increase may not be greater than 8%. While the Base Tax Rate is part of the calculation of the HUR capital grants, the adjustments are not.
  - (b) Effective July 1, 2013, there was an increase in the motor fuel tax attributable to a sales and use tax equivalent on motor fuel based upon the product of the average annual retail price of motor fuel, less state and federal taxes, multiplied by specified percentage rates. The percentage rates were 1% beginning on July 1, 2013, 2% on January 1, 2015, 3% on July 1, 2015, 4% on January 1, 2016 and 5% on July 1, 2016.
3. Sales and Use Tax Revenues on Short-Term Vehicle Rentals — The Department receives 20% of 45% of the sales and use tax revenues on short-term vehicle rentals.
4. Operating Revenues — Revenues of the TTF are produced by operations of the MPA, the MTA and the MAA. Pursuant to Chapter 429, MTA is required to increase base fare prices and the cost of multi-use passes every two years for all transit services except commuter rail and commuter bus service and every five years for commuter rail and commuter bus service based on certain changes to the Consumer Price Index.
5. Other Revenues — All other revenues include other taxes, fees, charges, and revenues of every kind collected or received by, paid or appropriated to, or to be credited to the TTF for the Department in the exercise of its rights, powers, duties, obligations or functions.

See "Taxes Pledged to Bonds and Net Revenues as Defined for Purposes of the Bond Coverage Tests" in the Department's Comprehensive Annual Financial Report (the "CAFR").

## **Federal Aid**

Federal aid, representing 43% of the total funding in the Department's TTF, supports the multimodal investments in the FY 2021–2026 CTP. The continued support of the Federal Highway Trust Fund is critical to the Department's ability to enhance, improve, and rebuild State infrastructure to compete in a modern economy.

The FY 2021–2026 CTP is based on the spending levels and contract authority under the federal highway program enacted in December 2015 entitled Fixing America's Surface Transportation Act for fiscal years 2016 - 2020 (the "FAST Act"). Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority ("OA") and is imposed by Congress annually in response to prevailing economic policy. Since fiscal year 2004, the Department's OA has ranged from 84% to 95%. The OA level received in fiscal year 2020 was 90.6%. The CTP assumes an OA level of 90.0 % for fiscal years 2021 – 2026.

Under the FAST Act, the Department receives federal aid for the highway program, primarily for interstate, primary, secondary and urban systems, bridge replacement, highway safety, and congestion mitigation/air quality improvement. All available federal aid is utilized, and no federal aid will be lost for lack of State match. The FAST Act expires September 30, 2020. The FY 2021-2026 CTP assumes that a reauthorization will occur at the current levels and applies that assumption through fiscal year 2026. Historically, when federal authorizing legislation has

expired prior to enactment of succeeding multi-year authorizing legislation, Congress has utilized continuing resolutions to maintain the flow of federal revenues to states through short term extensions until a new multi-year authorization is agreed upon. No assurance can be given by the Department that federal authorization will not lapse.

The Federal Transit Administration provides transit operating and capital assistance for bus, metro, light rail, and commuter rail. Federal grants are also provided for rural areas as well as elderly and handicapped persons. Federal entitlement and discretionary funding for airport projects are provided by the FAA through the Airport Improvement Program.

The Department has been awarded in the past, and will continue to apply for, various federal grant programs. The Department was awarded federal funds under the Infrastructure for Rebuilding America (INFRA) grant program. INFRA is another discretionary grant program administered by United States Department of Transportation for nationally and regionally significant freight projects. An INFRA grant of \$125,000,000 million was awarded to Maryland for the expansion of the Howard Street Tunnel. These funds allow the State to partner with CSX Transportation in the reconstruction of the tunnel that will provide the height requirements needed for double stacked containers to travel to and from the Port of Baltimore.

The Department also receives federal funding from the United States Department of Homeland Security for various transit, port and driver services security projects. Federal Emergency Management Administration manages several grant programs that award funding to improve security and disaster preparedness across the state transportation network.

In March 2020, the Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law. The CARES Act provides emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic. The CARES Act allocated \$25,000,000,000 to recipients of urbanized area and rural area transit formula funds through the Federal Transit Administration. Funding was provided at a 100% federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. The MTA received \$392,000,000 from the federal CARES Act. That funding will be utilized in fiscal years 2020 and 2021. The CARES Act also allocated \$10,000,000,000 through the Federal Aviation Administration for economic relief to eligible U.S. airports affected by the prevention of, preparation for, and response to COVID-19. Funding was provided at a 100% federal share, with no local match required, and may be used for any purpose for which airport revenues may lawfully be used. The MAA received \$87,600,000 from the federal CARES Act for BWI Marshall Airport and \$157,000 for Martin State Airport. That funding was fully expended in fiscal year 2020.

The major federal fund receipts for the capital program including federal funds for local governments in fiscal year 2020 are estimated to be \$897,678,000. Projected receipts for fiscal year 2021 are \$1,225,846,000.

The federal subsidy for the Department's Consolidated Transportation Bonds, Series 2010 B (Federally Taxable – Issuer Subsidy – Build America Bonds) will be reduced by 5.7% in the federal fiscal year starting October 1, 2020.

### **Consolidated Transportation Bonds**

In accordance with certain provisions of the Act, the aggregate principal amount of Consolidated Transportation Bonds that may be outstanding is \$4,500,000,000. In addition, provisions of the Act provide for the General Assembly to establish in the budget for any fiscal year a maximum outstanding aggregate amount of these bonds as of June 30 of the respective fiscal year that does not exceed \$4,500,000,000. As established in the budget for fiscal year 2021, the maximum aggregate amount of Consolidated Transportation Bonds that may be outstanding as of June 30, 2021 is \$3,877,330,000.

### **Special Revenue Bonds**

The General Assembly enacted legislation in 2002, which was amended in 2004 and 2005, to give the Department authority to issue special transportation project revenue bonds. The Department may pledge or use existing and anticipated federal funds for the payment of special transportation project revenue bonds, provided that the Department complies with the limitations set forth in Title 3, Subtitle 6 of the Transportation Article which states that (1) the aggregate principal amount of debt issued and secured by a pledge of future federal aid may not exceed \$750 million;

and (2) the date of maturity may not be later than 12 years after the date of issue. In addition to the Department's authority to issue bonds with a pledge of anticipated federal funds, the Authority was granted the same authority set forth in Title 4, Subtitle 3 of the Transportation Article. The limitations stated above are for the Department and the Authority combined. The Authority utilized Grant and Revenue Anticipation Bonds, paid from SHA federal funds, for a portion of the financing for the ICC.

The State substantially completed construction of the ICC through the combined efforts of the SHA and the Authority. The SHA managed the design and construction of the ICC, and, as federal grant recipient for the project, was responsible for federal aid management. The Authority provided financing for the project, including bond financing, and owns and operates the ICC. As part of the financing, the Authority issued \$750,000,000 in Grant and Revenue Anticipation Bonds. As of June 30, 2020, all GARVEE bonds have matured. Under current law no additional GARVEE Bonds may be issued.

Section 4-320 of the Transportation Article establishes priorities in the event of a shortfall in federal aid to pay debt service requirements on the GARVEE Bonds. If such federal aid is insufficient to pay the principal of and interest on the GARVEE Bonds when due, the taxes levied pursuant to Section 3-215 of the Act are irrevocably pledged to the payment of the debt service on the GARVEE Bonds. However, the statutory lien and pledge created for the benefit of the GARVEE Bonds is at all times subordinate to the pledge and lien of taxes for the payment of principal of and interest on the Consolidated Transportation Bonds.

In 2014, the General Assembly enacted legislation allowing the Department to issue transportation project revenue-backed bonds and pledge and use a dedicated revenue source, which may include revenues attributable to the facilities being financed, for the payment of the debt service on these bonds. The taxes pledged to the payment of the Bonds and other Consolidated Transportation Bonds under Section 3-215 of the Act may not be used to support directly or indirectly the payment of the interest and principal of the revenue-backed bonds. No transportation project revenue-backed bonds have been issued at this time.

#### **Transfers from the Maryland Transportation Authority**

The tolls and other revenues received from the transportation facilities projects owned and operated by the Authority are pledged as security for revenue bonds of the Authority issued under and secured by a Second Amended and Restated Trust Agreement dated as of September 1, 2007, as further supplemented and/or amended from time to time (the "Trust Agreement"). None of these tolls and other revenues are initially credited to the TTF. However, under the terms of the Trust Agreement and in accordance with legislation enacted by the General Assembly in 1978, moneys not needed for obligations of the Authority may be subsequently transferred to the TTF to be used as appropriated by the General Assembly for any lawful purpose unless prohibited by any applicable resolution or trust agreement of the Authority. Such a transfer may be made only upon the recommendation of the Secretary and after the approval of the Board of Public Works.

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## PLEGGED TAXES AND NET REVENUES

As described above under “SECURITY”, portions of the corporation income tax, motor fuel tax, motor vehicle titling tax and sales and use tax on short-term rental vehicles are irrevocably pledged to payment of debt service on the Department’s bonds. Consolidated Transportation Bonds issued prior to July 1, 2011 have additional security (see note 1 under “SECURITY”). See “SECURITY” for a discussion of all changes to TTF revenues enacted by the General Assembly. **From time to time, there are legislative proposals in the General Assembly that, if enacted, could alter the Department’s share of the taxes.**

The following table lists the total amount of such taxes credited to the TTF for the past five fiscal years, including estimated numbers for fiscal year 2020 and the current forecast for fiscal year 2021 (in thousands). These taxes would be the amounts upon which the Additional Bonds test relating to total proceeds from pledged taxes would be based. (See “FINANCIAL AND ACCOUNTING SYSTEM” for a general description of the budgetary basis.)

Taxes Pledged to Bonds	2016	2017	2018	2019	2020 <sup>1</sup>	2021 <sup>2</sup>
Corporation Income Tax .....	\$ 167,957	\$ 131,160	\$ 135,321	\$ 170,452	\$ 141,587	\$ 158,760
Fuel Tax .....	923,216	981,555	987,506	1,043,835	984,822	1,012,230
Titling Tax .....	805,348	829,305	813,673	857,453	844,000	805,000
Sales and Use Tax .....	28,416	29,142	29,257	31,823	30,000	20,900
<b>Total Pledged Taxes .....</b>	<b>\$ 1,924,937</b>	<b>\$ 1,971,162</b>	<b>\$ 1,965,757</b>	<b>\$ 2,103,563</b>	<b>\$ 2,000,409</b>	<b>\$ 1,996,890</b>

<sup>1</sup>Estimated for fiscal year 2020 (actual amounts will not be finalized until November 2020).

<sup>2</sup>Forecast for fiscal year 2021.

Note: Totals may not add due to rounding.

To the extent needed, other revenues credited to the Department are available for payment of debt service on the Department’s bonds. These will be the amounts upon which the Additional Bonds test relating to net available revenues will be based. The following table lists the total of the two categories of revenues available for debt service on the Department’s bonds, the Department’s administration, operation and maintenance expenses paid from the TTF and net revenues (in thousands).

	2016	2017	2018	2019	2020 <sup>1</sup>	2021 <sup>2</sup>
Total Pledged Taxes .....	\$ 1,924,937	\$ 1,971,162	\$ 1,965,757	\$ 2,103,563	\$ 2,000,409	\$ 1,996,890
Fees.....						
Motor Vehicle Registrations	312,771	316,742	317,433	326,555	322,825	380,706
Other .....	298,488	306,488	287,720	297,699	259,017	285,624
<b>Total Taxes and Fees .....</b>	<b>2,536,196</b>	<b>2,594,392</b>	<b>2,570,910</b>	<b>2,727,817</b>	<b>2,582,251</b>	<b>2,633,220</b>
Operating Revenues: .....						
MPA .....	49,999	49,039	51,783	55,283	52,402	44,000
MTA .....	156,579	149,249	150,911	140,094	107,322	84,000
MAA .....	229,993	243,132	257,218	257,929	227,247	216,000
<b>Total Operating Revenue ...</b>	<b>436,571</b>	<b>441,420</b>	<b>459,912</b>	<b>453,306</b>	<b>386,971</b>	<b>344,000</b>
Other Revenue .....	59,609	69,012	60,566	56,543	359,120	144,700
Investment Income .....	3,819	627	2,322	2,928	1,900	2,000
<b>Total Revenues .....</b>	<b>3,036,195</b>	<b>3,105,451</b>	<b>3,093,710</b>	<b>3,240,594</b>	<b>3,330,242</b>	<b>3,153,920</b>
Administration, Operation and Maintenance Expenditures....	1,830,146	1,853,698	1,949,416	2,127,967	2,077,000	2,070,000
<b>Net Revenues .....</b>	<b>\$ 1,206,049</b>	<b>\$ 1,251,753</b>	<b>\$ 1,144,294</b>	<b>\$ 1,203,397</b>	<b>\$1,253,242</b>	<b>\$ 1,083,920</b>

<sup>1</sup>Estimated for fiscal year 2020 (actual amounts will not be finalized until November 2020).

<sup>2</sup>Forecast for fiscal year 2021.

Note: Totals may not add due to rounding.

Certain of the fluctuations in the above tables are caused by institution of new programs and responsibilities of the Department, changes in tax and fee structures (See “THE TRANSPORTATION TRUST FUND”), and the influence of economic trends. The estimate for fiscal year 2020 and forecast for fiscal year 2021 are both based on the Department’s financial plan release on September 1, 2020 that is adjusted for the revenue declines associated with the COVID-19 pandemic.

The financial statements contained herein by reference should be read to obtain further details. See “Taxes Pledged to Bonds and Net Revenues as Defined for Purposes of the Bond Coverage Test” in the Statistical Section of the CAFR for additional historical detail.

Between 2014 and 2019, total personal income in Maryland grew 4.0% annually, compared to a national growth rate of 4.4%. Maryland’s slower income growth during this period likely reflects federal budget uncertainty, austerity or sequestration. As sequestration eased, Maryland’s personal income and economic growth became more consistent with that of the nation.

In the wake of the COVID-19 global pandemic and measures to contain it, Maryland’s economy has contracted sharply with few industries that are not impacted by falling business and consumer spending. Maryland’s industry mix, however, is projected to insulate it somewhat from the broader impacts that may be seen in other states.

Looking forward, based on an analysis of current economic projections, employment growth is forecasted to grow at an average annual rate of 0.9% through 2026, while personal income is forecasted to grow at an average annual rate of 3.1% over the same period.

COVID-19 will continue to adversely affect the Department’s revenues, expenses and cashflow, as well as to create challenges in forecasting such information for budget purposes. The information herein includes data for periods prior to the outbreak of COVID-19 and should not be relied upon as representing revenue amounts or trends that may be available in the future. See “IMPACT OF COVID-19 ON THE FINANCIAL CONDITIONS AND OPERATIONS OF THE DEPARTMENT”.

## OUTSTANDING INDEBTEDNESS

As shown in the table below, Consolidated Transportation Bonds in the aggregate principal amount of \$3,865,795,000 will be outstanding upon issuance of the Bonds on or about October 22, 2020. See also “THE TRANSPORTATION TRUST FUND — Consolidated Transportation Bonds” for a discussion of the limit on the maximum outstanding aggregate principal amount of Consolidated Transportation Bonds established by the budget.

Series 2010B	\$ 75,600,000
Series 2012	26,850,000
Series 2013	36,950,000
Series 2013 (Second Issue)	168,930,000
Series 2014	74,065,000
Series 2015	217,510,000
Series 2015 (Second Issue)	110,465,000
Refunding Series 2015	150,265,000
Series 2015 (Third Issue)	265,055,000
Series 2016	362,945,000
Refunding Series 2016	175,935,000
Series 2017	249,760,000
Series 2017 (Second Issue)	400,785,000
Series 2018	130,000,000
Series 2018 (Second Issue)	630,680,000
Series 2019	490,000,000
Series 2020	<u>300,000,000</u>
 Total	 <u>\$3,865,795,000</u>

## DEBT SERVICE REQUIREMENTS AND ESTIMATED COVERAGES

The following table presents debt service requirements and estimated coverage ratios for all Consolidated Transportation Bonds upon the issuance and delivery of the Bonds. Maximum annual debt service is \$472,079,963 in fiscal year ending June 30, 2023. Net revenues (unaudited) under the first test described above under “ADDITIONAL BONDS” for the fiscal year ending June 30, 2020 would be 2.65 times maximum annual principal and interest requirements on such debt. Pledged taxes (unaudited) under the second test described above under “ADDITIONAL BONDS” for the fiscal year ended June 30, 2020 would be 4.24 times maximum annual principal and interest requirements on such debt. See “PLEDGED TAXES AND NET REVENUES” for detail on the Department’s revenue. These coverage ratios are calculated on the basis of no further issuance of Consolidated Transportation Bonds.

<b><u>Debt Service Requirements- Consolidated Transportation Bonds</u></b> <b>(in thousands)</b>				<b><u>Debt Service Coverage</u></b> <b><u>Ratio Based Upon</u></b> <b><u>FY 2020 Revenue<sup>1</sup></u></b>		
Fiscal Year	Outstanding Bonds		Series 2020 Interest	Total Debt Service Requirements	Pledged Tax Ratio <sup>2</sup>	Net Revenue Ratio <sup>3</sup>
	Principal & Interest	Principal				
2021	\$ 405,815		\$ 6,625	\$ 412,440	4.85	3.04
2022	434,430		15,000	449,430	4.45	2.79
2023	457,080		15,000	472,080	4.24	2.65
2024	389,781	16,800	14,580	421,161	4.75	2.98
2025	376,423	17,660	13,719	407,801	4.91	3.07
2026	357,684	18,565	12,813	389,062	5.14	3.22
2027	357,957	19,520	11,861	389,337	5.14	3.22
2028	347,103	20,520	10,860	378,483	5.29	3.31
2029	332,050	21,570	9,808	363,427	5.50	3.45
2030	299,253	22,675	8,701	330,629	6.05	3.79
2031	258,902	23,840	7,539	290,280	6.89	4.32
2032	230,043	25,065	6,316	261,423	7.65	4.79
2033	165,529	26,350	5,031	196,909	10.16	6.36
2034	109,626	27,700	3,679	141,005	14.19	8.89
2035	46,878	29,120	2,259	78,257	25.56	16.01
2036	-	30,615	765	31,380	63.75	39.94
Total <sup>4</sup>	\$ 4,568,553	\$ 300,000	\$ 144,554	\$ 5,013,107		

- (1) The general sales and use tax and corporation income tax affected by General Assembly changes in the 2011 Session are available to pay debt service on the Consolidated Transportation Bonds sold prior to July 1, 2011, (approximately \$75.6 million outstanding) if needed.
- (2) Pledged taxes (in thousands) were \$2,000,409 for fiscal year 2020 – unaudited number.
- (3) Net revenues (in thousands) were \$1,253,242 for fiscal year 2020 – unaudited number.
- (4) Totals may not add due to rounding.

## CONDITIONAL PURCHASE AND LEASE FINANCINGS

The Department has from time to time financed the construction and acquisition of various facilities through conditional purchase, sale-leaseback, and similar transactions. Such transactions are subject to approval by the Board of Public Works. Financings of this type are as follows:

<u>Conditional Purchase Financings</u>	<u>Projects</u>	<u>Issuance Amount</u>	<u>Outstanding as of June 30, 2020</u>
Project Certificates of Participation (MPA), Refunding Series 2016	MPA South Locust Point Warehouse Construction – Refunded original 2006 issue	\$ 15,040,000	\$ 8,415,000
Project Certificates of Participation (MAA), Refunding Series 2010	BWI Marshall Airport Facilities	19,610,000	7,550,000
Project Certificates of Participation (MTA), Refunding Series 2010	MTA Rail Station Parking Garage at BWI Marshall Airport	13,070,000	6,150,000
Project Certificates of Participation (MAA), Series 2019	BWI Marshall Airport Shuttle Bus Fleet Acquisition	23,490,000	22,300,000
Total			<u>\$ 44,415,000</u>

All of the lease payments under these conditional purchase financings are subject to annual appropriation by the General Assembly. In the event that such appropriations are not made, the Department may not be held contractually liable for the payments.

<u>Capital Leases</u>	<u>Projects</u>	<u>Issuance Amount</u>	<u>Outstanding as of June 30, 2020</u>
MEDCO Refunding Lease Revenue Bonds, Series 2010	Construction of the Headquarters Building for the Department	\$ 22,715,000	\$ 5,245,000
MEDCO Refunding Lease Revenue Bonds, Series 2012	Expansion and renovation of Piers A, B and Terminal Building at BWI Marshall Airport	199,555,000	114,945,000
Total Outstanding Leases with MEDCO			<u>\$ 120,190,000</u>

The Department's payments to MEDCO for debt service on all MEDCO Refunding Lease Revenue Bonds are subject to the General Assembly's annual appropriation.



The Department has entered into several lease agreements as lessee for the financing of various projects at the BWI Marshall Airport. The Authority was the conduit issuer. Those financings are as follows:

<u>Capital Leases</u>	<u>Projects</u>	<u>Issuance Amount</u>	<u>Outstanding as of June 30, 2020</u>
Maryland Transportation Authority Taxable Consolidated Rental Car Facility Series 2002	Acquisition, construction and equipping of a new rental car facility	\$ 117,345,000	\$ 77,375,000
Maryland Transportation Authority Airport Parking Revenue Bonds Refunding Series 2012	Refunded Series 2002 original issue \$264,075,000 used to construct parking garage, make improvements to the Central Utility Plant, to public access, and to widen roads	190,560,000	101,135,000
Maryland Transportation Authority Passenger Facility Charge Revenue Bonds Series 2012A	Finance a portion of the costs to construct a passenger connector hall between the secured Concourses B and C, expansion of Concourse C, and expansion and relocation of security checkpoint	50,905,000	35,260,000
Maryland Transportation Authority Passenger Facility Charge Revenue Bonds Series 2012B	Finance a portion of the cost of runway safety improvements and paving	92,070,000	50,705,000
Maryland Transportation Authority Variable Rate Passenger Facility Charge Revenue Bonds Series 2012C	Finance a portion of the cost of runway safety improvements and paving	43,400,000	43,400,000
Maryland Transportation Authority Passenger Facility Charge Revenue Bond Series 2014	Finance a portion of the cost to construct a passenger connector hall between the secure Concourses D and E	40,000,000	31,790,000
Maryland Transportation Authority Passenger Facility Charge Revenue Bonds Series 2019	Finance a portion of the cost of improvements to restrooms, concourses, and FIS Hall reconfiguration	108,705,000	108,705,000
Total Outstanding MAA Leases with the Authority			<u>\$ 448,370,000</u>

The Department's liability on the above leases may be less than the bonds outstanding due to cash on hand in certain restricted accounts held by the Authority. The revenues derived from airport parking, rental car customer facility charges and passenger facility charges are pledged to the payment of the bonds financing these projects, respectively, and no other TTF revenues are pledged as security for these bonds. With the exception of excess parking revenue, none of these revenues are available for debt service on the Bonds.

### **Energy Performance Contract (EPC):**

The Department of General Services (DGS) implemented an Energy Performance Contract program for the Department in fiscal year 2011, with a goal to reduce Maryland's energy consumption through energy efficiency projects. The Treasurer's Office secured the financing required to fund the construction of the improvements. The savings resulting from the projects are used to offset the financing costs. The SHA, MTA, MAA, MPA and the MVA participated in EPC. As of June 30, 2020, the total estimated amount due in long-term liability for EPC obligations is \$30,458,419.

## **FINANCIAL AND ACCOUNTING SYSTEM**

Accounting records for the Transportation Trust Fund are maintained by the Comptroller of the Treasury of the State of Maryland (the "Comptroller") and all cash and investments of the Transportation Trust Fund are held by the State Treasurer (the "Treasurer"), except for revolving cash accounts. Accounting records for the Transportation Trust Fund for operational and management purposes are maintained by the Department's Office of Finance. The Department's financial statements and notes thereto for the fiscal year ended June 30, 2019, the most recent fiscal year for which financial statements and notes are available, contained in the CAFR have been prepared in conformity with generally accepted accounting principles accepted in the United States and have been audited by the firm of SB & Company, LLC, independent certified public accountants.

The Government Finance Officers Association of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to the Department for its comprehensive annual financial reports for fiscal years 2000 through 2018. The Department has not yet received notification regarding its 2019 submission. In order to be awarded a Certificate of Achievement, a governmental unit must publish a comprehensive annual financial report, the contents of which conform to program standards. Such reports must satisfy both generally accepted accounting principles and applicable legal requirements.

In accordance with generally accepted accounting principles, the Department's basic financial statements include Management's Discussion and Analysis, which provides a narrative overview and analysis of the Department's financial activities. Furthermore, they include government-wide financial statements (i.e., the statement of net position and the statement of activities), which provide both short-term and long-term information about the Department's financial position. The statement of activities demonstrates the degree to which the direct expenses of a given function of the Department's activities are offset by its program revenues. Included with these statements are reconciliations between the government-wide statements, prepared on the full accrual basis, and the fund level statements prepared on the modified accrual basis. In addition, there are reconciliations between the fund level and budgetary statements. Detailed information on these accounting policies is provided in the Management's Discussion and Analysis section and in Note 1 of the "Notes to the Financial Statements."

Although the accounts maintained by the Department on a budgetary basis conform in many respects to accounting principles generally accepted in the United States, there are certain departures from these principles which are dictated by statutory requirements and historical practices. The principal departures are the classification of principal funds and the timing of recognition of certain revenues, expenditures, and expenses.

State law requires an audit of every unit of State government by the Legislative Auditor at an interval ranging from three to four years unless the Legislative Auditor determines, on a case by case basis, that more frequent audits are required. The Legislative Auditor is required to be a certified public accountant. These audits generally are of a compliance nature, and are not for purposes of reporting upon financial statements as a whole. The primary purpose of the reports is to present the Legislative Auditor's findings relative to the fiscal management of those agencies and departments.

## LITIGATION

There is no litigation pending that in any manner will affect the validity of the Act or the Bonds.

The Department and its Administrations, officials and employees are parties to various legal proceedings before the courts, many of which occur in the normal course of the Department's operations. Except for the case summarized below, these legal proceedings are not, in the opinion of the Office of the Attorney General of the State, likely to have a material adverse impact on the Department's financial position. In addition, certain of the Administrations are party to legal proceedings before the Maryland State Board of Contract Appeals, which hears and decides bid protests and contract disputes. At any one time, one or more of these claims may exceed \$1 million. Cases such as these generally involve disputes over alleged differing site conditions, changes, delays and disruptions. These legal proceedings are not, in the opinion of the Office of the Attorney General of the State, likely to have a material adverse impact on the Department's financial position.

*Purple Line Transit Partners, LLC.* The MDOT and the MTA are in a dispute with Purple Line Transit Partners, LLC ("PLTP"), the concessionaire for the Purple Line Transit Project (the "Project"). PLTP is seeking over \$755 million in relation to several disputed matters under the Public-Private Partnership Agreement for the Project. The disputed matters include claims regarding, inter alia, alleged delay costs due to the vacatur of the federal record of decision in Purple Line I and the State's alleged failure to timely acquire certain real estate interests. The disputed matters also include issues regarding purported delays caused by crash wall barriers required around CSX tracks and Maryland Department of Environment permitting. On May 1, 2020, Purple Line Transit Constructors, LLC, the design-build contractor for PLTP, gave PLTP notice of its unconditional termination for extended delays and costs totaling \$519,112,360. On June 23, 2020, PLTP issued a notice of unconditional termination to MTA. On June 24, 2020, MTA issued a notice of default to PLTP for an invalid termination based on PLTP's failure to adhere to the Public-Private Partnership Agreement's change order, claims and dispute resolution provisions, and resolve any disputes before declaring an extended delay termination. On August 10, 2020, MDOT and MTA filed a complaint against PLTP in the Circuit Court for Baltimore City, asking the Court to (i) restrain and enjoin PLTP from demobilizing and abandoning the Project; (ii) determine and adjudicate the rights and liabilities of the parties under the Public-Private Partnership Agreement with respect to the dispute resolution procedures and PLTP's obligation to comply with those procedures and continue work on the Project during the pendency of the parties' dispute; and (iii) award damages for breach of contract. On August 10, 2020, the court granted a temporary restraining order through September 14, 2020. After a hearing that took place on September 8 and 10, 2020, the Court denied the State's request for a preliminary injunction. PLTP filed a counterclaim for breach of contract on September 15, 2020.

## INSURANCE

The operations of the MAA, the MPA and the MTA are covered by liability insurance policies and many suits are handled by the Department's insurance carriers.

The MAA's two facilities, BWI Marshall Airport and Martin State Airport, are covered by primary liability insurance policies totaling \$100,000,000 and an additional layer of excess liability totaling \$650,000,000. These policies cover liability for both bodily injury and property damage.

The MPA's liability insurance policies, including excess liability policies, provide insurance up to \$150,000,000 per occurrence for its port operations. These policies cover liability for both bodily injury and property damage.

MTA's operations are covered by a \$500,000,000 excess liability insurance policy over and above the MTA's \$10,000,000 self-insured retention for local bus service (\$5,000,000 retention for Metro and Light Rail). Bombardier and Amtrak are contractors hired to provide MTA's commuter rail service known as MARC. In addition, MTA pays a track access fee to CSX for the use of CSX's railroad tracks (MARC Brunswick Line and Camden Line) and to Amtrak for use of Amtrak's railroad tracks (MARC Penn Line).

The MTA has insurance to cover its contractual obligations for the MARC rail service as well as insurance for MTA's other modes of service (Local Bus, Light RailLink, Metro SubwayLink and MobilityLink). The MARC operations insurance coverage provides excess liability up to \$500,000,000. Metro and Light Rail operations insurance coverage provides excess liability limits up to \$200,000,000 while Local Bus service has excess liability limits up to \$190,000,000. This includes a shared self-insured retention of \$5,000,000 for Metro SubwayLink and

Light RailLink and \$10,000,000 for Local Bus service. Claims under \$10,000,000 for Local Bus (\$5,000,000 for Metro SubwayLink and Light RailLink) are self-insured by MTA. The excess liability policies also extend punitive damages liability coverage to Bombardier, Amtrak and CSX arising from commuter rail operations for claims. All third-party liability claims exceeding \$25,000 for Bombardier and \$25,000 for Amtrak must have prior approval of the MTA for payment/settlement. Workers Compensation claims by Bombardier, Amtrak or CSX are exempt from the MTA's coverage because those are the responsibility of the vendors.

The Department takes the position that the purchase of liability insurance does not act as a waiver of the tort immunity defense in all cases. Under the Maryland Tort Claims Act (the "Tort Claims Act"), the immunity of the State and its units is waived as to any tort action, in a court of the State, up to an amount not to exceed \$200,000 per single claimant before September 30, 2015, and \$400,000 per single claimant on or after October 1, 2015 for injuries arising from a single incident or occurrence. Immunity is not waived under the Tort Claims Act for punitive damages, interest before judgment, claims related to the State militia, any tortious act or omission by State personnel that is not within the scope of their public duties or is made with malice or gross negligence, or claims otherwise prohibited by law. The waiver of tort immunity by the MTA is not governed by the Tort Claims Act, but by a separate statutory provision.

## **EMPLOYEE RELATIONS**

As of July 1, 2020, the Department had 9,057.5 authorized employee positions, not including the Authority.

*Labor-Management Relations.* As of March 31, 2020, the State had approximately 109,384 employees. States are exempt from the provisions of the National Labor Relations Act; thus, certain State employees may engage in collective bargaining only if specifically authorized. Since 1999, collective bargaining has been available to eligible State employees in executive branch agencies. Currently there are approximately 30,000 eligible State employees are assigned to one of eleven bargaining units. These bargaining units are represented by seven certified exclusive bargaining representatives that are entitled to negotiate with the Governor or his designee(s) regarding wages, hours, and working conditions on behalf of bargaining unit employees. The negotiating parties execute a memorandum of understanding of not less than 1 year or more than 3 years' duration that incorporates all matters of agreement reached. Matters of agreement that require legislative approval or the appropriation of funds are subject to the approval of the General Assembly. Additionally, State employees may join employee associations, and the State permits the deduction of dues from employees' salaries for these associations. The State has agreements with all exclusive bargaining representatives and is currently in negotiations to curtail fiscal year 2021 expenditures.

As of July 1, 2020, of the 3,364 authorized employees of the MTA, 2,660 were represented by three separate unions. At the option of either party, any labor dispute involving the MTA and its unionized employees may be submitted to binding arbitration.

The contract with the union (OPEIU Local 2) representing 168 office employees was ratified as of November 20, 2019 and expires on June 30, 2022. The contract with the union (AFSCME Local 1859) representing 176 security personnel was ratified as of October 22, 2017 and expired on December 31, 2019, but terms remain in effect. A four-year contract with union (ATU Local 1300) representing 2,322 operations and maintenance employees was ratified on August 18, 2019 and will expire on June 30, 2022.

Although the State permits non-management employees of the MTA to engage in collective bargaining, these employees are not authorized to engage in any type of strike, slow-down or work action. Since the creation of the Department in 1971, there have been no work stoppages.

## **RETIREMENT PLANS**

As of June 30, 2020, 5,586 employees of the Department were members of the Maryland State Retirement and Pension System (the "System"). See "STATE GOVERNMENT — Maryland State Retirement and Pension System" for detailed information. An additional 2,618 active Department employees were members of the MTA pension plans, discussed herein.

The Department’s contribution to the System for its employees is appropriated annually from the Transportation Trust Fund. The Department's contribution to the System was \$70,610,000 in fiscal year 2020, not including contributions to the Natural Resources Police Pension. The Department’s budget for fiscal year 2021 is \$72,966,000. The contribution is calculated using a percentage rate applied to the projected earnings of employees. The State’s Department of Budget and Management informs the Department of the percentage rate to be used in each budget year. (For additional information about the System, see the CAFR, Note 14.)

The Governmental Accounting Standards Board (“GASB”) issued Statement No. 68, Accounting and Financing Reporting for Pensions, (“GASB 68”) effective for fiscal years beginning after June 30, 2014. As part of GASB 68, the Department is required to record its share of the State’s net unfunded pension liability (the “NPL”). The Department’s share of the NPL is calculated by dividing the Department’s contribution to the System by the total contributions to the System multiplied by the System’s NPL. The Department’s fiscal year 2020 allocation of the NPL was \$676,059,000.

The MTA provides pension benefits to its employees for three union it recognizes and for former union members promoted to management positions (the “MTA Plan”). All other management employees hired after April 30, 1970 are members of the State Employees’ Retirement or Pension Systems. All three active union contracts include a provision requiring union employees to contribute a percentage of their gross pay to the MTA Plan. (see “*Labor-Management Relations*”). Effective July 1, 2020, the ATU Local 1300 employee contribution rate is 4%, OPEIU Local 2 contributions is 3% and AFSCME Local 1859 is 2%.

The MTA Plan provides retirement, death and disability benefits and is funded in compliance with collective bargaining agreements. Employees hired after July 1, 2016 are vested after 10 years of service. For all employees hired before July 1, 2016, vesting varies based on the applicable bargaining agreement. Employee retirement benefits are based on years of service times an annual benefit multiplier of 1.7% of final average compensation. Generally, full service retirement benefits are based on 30 years of service and age 52 or attainment of age 65 with 5 years of service.

The annual contribution to the MTA Plan is based upon a report of the consulting actuary (Bolton Partners Inc.). The Department's contribution provided approximately \$47,900,000 (which includes employee contributions of approximately \$4,600,000) to the MTA Plan in fiscal year 2020. The Department’s MTA fiscal year 2021 budget provides approximately \$52,700,000 (which includes employee contributions of approximately \$7,600,000) for the MTA Plan. The State has estimated the MTA’s fiscal year 2019 allocation of the NPL to be \$932,400,000.

As of July 1, 2019, membership in the MTA Plan included 2,642 active members, 550 vested former members, and 1,950 retirees (including qualified domestic relations order participants) and beneficiaries. The total pension liability is based upon the July 1, 2019 valuation data and assumptions determined by the consulting actuary and rolled forward to June 30, 2020. In December 2018, the Department implemented a long-term funding plan for the MTA Plan that relies on additional employer and employee contributions to reach 70% funding by fiscal year 2028.

**Funded Status of the MTA Plan  
As of July 1, 2019  
(\$ in thousands)**

<b>Actuarial Accrued Liability (AAL)</b>	<b>Actuarial Value of Assets</b>	<b>Funded Ratio (Assets/Liab.)</b>	<b>Unfunded AAL (UAAL)</b>	<b>Covered Payroll (Active Members)</b>	<b>UAAL As a Percent of Payroll</b>
\$789,044	\$339,003	43.0%	\$450,041	\$149,768	300.5%

For more detail on the MTA Plan, see [http://www.mdot.maryland.gov/Office\\_of\\_Finance/index.html](http://www.mdot.maryland.gov/Office_of_Finance/index.html)

Beginning July 1, 2005, MTA police officers were covered under the Maryland State Law Enforcement Officers’ Pension System (“LEOPS”). The Department’s budget for fiscal year 2021 provides \$4,179,840 for MTA LEOPS. Additionally, the Department’s fiscal year 2021 budget provides \$2,525,000 and \$215,000 for MAA and MVA LEOPS respectively.

In addition, some airport firefighters are members of Baltimore City’s Fire and Police Retirement System. The Department’s budget for fiscal year 2021 provides \$937,000 for this plan.

## OTHER POST-EMPLOYMENT BENEFITS

Eligible retired Department employees and their eligible dependents may participate, on a subsidized basis, in the State Employee Retiree Health and Welfare Benefits Program of Maryland (the “Program”) which funds retirees’ health care costs on a pay as you go basis. See “STATE GOVERNMENT — Other Post-Employment Benefits” for a detailed discussion.

The MTA provides a retiree health care benefits plan (the “MTA OPEB”) to all employees who are members of the MTA Plan, except for transfers from union to management positions who are required to enroll in the Program. See “STATE GOVERNMENT — Other Post-Employment Benefits”. The annual funding of the MTA OPEB is based upon a report of the consulting actuary (Bolton Partners Inc.). The MTA OPEB is an unfunded pay-as-you-go plan. The MTA does not currently have a separate fund set aside to pay healthcare costs.

### Maryland Transit Administration Pension Plan OPEB Annual OPEB Cost and Net OPEB Obligation Fiscal Year 2019 (\$ in millions)

<b>Balance as of June 30, 2017 for FY 2018</b>	\$833.3
Changes for the Year:	
Service Cost	41.1
Interest	29.5
Changes of Benefit Terms	0.0
Experience Losses/(Gains)	(14.1)
Trust Contribution - Employer	(15.6)
Net Investment Income	0.0
Changes in Assumptions	(145.4)
Benefits Payments (net of retiree contributions)	0.0
Administrative Expense	0.0
Net Changes	(104.4)
<b>Balance as of June 30, 2018 for FY 2019</b>	<b>\$728.9</b>

Note: Numbers may not add due to rounding

For a more detailed discussion of MTA’s OPEB, see the Department’s CAFR, Note 15.

## STATE GOVERNMENT

### Legislature

The State has a bicameral legislature, the General Assembly, composed of the Senate with 47 members and the House of Delegates with 141 members. The State is divided into 47 legislative districts, each with one senator and three delegates. All members of the General Assembly are elected for four-year terms. The General Assembly meets annually for a 90-day session beginning on the second Wednesday in January. This regular session may be extended by the General Assembly or the Governor, and the Governor may call special sessions; however, no extended or special session may last longer than 30 days, except for the purpose of enacting the budget.

### Constitutional Officers

The leadership of State government includes four constitutional officers elected by the voters on a statewide basis for four-year terms: the Governor, the Lieutenant Governor, the Comptroller and the Attorney General. The Treasurer is elected by joint ballot of the Senate and the House of Delegates for a four-year term.

The Governor is the chief executive officer of the State. The Lieutenant Governor has such duties as are delegated to him by the Governor, which may include any and all powers and duties of the Governor, and may serve as Acting Governor during the absence or incapacity of the Governor. The Attorney General is legal counsel to the Governor, the General Assembly and all departments and units of the State government except the Public Service Commission and certain authorities.

Together, the Comptroller and the Treasurer constitute the Treasury Department. The Comptroller is required to exercise general superintendence over the fiscal affairs of the State, to prepare plans for the improvement and management of revenue and support of public credit, to keep the accounts of the State and its agencies, including the Transportation Trust Fund and the special accounts therein, to prescribe the form of completing and stating these accounts and to superintend and enforce the collection of all taxes and revenues. The Treasurer maintains custody of all deposits of State monies, invests the State's surplus funds, maintains custody of all securities, and is responsible for all disbursements of State funds, including payment of principal and interest on State debt. Among the State funds for which the Treasurer is responsible are the monies in the Transportation Trust Fund.

### **Board of Public Works**

The Governor, the Comptroller and the Treasurer are the members of the Board of Public Works (the "Board"). The Constitution of Maryland, Article XII, §2, provides that a majority of the Board shall be competent to act. A constitutional body, the Board supervises the expenditure of all funds obtained by State general obligation bond issues, and all funds appropriated for capital improvements other than public schools, roads, bridges and highways. The Board must review and approve all contracts for such capital expenditures after review by the legislatively authorized control agency, principally, the Department, the Department of General Services, or the University System of Maryland. The Board considers, acts upon and authorizes all issues of State general obligation bonds, and fixes the rate of the State property tax required for debt service.

The Board approves the issuance of all Consolidated Transportation Bonds and on September 2, 2020 approved the issuance of the Bonds.

### **Budget**

Under the Maryland Constitution, Article III, §52, the Governor is responsible for the preparation and introduction of the State's annual budget, including a plan of proposed expenditures and estimated revenues for the Department. The Governor is required by the Maryland Constitution to submit a balanced budget, and in preparing the budget, the Governor is statutorily required to use revenue estimates reported by the Board of Revenue Estimates, whose members are the Comptroller, the Treasurer and the Secretary of Budget and Management, or explain the use of different estimates. Certain transportation revenue is estimated by the Department. The budget must include funds necessary to pay debt service on the Bonds (but with respect to the Bonds, only from the proceeds of pledged taxes and other revenues available for debt service on the Bonds).

The General Assembly may not amend the budget to affect payment of State debt or otherwise to change its provisions, except to increase or decrease the appropriations relating to the General Assembly or the judiciary, or to strike out or reduce other appropriations submitted by the Governor. It must, however, enact a balanced budget. The General Assembly may authorize an appropriation apart from the budget, but it may only do so by a separate supplementary appropriation bill limited to a single object or purpose and providing for or levying a specific tax or taxes in that bill sufficient to fund the appropriation.

The Department's expenditures are made pursuant to appropriations in the annual budget as amended from time to time by budget amendment. By budget amendment, the Department may increase or decrease the amount of the appropriation for any project or transfer funds from one project or administration to another. A budget amendment may not, however, increase the salary or salaries of any office or position, except in certain acute emergencies, or change any language or substantive provision in the budget. All amendments approved by the Governor are required to be reported by him to the next session of the General Assembly. By means of a constitutional amendment, the General Assembly is permitted to enact bills that may require the Governor to provide specific program funding in the annual budget.

## State Demographic and Economic Data

See Appendix B.

## Maryland State Retirement and Pension System

*Introduction.* This section is intended to provide a summary of relevant information related to the Maryland State and Retirement and Pension System (the “System”). The following documents related to the System are available at <https://sra.maryland.gov/investments-financials> and are incorporated herein by reference:

- Maryland State Retirement and Pension System Actuarial Valuation Report, as of June 30, 2019
- Maryland State Retirement and Pension System Actuarial Valuation Report for Maryland Municipal Corporations, as of June 30, 2019
- Maryland State Retirement and Pension System Comprehensive Annual Financial Report for the years ended June 30, 2019 and 2018

Please note the actuarial information provided in this section has been provided to the System by the System’s Actuary, Gabriel Roeder Smith & Company (“GRS”), which was retained by the Board of Trustees of the System pursuant to statute. As with all actuarial valuations and future projections, the actuarial valuations are based on actuarial assumptions that have been presented by the actuary and adopted by the Board of Trustees. One or more of these assumptions may prove to be inaccurate and may be changed in the future based on the future experience of the System.

*Plan Description.* The System was established in accordance with Division II of the State Personnel and Pensions Article of the Annotated Code of Maryland to provide retirement allowances and other benefits in a defined benefit plan to State employees, teachers, police, judges, legislators and employees of participating governmental units. The System is administered by a 15-member Board of Trustees that has the authority to invest and reinvest the System’s assets. The Board of Trustees is obligated to hold the assets of the System for the exclusive purposes of providing benefits to participants and for reasonable expenses of administration.

The Board of Trustees pays all benefits and expenses of the various plans in the System from the accumulation fund,<sup>3</sup> annuity savings fund,<sup>4</sup> and expense fund established for each plan. As additional security, if needed, the State is obligated to annually pay into the System at least an amount that, when combined with the System’s accumulation funds, is sufficient to provide the allowances and other benefits payable under each plan during that fiscal year.

The System is made up of two cost-sharing employer pools: the “State Pool” and the “Municipal Pool.” The “State Pool” consists of State agencies, boards of education, community colleges and libraries (the “State Pool”). The “Municipal Pool” consists of the participating governmental units that elect to join the System (the “Municipal Pool”). For actuarial valuation and funding purposes, neither pool shares in each other’s actuarial liabilities. Municipal Pool participants cost-share in the liabilities of only the Municipal Pool, which receives a separate annual actuarial valuation in order to determine the funding levels and actuarial liabilities of the Municipal Pool. The Municipal Pool covers employees of over 150 political subdivisions and other entities within the State.

For actuarial valuation and funding purposes, the State Pool comprises five distinct systems: Teachers’ Retirement and Pension Systems (the “Teachers’ Combined Systems”), Employees’ Retirement and Pension Systems (the “Employees’ Combined Systems”), State Police Retirement System, Judges’ Retirement System, and Law Enforcement Officers’ Pension System. As of June 30, 2019, the State’s membership in the System included 167,508 active members, 43,720 vested former members, and 145,642 retirees and beneficiaries. Together, the Teachers’ Combined Systems and the Employees’ Combined Systems account for 98% of membership in the State Pool.

*Plan Benefits Pre- and Post-Reform.* During the 2011 legislative session, pension reform legislation was proposed by the Governor and enacted by the General Assembly to ensure the long-term sustainability of the System’s defined benefit structure and the affordability of the State’s contribution in future years (the “2011 Pension Reforms”).

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<sup>3</sup> The accumulation funds consist of employer contributions, interest on System assets, and retired members’ previous contributions.

<sup>4</sup> The annuity savings funds consist of member contributions and statutory regular interest on members’ accumulated contributions.



Following the 2011 Pension Reforms the normal service retirement benefits within the State Pool offered by the System are as follows:

PLAN TYPE	ANNUAL ALLOWANCE EQUALS	NORMAL SERVICE RETIREMENT ELIGIBILITY
<b>Employees and Teachers Pension Systems</b>		
<b>Reformed</b>	$AFC^1 \times .015 \times \text{Years of Service}$	<ul style="list-style-type: none"> <li>• Rule of 90<sup>2</sup>; or</li> <li>• Age 65 with at least 10 years of eligibility service.</li> </ul>
<b>Alternate Contributory</b>	$(AFC \times .012 \times \text{Years of Service to 6/30/98}) + (AFC \times .018 \times \text{Years of Service after 6/30/98})$	<ul style="list-style-type: none"> <li>• At least 30 years of eligibility service; or</li> <li>• Age 62 with at least 5 years of eligibility service, age 63 with 4 years, age 64 with 3 years, age 65 or older with 2 years.</li> </ul>
<b>Contributory</b>	$(AFC \times .012 \times \text{Years of Service to 6/30/98}) + (AFC \times .014 \times \text{Years of Service after 6/30/98})$	<ul style="list-style-type: none"> <li>• At least 30 years of eligibility service; or</li> <li>• Age 62 with at least 5 years of eligibility service, age 63 with 4 years, age 64 with 3 years, age 65 or older with 2 years.</li> </ul>
<b>Non-Contributory</b>	$(AFC \text{ up to SSIL}^3 \times .008 \times \text{Years of Service}) + (AFC \text{ over the SSIL} \times .015 \times \text{Years of Service after 6/30/98})$	<ul style="list-style-type: none"> <li>• At least 30 years of eligibility service; or</li> <li>• Age 62 with at least 5 years of eligibility service, age 63 with 4 years, age 64 with 3 years, age 65 or older with 2 years.</li> </ul>
<b>Non-Contributory Reformed</b>	$(AFC \text{ up to SSIL} \times .008 \times \text{Years of Service}) + (AFC \text{ over the SSIL} \times .015 \times \text{Years of Service})$	<ul style="list-style-type: none"> <li>• Rule of 90; or</li> <li>• Age 65 with at least 10 years of eligibility service.</li> </ul>
<b>Employees and Teachers Retirement Systems</b>		
<b>Non-Bifurcated</b>	$\frac{AFC}{55} \times \text{Years of Service}$	<ul style="list-style-type: none"> <li>• At least 30 years of eligibility service; or</li> <li>• At least age 60.</li> </ul>
<b>Plan C (Bifurcated Plan)</b>	See <a href="#">Plan C (Bifurcated Plan) Worksheet</a>	<ul style="list-style-type: none"> <li>• At least age 60, regardless of creditable service or at least 30 years of service regardless of age</li> </ul>
<b>Law Enforcement Officers' Pension System</b>		
<b>Non-Reformed</b>	$.02 \times AFC \times \text{Years of Service up to 32.5 years}$	<ul style="list-style-type: none"> <li>• At least age 50; or</li> <li>• At least 25 years of eligibility service.</li> </ul>
<b>Reformed</b>	$.02 \times AFC \times \text{Years of Service up to 30 years}$	<ul style="list-style-type: none"> <li>• At least age 50; or</li> <li>• At least 25 years of eligibility service.</li> </ul>
<b>Transfers from ERS</b>	$(.023 \times AFC \times \text{Years of Service up to 30 years}) + (.01 \times AFC \times \text{Years of Service beyond 30 years})$	<ul style="list-style-type: none"> <li>• At least age 50; or</li> <li>• At least 25 years of eligibility service.</li> </ul>
<b>State Police Retirement System</b>		
<b>Non-Reformed</b>	$AFC \times .0255 \times \text{Years of Service up to 28 years}$	<ul style="list-style-type: none"> <li>• At least 22 years of eligibility service; or</li> <li>• At least age 50.</li> </ul>
<b>Reformed</b>	$AFC \times .0255 \times \text{Years of Service up to 28 years}$	<ul style="list-style-type: none"> <li>• At least 25 years of eligibility service; or</li> <li>• At least age 50.</li> </ul>

PLAN TYPE	ANNUAL ALLOWANCE EQUALS	NORMAL SERVICE RETIREMENT ELIGIBILITY
<b>CORS</b>	$1.818\% \times \text{years of service} \times \text{AFC}$	<ul style="list-style-type: none"> <li>Members joining on or before June 30, 2011: 3 highest years of salary and 5 years.</li> <li>All others: 5 highest years of salary and 10 years.</li> <li>Eligible after accruing 20 years of service regardless of age.</li> </ul>
<b>Judges' Retirement System</b>		
<b>All</b>	$.6666667 \times \text{Salary of Active Judge holding same level position held at termination (Prorated if years of service less than 16)}$	<ul style="list-style-type: none"> <li>Members joining on or before June 30, 2012: at least age 60 or retired by order of Court of Appeals.</li> <li>All others: at least age 60 and have accrued at least 5 years of eligibility service or 1 retired by order of Court of Appeals.</li> </ul>
<b>Legislative Pension Plan</b>		
<b>All</b>	$3.0\% \times \text{current salary} \times \text{years of service}$	<ul style="list-style-type: none"> <li>Members joining on or before June 30, 2012: age 60 and 8 years.</li> <li>All others: age 62 and 8 years.</li> </ul>

<sup>1</sup>AFC for purposes of the Employee and Teachers Pension Systems (Reformed benefit and Non-Contributory Reformed benefit only), the Law Enforcement Officers' Pension System (Reformed benefit only), the State Police Retirement System (Reformed benefit only) and Correctional Officers' Retirement System (Reformed benefit only) means the five highest consecutive years of earnings divided by five. For all others, AFC means the three highest consecutive years of earnings divided by three.

<sup>2</sup>Eligible for normal service retirement if years of service plus age equal 90.

<sup>3</sup>The Social Security Integration Level (SSIL) for the year of retirement or separation from employment. The SSIL for 2020 is \$133,770.

In fiscal year 2019, State retirees and beneficiaries within the State Pool received benefit payments totaling \$3.7 billion, with an average benefit of \$25,320.

*Assumptions.* By law, employer contribution rates are established by annual actuarial valuations using the individual entry age normal cost method and actuarial assumptions adopted by the Board of Trustees. Assets are valued for funding purposes by recognizing investment gains and losses over a five-year period. Each year's investment gain or loss is amortized on a straight-line basis over five years. The final actuarial value of assets is limited to not more than 120% or less than 80% of the market value of assets.

Based on the Actuary's actuarial experience study for fiscal years 2015 to 2018, at its July 2019 meeting, the System's Board of Trustees adopted a revision to the economic assumptions for the System. The Board of Trustees voted to lower the assumed rate of return from 7.45% to 7.40% and maintained the price inflation assumption at 2.6%.

Based on the Actuary's actuarial experience study for fiscal years 2015 to 2018, at its August 2019 meeting, the System's Board of Trustees adopted the following demographic assumptions:

- Retirement Rates: Increased normal retirement rates for Teachers' Combined System ("TCS") and Employees Combined System ("ECS") and decreased normal retirement rates for State Police, Judges, and LEOPS.
- Turnover Rates: Increased termination rates overall for ECS and State Police, and decreased overall for TCS, Correction Officers Retirement System, and LEOPS.
- Mortality Rates: Change from the RP 2014 mortality tables with generational mortality improvements based on the MP-2014 2-dimensional mortality scale) in which mortality rates are projected to improve based on birth year to the fully generational Pub-2010/MP2018 Mortality Tables based on job classification (Teachers, Employees, Public Safety).
- Disability Rates: Decrease current disability rates for most systems and adjust the rates between ordinary and accidental disability to reflect observed experience.

*Investments Allocations and Returns.* The target asset allocation is set by the Board of Trustees, with no legal limits imposed by the General Assembly. The actual allocation takes into account that private market investments are made gradually in order to prudently reach the target level over multiple years. Amounts not yet invested in private markets are currently allocated to public equity and fixed income.

**Asset Allocation**

	<b><u>Actual Allocation as of 3/31/2020</u></b>	<b><u>Long-Term Target Allocation</u></b>
Total Growth Equity	47.1%	50.0%
Rate Sensitive	20.2	19.0
Real Assets	12.8	14.0
Credit	9.0	9.0
Absolute Return	8.2	8.0
Multi Asset	2.2	0.0
Cash	<u>0.5</u>	<u>0.0</u>
Total*	<u>100.0%</u>	<u>100.0%</u>

\*Totals may not add due to rounding.

The historical rates of return on the System’s investments are (as of March 31, 2020, unaudited):

	<u>1 year</u>	<u>3 year</u>	<u>5 year</u>	<u>10 year</u>	<u>20 year</u>	<u>25 year</u>
Annualized Returns (gross of fees)	-0.50%	4.87%	4.62%	6.48%	4.49%	6.65%

The System’s rate of return, net of fees, on its investment portfolio was -3.55% (unaudited) for the fiscal year-to-date as of March 31, 2020.

*Funding Policies.* Effective on July 1, 2015, the State eliminated the corridor funding method for the Teachers’ Combined Systems and Employees’ Combined Systems beginning with fiscal year 2017. All future contributions will be based upon the Actuarially Determined Employer Contribution (“ADEC”).

*Employer Contribution.* In fiscal year 2019, the State paid the full ADEC and contributed a total of \$1.9 billion. Beginning in fiscal year 2017, the local school boards are now paid 100% of the local teachers’ normal cost of local teacher’s retirement as determined by the most recent valuation of the System. County governments are required to increase education funding by the additional pension costs during the phase in period.

The Department of Budget and Management estimates that the General Fund portion of the employer contribution represents 6.9% of the fiscal year 2020 General Fund budget. This percentage is anticipated to remain at 6.9% in fiscal year 2021, and is then projected to decline incrementally to 6.3% by fiscal year 2025. The following table presents estimates of the employer contribution relative to the General Fund budget in the next five fiscal years.

These projections reflect the current legislative requirements and all supplemental payments made to date (see below for a discussion of supplemental payments). As with all future projections, the data in the following table are based on certain assumptions. One or more of these assumptions may prove to be inaccurate and may be changed in the future based on future experience.

**Projected Employer Contributions as a  
Percent of the General Fund Budget  
Employer Contributions**

<u>Fiscal Year</u>	<u>State Employees</u>	<u>Local Teachers</u>	<u>Total*</u>
2021	2.7%	4.1%	6.9%
2022	2.6	4.1	6.7
2023	2.6	3.9	6.5
2024	2.5	3.9	6.4
2025	2.5	3.8	6.3

\* Totals may not add due to rounding.

*Supplemental Payments.* In 2011, the General Assembly passed legislation requiring supplemental contributions to each system. The supplemental payments were to reflect the difference between the State’s required contribution under the corridor funding method for that fiscal year and the amount that would have been required had the 2011 Pension Reforms not been enacted (each a “supplemental payment”). In addition to the supplemental payments, during the fiscal year 2017 the General Assembly authorized additional contributions to the System of \$50 million.

The General Assembly has also authorized a “pension sweeper” amendment that, unless waived by future legislation, require an additional State contribution to the System that will continue until the later of either the fund reaching 85% funded status, or when the legislature determines it to be no longer needed. In accordance with this pension sweeper, beginning with the fiscal year 2021, the System and the Postretirement Health Benefits Trust Fund would each receive one-quarter of any unappropriated General Fund balance in excess of \$10.0 million, in each case up to a maximum of \$25 million. Any remaining unappropriated general funds above these distributions are appropriated to the Revenue Stabilization Account.

The following table reflects all supplemental payments that have been received through fiscal year 2020, and are expected to be received in fiscal year 2021:

**Supplemental Payments, Additional Contributions  
and Pension Sweeper Amounts  
Received from the State  
(\$ in millions)**

<u>Fiscal Year</u>	<u>Voluntary Contributions</u>
FY 2014	\$100.0
FY 2015	100.0
FY 2016	75.0
FY 2017	150.0
FY 2018	75.0
FY 2019	75.0
FY 2020	75.0
FY 2021 (estimated)	75.0

*Funded Status and Asset Value.* As reported in the System’s annual Actuarial Valuation Report, the funded status of each plan in the “State Pool” as of June 30, 2019, was as follows:

**Funded Status of the Plans within the “State Pool” Portion of the  
Maryland State Retirement and Pension System  
As of June 30, 2019  
(\$ in thousands)**

<b>Plan</b>	<b>Actuarial Accrued Liability (AAL)</b>	<b>Actuarial Value of Assets</b>	<b>Funded Ratio (Assets/Liab.)</b>	<b>Unfunded AAL (UAAL)</b>	<b>Covered Payroll (Active Members) (a)</b>	<b>UAAL as a Percent of Payroll % (a)</b>
Teachers’ Retirement and Pension System	\$43,372,437	\$33,060,346	76.22%	\$10,312,092	\$7,153,063	144.2%
Employees’ Retirement and Pension System	21,283,099	13,796,352	64.82	7,486,747	3,232,027	231.6
State Police Retirement System	2,300,933	1,522,239	66.16	778,694	106,978	727.9
Judges’ Retirement System	560,310	494,038	88.17	66,272	48,935	135.4
Law Enforcement Officers’ Pension System	<u>1,139,634</u>	<u>730,534</u>	<u>64.10</u>	<u>409,100</u>	<u>113,982</u>	<u>358.9</u>
Total of All Plans*	<u>\$68,656,413</u>	<u>\$49,603,509</u>	<u>72.25%</u>	<u>\$19,052,905</u>	<u>\$10,654,985</u>	<u>178.8%</u>

\*Totals may not add due to rounding.

(a) The Covered Payroll and UAAL as a Percentage of Payroll results reported in the System’s Actuarial Valuation Report were calculated using actual payroll data and differ slightly from the calculations shown in the State’s Financial Statements which were calculated using projected payroll rather than actual payroll data.

The following table presents information regarding the unfunded actuarial accrued liability of the System, including both the State Pool and the Municipal Pool for the years 2010 to 2019 as of June 30 valuation dates, derived from a report by the System’s Actuary.

**Historical Funding Progress  
Maryland State Retirement and Pension System (a)  
Actuarial Value of Assets  
(\$ in thousands)**

<b>Valuation Date June 30</b>	<b>Actuarial Accrued Liability (AAL)</b>	<b>Actuarial Value Of Assets</b>	<b>Funded Ratio (Assets/Liab.)</b>	<b>Unfunded AAL (UAAL)</b>	<b>Covered Payroll (Active Members)</b>	<b>UAAL as a Percent of Payroll %</b>
2010 .....	\$54,085,081	\$34,688,346	64.1%	\$19,396,735	\$10,657,944	182.0%
2011.....	55,917,543	36,177,656	64.7	19,739,887	10,478,800	188.4
2012 .....	57,869,145	37,248,401	64.4	20,620,745	10,336,537	199.5
2013.....	60,060,091	39,350,970	65.5	20,709,122	10,477,544	197.6
2014 .....	62,610,193	42,996,957	68.7	19,613,237	10,803,632	181.5
2015 .....	66,281,781	46,170,624	69.7	20,111,157	11,063,961	181.7
2016 .....	67,781,924	47,803,679	70.5	19,978,245	11,155,924	179.1
2017 .....	69,986,576	50,250,465	71.8	19,736,110	11,418,973	172.8
2018 .....	72,574,689	52,586,528	72.5	19,988,161	11,566,220	172.8
2019.....	74,526,000	54,361,969	72.9	20,164,031	11,905,403	169.4

(a) Includes both the State Pool and the Municipal Pool accrued liabilities.

The following table shows the projected funded ratios of the State Pool through projected full funding and reflects all legislative action and supplemental payments to date:

**Projected Funded Ratios of State Pool  
(as of December 31)**

<b>Valuation Year</b>	<b>Based on 6/30/2019 Valuation</b>
2021	74.1%
2023	76.3
2025	78.7
2027	81.3
2030	85.4
2031	86.9
2037	96.6
2039	100.0

The following table presents information regarding the Asset Market Values of the System, including both the State Pool and the Municipal Pool for the years 2010 to 2019 as of June 30 valuation dates, derived from a report by the System’s Actuary:

**Historical Market Value of Assets  
Maryland State Retirement and Pension System (a)  
(\$ in thousands)**

<b>Valuation Date, June 30</b>	<b>Market Value of Assets</b>	<b>Valuation Date, June 30</b>	<b>Market Value of Assets</b>
2010	\$31,923,637	2015	\$45,789,840
2011	37,592,752	2016	45,365,926
2012	37,178,726	2017	48,987,183
2013	40,363,217	2018	51,827,233
2014	45,363,217	2019	53,943,420

(a) Includes both the State Pool and the Municipal Pool.

As of March 31, 2020, the System’s market value of assets was \$51.1 billion.

*Accounting and Reporting.* Beginning in fiscal year 2015, Statement No. 68 of the Governmental Accounting Standards Board required changes to the State’s pension accounting and reporting. The net pension liability (“NPL”) defined by the pronouncement, similar to the unfunded actuarial accrued liability, is reported as a liability on the government-wide statement of net position. It is a present value measure of benefits to be provided based on the employees’ past service, and accordingly, recognizes the entire net pension expense, regardless of when this expense will be funded. It replaced the Net Pension Obligation (“NPO”) previously reported as a liability. The NPO was the cumulative difference between required contributions to the pension plans to meet obligations as they came due and actual contributions, and therefore, measured the funding obligation only.

For the State Retirement and Pension System, a cost-sharing multiple-employer system, all cost-sharing employers are required to recognize a liability for their proportionate share of the NPL. In Maryland, the State funds the unfunded actuarial accrued liability applicable to local teachers’ service, and therefore, the State records the NPL for the teachers’ plan as a non-employer contributing entity.

For fiscal year 2019, the State’s contribution to the System was \$1.9 billion, and the total contribution to the System was \$2.0 billion. The NPL for the System was calculated as \$20.6 billion as of June 30, 2019 of which the State’s share has been estimated to be \$19.4 billion.

For a more detailed discussion of the System, see APPENDIX A, Note 15 to the Financial Statements and Required Supplementary Information. A copy of the System’s Actuarial Valuation Report as of June 30, 2019 may be obtained online at <https://sra.maryland.gov/actuarial-valuation-reports>.

## Other Post-Employment Benefits

*State Employee and Retiree Health and Welfare Benefits Program.* Retired State employees and their eligible dependents meeting certain qualifications may participate, on a subsidized basis, in the Program. As of June 30, 2019, the Program membership included 80,910 active employees, 2,612 vested former employees and 76,660 retirees and beneficiaries. The Program assesses a charge to retirees for post-employment health care benefits that is based on health care insurance charges for active employees. For the nine months ended March 31, 2020, retiree program members contributed \$53.2 million and the State contributed \$168.0 million for retiree health care benefits.

The State has adopted GASB Statement No. 75, Accounting and Financing Reporting for Postemployment Benefits Other Than Pensions (“GASB 75”), which supersedes GASB Statement No. 45 (“GASB 45”) and addresses how state and local governments should account for and report costs and obligations related to post-employment health care and other post-employment non-pension benefits (“OPEB”) effective for fiscal year ending June 30, 2018. GASB 75 generally requires that the annual cost of OPEB and the related obligations and commitments be accounted for and reported in essentially the same manner as pensions under GASB 68. Annual OPEB costs typically will be based on actuarially determined amounts that, if paid on an ongoing basis, would provide sufficient resources to pay benefits as they come due.

The provisions of GASB 75 do not prescribe methods for funding OPEB plans, nor do they require governments to fund their OPEB plans. GASB 75 does, however, establish additional disclosure requirements for employers contributing to OPEB plans. For defined benefit OPEB, GASB 75 identifies the methods and assumptions that are required to be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. Disclosure and required supplementary information requirements about defined benefit OPEB also are required regardless of whether or not the plan is administered through a qualifying trust.

Under GASB 75, the Net OPEB Liability is reported as a liability on the State’s financial statements. The Net OPEB Liability is the difference between the Total OPEB Liability (the actuarial present value of all future projected benefit payments attributable to service prior to the measurement date) and the Fiduciary Net Position (market value of assets).

The State’s annual OPEB expense is calculated as change in Net OPEB Liability over the measurement period, with deferred recognition of certain aspects of the change in liability, including investment gains/losses, demographic gains/losses, and changes in actuarial assumptions. Unrecognized amounts are reported as deferred inflows and/or deferred outflows of resources related to OPEB until they are recognized in the annual OPEB expense.

*2011 Employee and Retiree Health Benefits Reforms.* During the 2011 legislative session, the legislature implemented changes to employee and retiree prescription drug and health benefits (the “2011 Health Benefit Reforms”) that decreased the State’s projection of OPEB liability from \$15.9 billion prior to the 2011 Health Benefit Reforms to \$9.2 billion after the 2011 Health Benefit Reforms, and decreased the corresponding State projection of annual required contribution under GASB 45 from \$1.22 billion to \$704.4 million. The 2011 Health Benefit Reforms increased employee and retiree prescription drug copayments and increased retiree premium payments and out of pocket maximums. For new employees hired after June 30, 2011, 10 years of service rather than 5 years will be required for eligibility for retiree health benefits, and 25 years of service rather than 16 years is required in order to receive a full State subsidy. Under current law, effective January 1, 2019, State prescription drug benefits would have been discontinued for certain retirees and those retirees would be required to enroll in Medicare Part D after the Part D coverage gap is phased out. However, following litigation brought by State retirees, an injunction has been issued forbidding the discontinuation of the prescription drug benefit for those retirees until the litigation is resolved. In addition, the General Assembly passed legislation that would create three State-funded programs to limit cost related to the prescription drug benefit for certain eligible retirees. The Department of Budget and Management projects this legislation will increase the State’s net OPEB liability by at least \$2.36 billion over thirty years.

*OPEB Projections.* As of the June 30, 2019 reporting date, the actuary’s Total OPEB Liability was \$10.9 billion, and the Fiduciary Net Position was \$329.3 million, resulting in a Net OPEB Liability (“NOL”) of \$10.6 billion. The discount rate used was an unblended pay-go rate of 3.87%. The ratio of the Fiduciary Net Position to the Total OPEB Liability was 3.0%. The covered payroll (annual payroll of active employees covered under the Program) was \$5.1 billion, and the ratio of the NOL to the covered payroll was 206.7%.

The following table from the Actuarial Valuation Report as of June 30, 2019, prepared by the State’s actuary, shows the components of the State’s annual OPEB expense, the contribution to the Program and the State’s Net OPEB Liability for the fiscal year 2019 and projected for the fiscal year 2020:

**State Employee and Retiree Health and Welfare Benefits Program  
Annual OPEB Expense and Net OPEB Liability  
Fiscal Years 2019 - 2020  
Projections as of June 30, 2019  
(\$ in millions)**

	<u>June 30, 2019</u>	<u>June 30, 2020</u>
Reporting Date under GASB 75		
Measurement Date under GASB 75	<u>June 30, 2018</u>	<u>June 30, 2019</u>
Net OPEB Liability	\$10,571.3	\$14,290.0
Deferred inflows of resources related to OPEB	2,041.1	1,645.8
Deferred outflows of resources related to OPEB	(275.8)	(1,023.4)
<b>Net Liabilities Relating to OPEB</b>	<b>\$12,336.6</b>	<b>\$14,912.4</b>
Net OPEB Expense	349.6	3,075.2
Less: Contributions made	(562.5)	(499.5)
<b>Net Change in Liabilities Relating to OPEB</b>	<b>(\$212.9)</b>	<b>\$2,575.7</b>

The State’s General Fund has historically contributed approximately 60% of the annual pay-as-you-go costs of other post-employment benefits, with special and federal funds contributing the balance. Chapter 355 of the 2007 Laws of Maryland created the Postretirement Health Benefits Trust Fund (the “Trust Fund”) as an irrevocable trust. Funds of the Trust Fund will be used to assist in financing the State’s post-retirement health insurance subsidy. For the nine months ended March 31, 2020, the State did not allocate any funds to the Trust Fund. The net assets held in trust for post-retirement health benefits as of June 30, 2019 were \$374.7 million. This balance also reflects the activity for investment earnings and administrative expenses during the periods.

### MUNICIPAL ADVISORS

PFM Financial Advisors LLC of Orlando, Florida is serving as municipal advisor to the Department for the sale and delivery of the Bonds and other matters pertinent thereto. PFM Financial Advisors LLC is a municipal advisory and consulting organization and is not engaged in the business of underwriting, marketing, or trading municipal securities or any other negotiable instrument.

People First Financial Advisors of Landover, Maryland is also serving as a municipal advisor in connection with the sale and delivery of the Bonds.

### REPORT OF INDEPENDENT PUBLIC ACCOUNTANTS

The CAFR for the year ended June 30, 2019, referenced in Appendix A of this Official Statement, has been audited by SB & Company, LLC, independent certified public accountants, whose report is included therein.

### TAX MATTERS

#### Federal Law

In the opinion of Kutak Rock LLP, Bond Counsel, under existing laws, regulations, rulings and judicial decisions, interest on the Bonds (including original issue discount treated as interest, if any) is excludable from gross income for federal income tax purposes. In addition, interest on the Bonds is not a specific preference item for purposes of the federal alternative minimum tax. The opinions described in the preceding sentences assume the accuracy of certain representations and compliance by the Department with covenants designed to satisfy the requirements of the Internal Revenue Code of 1986, as amended (the “Code”) that must be met subsequent to the issuance of the Bonds. Failure to comply with such requirements could cause interest on the Bonds to be included in gross income for federal income tax purposes retroactive to the date of issuance of the Bonds. The Department has covenanted to comply with such



requirements. Bond Counsel has expressed no opinion regarding other federal tax consequences arising with respect to the Bonds.

The accrual or receipt of interest on the Bonds may otherwise affect the federal income tax liability of the owners of the Bonds. The extent of these other tax consequences will depend upon such owner's particular tax status and other items of income or deduction. Bond Counsel has expressed no opinion regarding any such consequences. Purchasers of the Bonds, particularly purchasers that are corporations (including S corporations and foreign corporations operating branches in the United States), property or casualty insurance companies, banks, thrifts or other financial institutions, certain recipients of social security or railroad retirement benefits, taxpayers otherwise entitled to claim the earned income credit, or taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations, should consult their tax advisors as to the tax consequences of purchasing or owning the Bonds.

### **Original Issue Premium**

Certain maturities of the Bonds may be issued at an initial public offering price which is in excess of the stated redemption price of such Bonds at maturity (collectively, the "Premium Bonds"). An amount equal to the excess of the issue price of a Premium Bond over its stated redemption price at maturity constitutes premium on such Premium Bond. An initial purchaser of a Premium Bond must amortize any premium over such Premium Bond's term using constant yield principles, based on the purchaser's yield to maturity (or, in the case of Premium Bonds callable prior to their maturity, by amortizing the premium to the call date, based on the purchaser's yield to the call date and giving effect to the call premium). As premium is amortized, the amount of the amortization offsets a corresponding amount of interest for the period and the purchaser's basis in such Premium Bond is reduced by a corresponding amount resulting in an increase in the gain (or decrease in the loss) to be recognized for federal income tax purposes upon a sale or disposition of such Premium Bond prior to its maturity. Even though the purchaser's basis may be reduced, no federal income tax deduction is allowed. Purchasers of the Premium Bonds should consult with their tax advisors with respect to the determination and treatment of premium for federal income tax purposes and with respect to the state and local tax consequences of owning a Premium Bond.

### **Backup Withholding**

As a result of the enactment of the Tax Increase Prevention and Reconciliation Act of 2005, interest on tax exempt obligations, such as the Bonds, is subject to information reporting in a manner similar to interest paid on taxable obligations. Backup withholding may be imposed on payments made after March 31, 2007 to any bondholder who fails to provide certain required information including an accurate taxpayer identification number to any person required to collect such information pursuant to Section 6049 of the Code. The new reporting requirement does not in and of itself affect or alter the excludability of interest on the Bonds from gross income for federal income tax purposes or any other federal tax consequence of purchasing, holding or selling tax-exempt obligations.

### **Changes in Tax Law**

From time to time, there are legislative proposals in the Congress and in state legislatures that, if enacted, could alter or amend the federal and state tax matters referred to above or adversely affect the market value of the Bonds. It cannot be predicted whether or in what form any such proposal might be enacted or whether if enacted it would apply to bonds issued prior to enactment. In addition, regulatory actions are from time to time announced or proposed and litigation is threatened or commenced which, if implemented or concluded in a particular manner, could adversely affect the market value of the Bonds. It cannot be predicted whether any such regulatory action will be implemented, how any particular litigation or judicial action will be resolved, or whether the Bonds or the market value thereof would be impacted thereby. Purchasers of the Bonds should consult their tax advisors regarding any pending or proposed legislation, regulatory initiatives or litigation. The opinions expressed by Bond Counsel are based upon existing legislation and regulations as interpreted by relevant judicial and regulatory authorities as of the date of issuance and delivery of the Bonds, and Bond Counsel has expressed no opinion as of any date subsequent thereto or with respect to any pending legislation, regulatory initiatives or litigation.

**PROSPECTIVE PURCHASERS OF THE BONDS ARE ADVISED TO CONSULT THEIR OWN TAX ADVISORS PRIOR TO ANY PURCHASE OF THE BONDS AS TO THE IMPACT OF THE CODE UPON THEIR ACQUISITION, HOLDING OR DISPOSITION OF THE BONDS.**

## **State and Local Tax Exemption**

In the opinion of Bond Counsel, under existing law of the State of Maryland, the Bonds, their transfer, the interest payable on them, and any income derived from them, including any profit realized in their sale or exchange, shall be exempt at all times from every kind and nature of taxation by the State of Maryland or by any of its political subdivisions, municipal corporations, or public agencies of any kind, except that no opinion is expressed as to such exemption from estate or inheritance taxes, or any other taxes not levied directly on the principal of and interest on the Bonds, their transfer and income, including any profit made on sale.

Interest on the Bonds may be subject to state or local income taxes in jurisdictions other than the State of Maryland under applicable state or local tax laws. All purchasers of the Bonds should consult their tax advisors regarding the taxable status of the Bonds in a particular state or local jurisdiction other than the State of Maryland.

See Appendix C hereto for the proposed Form of Bond Counsel's Opinion.

## **CONTINUING DISCLOSURE**

In order to enable the successful bidder for the Bonds to comply with the requirements of paragraph (b)(5) of Rule 15c2-12, the Department will execute and deliver, on or before the date of issuance and delivery of the Bonds, a Continuing Disclosure Agreement, the form of which is attached as Appendix D. Potential purchasers should note that certain of the events listed in Section 4(a) of the Continuing Disclosure Agreement have been included for purpose of compliance with Rule 15c2-12 but are not relevant for the Bonds, specifically those events relating to credit enhancements and liquidity providers, and property or other collateral.

The Department, on behalf of the State and itself, will provide to EMMA annual audited financial statements presented in conformity with accounting principles generally accepted in the United States of America.

The Department believes it has complied in all material respects with its obligations under its previous continuing disclosure undertakings pursuant to Rule 15c2-12 during the last five years; however, the Department acknowledges that during such period, certain financial information, while publicly available and filed with EMMA and linked to CUSIPs assigned to the Department's outstanding bonds on EMMA, in some limited cases were not properly linked to certain outstanding CUSIPs on EMMA at the time of filing. The Department believes it has taken corrective action to properly link all such informational filings with all relevant CUSIPs and has implemented procedures designed to assure proper linkage of filings in the future.

## **LEGAL MATTERS**

The validity of the issuance of the Bonds will be passed upon and is subject to the unqualified approving opinion of Kutak Rock LLP, Bond Counsel. The text of the approving opinion in its proposed form is attached hereto as Appendix C. Certain legal matters will be passed upon for the Department by the Office of the Attorney General of the State.

DEPARTMENT OF TRANSPORTATION OF MARYLAND

By order of

Gregory Slater  
*Secretary of Transportation*

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**FINANCIAL INFORMATION**

The Comprehensive Annual Financial Report (“CAFR”) of the Department, including the audited Basic Financial Statements, for the fiscal year ended June 30, 2019, has been filed with the Municipal Securities Rulemaking Board through its Electronic Municipal Market Access (“EMMA”) system and is obtainable from them in accordance with their procedures. The 2019 CAFR is also posted on the Department’s website and can be accessed at <http://www.mdot.maryland.gov/newMDOT/Finance/ComprehensiveAnnualFinancialReport.html>.

The following reports, each of which are included in the 2019 CAFR and as such have been posted online at the web address above, are incorporated herein by reference:

Report of Independent Public Accountants

Management’s Discussion and Analysis

**BASIC FINANCIAL STATEMENTS**

Statement of Net Position

Statement of Activities

Balance Sheet

Reconciliation of the Governmental Funds’ Fund Balance to the Statement of Net Position

Statement of Revenues, Expenditure and Changes in Fund Balances

Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities

Statement of Fiduciary Net Position

Statement of Change in Fiduciary Net Position

Notes to the Financial Statements

**REQUIRED SUPPLEMENTARY INFORMATION**

Schedule of Changes in the Total Liability and Related Ratios Maryland Transit Administration OPEB Plan

Changes in the Net Pension Liability and Related Ratios Maryland Transit Administration Pension Plan

Schedule of Employer Contributions Maryland Transit Administration Pension Plan

Proportionate Share of the Net Pension Liability and Related Ratios Maryland State Retirement Pension Plan

Schedule of Employer Contributions Maryland State Retirement Pension Plan

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual

Notes to the Required Supplementary Information

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## STATE DEMOGRAPHIC AND ECONOMIC DATA

**Introduction**

The following selected economic, social, and employment data may be relevant in evaluating the economic and financial condition of the State; however, this information is not intended to provide all relevant data necessary for a complete evaluation of the State's economic and financial condition.

Maryland is located on the East Coast in the South Atlantic Census Region, and is bordered by Delaware, Pennsylvania, West Virginia, Virginia, and the District of Columbia. Maryland encompasses 12,407 square miles. Ranking 42 among the 50 states in size, Maryland's land area (exclusive of inland waterways and the 1,726 square miles of the Chesapeake Bay) is 9,844 square miles.

**Population**

According to the 2010 Census, Maryland's population on April 1 of that year was 5,788,645, an increase of 9.0% from the 2000 Census. Maryland's population is concentrated in urban areas. In 2019, the eleven counties and Baltimore City located in the Baltimore-Washington region contained 87.3% of its population. The 2019 population for the Baltimore Metropolitan Statistical Areas was estimated at 2,800,053 and for the Maryland portion of the Washington Metropolitan Statistical Areas, 2,475,344. Overall, Maryland's population per square mile was 614 in 2019. The following table presents estimated population of Maryland and the United States from 2010 - 2019.

<u>Year</u>	<u>Population</u>		<u>United States</u>	
	<u>Population</u>	<u>Change</u>	<u>Population</u>	<u>Change</u>
2010	5,788,645	1.0%	309,321,666	0.8%
2011	5,839,419	0.9	311,556,874	0.7
2012	5,886,992	0.8	313,830,990	0.7
2013	5,923,188	0.6	315,993,715	0.7
2014	5,957,283	0.6	318,301,008	0.7
2015	5,985,562	0.5	320,635,163	0.7
2016	6,003,323	0.3	322,941,311	0.7
2017	6,023,868	0.3	324,985,539	0.6
2018	6,035,802	0.2	326,687,501	0.5
2019	6,045,680	0.2	328,239,523	0.5

Source: U.S. Department of Commerce, Bureau of the Census.

Note: Figures are estimates for July 1 of each year.

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In addition to population growth, the age distribution of the population has a significant impact on the economy and State revenues. Realized and expected changes to the age distribution of the population will result in subdued productivity and labor force growth compared to economic expansions of the recent past. Primarily this is due to the fact that the age distribution of the labor force is skewed more towards younger and older workers than in the past, and middle age workers are the most productive and have the highest earning on average. In March 2018, the Bureau of Revenue Estimates released a report titled The Impact of Age Demographics on Maryland's Economic and Tax Revenue Outlook. This report may be obtained online at the following link: [http://treasurer.state.md.us/media/1111/BRE\\_Report\\_On\\_Age\\_Demographics.pdf](http://treasurer.state.md.us/media/1111/BRE_Report_On_Age_Demographics.pdf). For 2018, the most recent year for which data is available, the populations of Maryland and the United States were distributed by age as follows:

#### **Age Distribution 2018**

<u>Age</u>	<u>Maryland</u>	<u>United States</u>
Under 5 years	6.0%	6.1%
5 through 19 years	18.7	19.0
20 to 44 years	32.8	33.3
45 to 64 years	27.0	25.7
65 years and over	<u>15.4</u>	<u>16.0</u>
	<u>100.0%*</u>	<u>100.0%*</u>

Source: U.S. Department of Commerce, Bureau of the Census.

\* Totals may not add due to rounding.

#### **Educational Levels**

Maryland's workforce is more highly educated than the United States as a whole. As of 2018, the most recent year for which data are available, the percentage of the population (25 years and over) with a bachelor's degree or higher is 40.8% compared to 32.6% for the nation as a whole. Maryland ranks third in the nation in the percentage of its population over 25 with a graduate or professional degree. The percentage of the population with a high school diploma or higher is 90.5% in Maryland compared to 88.3% for the nation as a whole. Maryland's high levels of educational attainment partially explain higher median and average wages in Maryland compared to the nation as a whole. The State's educated labor force facilitates the growth of the professional services and information services sectors.

#### **Educational Attainment of Population 25 Years and Over in 2018**

	<u>Maryland</u>	<u>United States</u>
Less than High School	9.5%	11.7%
High School Diploma	24.2	26.9
Some College	18.7	20.3
Associate's Degree	6.8	8.6
Bachelor's Degree	21.9	20.0
Graduate or Professional Degree	18.9	12.6

Source: U.S. Department of Commerce, Census Bureau (American Community Survey).

#### **Personal Income**

Maryland residents received approximately \$397.1 billion in personal income in 2019. Maryland's total personal income increased at a rate of 3.7%, below the national increase of 4.4%. Per capita income remained significantly above the national average in 2019: \$65,683 in Maryland compared with the national average of \$56,663. In 2019, Maryland's per capita personal income ranked sixth highest in the nation. Per capita income varies across the State, with the highest incomes in the Washington and Baltimore regions. The table below shows trends in per capita personal income in Maryland and the United States.

**Per Capita Personal Income Trends**

<u>Year</u>	<u>Maryland</u>	<u>Change</u>	<u>United States</u>	<u>Change</u>	<u>Maryland Ranking</u>
2010	\$50,007	2.6%	\$40,547	3.2%	4
2011	52,433	4.9	42,739	5.4	4
2012	53,547	2.1	44,605	4.4	7
2013	53,057	-0.9	44,860	0.6	6
2014	54,695	3.1	47,071	4.9	8
2015	57,150	4.5	48,994	4.1	6
2016	59,042	3.3	49,890	1.8	5
2017	60,522	2.5	51,910	4.0	5
2018	63,426	4.8	54,526	5.0	6
2019	65,683	3.6	56,663	3.9	6

Source: U.S. Department of Commerce, Bureau of Economic Analysis.

Note: Rankings do not include the District of Columbia.

As one of the wealthier states, a greater share of personal income is derived from dividends, interest and rent, and a lesser share comes from transfer payments. In 2019, the sources of personal income in the State and the comparable sources of personal income for the nation were as follows:

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**Sources of Personal Income  
2019  
(\$ in millions)**

	<u>Maryland</u>	<u>Percentage of Personal Income Before Residence Adjustment</u>	
		<u>Maryland</u>	<u>United States</u>
Mining, forestry, fishing.....	\$307	0.1%	1.1%
Construction .....	17,836	4.8	4.3
Manufacturing .....	11,521	3.1	6.4
Trade, transportation & utilities.....	31,383	8.5	10.5
Information services .....	8,018	2.2	2.5
Finance, insurance & real estate .....	27,054	7.3	6.8
Professional & business services .....	52,127	14.1	12.4
Educational & health services .....	34,452	9.3	9.0
Leisure & hospitality services .....	11,199	3.0	3.4
Other services .....	9,669	2.6	2.5
Government			
Federal, civilian .....	27,562	7.4	1.9
Military .....	4,366	1.2	0.8
State & local .....	30,209	8.2	8.3
Farm income .....	<u>292</u>	<u>0.1</u>	<u>0.4</u>
Earnings by place of work .....	265,996	71.9	70.3
Less:	\$307	0.1%	1.1%
Personal contributions for social insurance .....	(28,981)	(7.8)	(7.6)
Plus:			
Dividends, Interest and Rent.....	76,898	20.8	20.3
Transfer Payments .....	<u>56,270</u>	<u>15.2</u>	<u>17.1</u>
Personal income before residence adjustment .....	370,183	<u>100.0%*</u>	<u>100.0%*</u>
Residence adjustment .....	26,917	20.8	20.3
Total Personal Income .....	<u>\$397,100*</u>		

\* Totals may not add due to rounding.

Source: U.S. Department of Commerce, Bureau of Economic Analysis (State Quarterly Personal Income, Series SQ5N).

Note: Total personal income is reported by place of residence; however, income by industry is shown by place of work. The residence adjustment accounts for Maryland residents who work outside the State.

Between 2014 and 2019, total personal income in Maryland has grown 4.0% annually, compared to a national growth rate of 4.4%. During this period, wage and salary income, roughly half of total personal income, has grown at a lower rate in Maryland than nationally. The difference in growth of the residence adjustment income earned by residents who work outside of Maryland or the nation is not very meaningful, because the residence adjustment is 6.8% of Maryland personal income, but less than two basis points of national personal income.

**Average Annual Growth of Personal Income Components  
(2014 through 2019)**

	<u>Maryland</u>	<u>United States</u>
Wages and Salaries	3.7%	4.5%
Supplements to Wages and Salaries	2.6	3.7
Proprietors' Income	6.6	2.9
Contributions for Social Insurance	3.7	4.2
Residence Adjustment	4.0	-2.1
Dividends, Interest, and Rent	4.1	5.4
Transfer Payments	4.7	4.5
Total Personal Income	4.0	4.4

Source: U.S. Department of Commerce, Bureau of Economic Analysis (State Annual Personal Income, Series A04).  
 Note: Total personal income is reported by place of residence; however income by industry is shown by place of work.  
 The residence adjustment accounts for Maryland residents who work outside the State.

Maryland's slower income growth during this period likely reflects federal budget uncertainty, austerity or sequestration, and higher income tax rates.

As sequestration was eased, Maryland's personal income and economic growth became more consistent with that of the nation. Looking forward, a significant contraction in earned income is expected due to COVID-19 and efforts to contain it. There is considerable federal policy uncertainty, particularly concerning the response to COVID-19. Policy decisions concerning federal employment, stimulus spending, and aid to the states will have an impact on Maryland's economy. Maryland's growth could be negatively, positively, or insignificantly impacted relative to current expectations, depending on the policy mix that is enacted.

**Annual Personal Income and Wages and Salaries Growth**

	<b>Personal Income</b>		<b>Wages and Salaries</b>	
	<u>Maryland</u>	<u>United States</u>	<u>Maryland</u>	<u>United States</u>
2010	3.6%	4.1%	2.2%	2.0%
2011	5.8	6.2	3.6	4.0
2012	3.0	5.1	3.1	4.6
2013	-0.3	1.3	0.9	2.7
2014	3.7	5.7	3.4	5.1
2015	5.0	4.8	4.7	5.1
2016	3.6	2.6	3.0	2.9
2017	2.9	4.7	3.6	4.7
2018	5.0	5.6	3.7	5.0
2019	3.7	4.4	3.6	4.6

Source: U.S. Bureau of Economic Analysis.

**Employment**

Maryland's labor force totaled 3.3 million individuals in 2019, including agricultural and nonagricultural employment, the unemployed, the self-employed and residents who commute to jobs in other states. The government, retail trade, and services sectors (notably professional and business, and educational and health) are the leading areas of employment in the State. In contrast to the nation as a whole, considerably more people in Maryland are employed in the federal government and service sectors and fewer in manufacturing, as shown in the following table:

**Distribution of Employment  
2019**

	<u>Maryland</u>	<u>United States</u>
Construction & mining	6.0%	5.4%
Manufacturing	4.1	8.5
Trade, transportation & utilities	17.0	18.4
Information services	1.3	1.9
Financial activities	5.2	5.8
Professional & business services	16.7	14.1
Educational & health services	17.1	16.0
Leisure & hospitality services	10.2	11.0
Other services	4.2	3.9
Government		
Federal	5.3	1.9
State & local	<u>13.0</u>	<u>13.1</u>
Total	<u>100.0%*</u>	<u>100.0%*</u>

Source: U.S. Department of Labor, Bureau of Labor Statistics.

\*Totals may not add due to rounding.

**Average Annual Employment Growth  
(2014 through 2019)**

	<u>Maryland</u>	<u>United States</u>
Construction & mining	2.1%	3.2%
Manufacturing	1.3	1.1
Trade, transportation & utilities	0.7	1.0
Information services	-2.0	1.0
Financial activities	-0.2	1.9
Professional & business services	1.7	2.2
Educational & health services	2.0	2.4
Leisure & hospitality services	1.6	2.5
Other services	0.6	1.1
Government		
Federal	0.4	0.7
State & local	0.1	0.6
Total Non-agricultural Employment	1.1	1.7

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Historical annual employment growth in Maryland's five largest sectors is shown in the table below. Maryland's five largest sectors represented 79.3% of total employment in 2019. Typically, federal government employment acts as a stabilizing factor in Maryland, falling less than private employment during recession, and rising less than private employment during expansions. In the third quarter of 2017, federal government employment in Maryland and Washington, DC began to decline. About a year ago, federal employment returned to growth. Also pushing in the positive direction, federal government purchases of inputs from the private sector increased 8.3% year over year in the fourth quarter of 2019. Since late 2017, federal government purchases of inputs have grown at the fastest rate since the Great Recession. However, there is considerable uncertainty regarding federal employment and spending as a result of COVID-19. Employment data as recent as April 2020 had yet to register any change in the trend of federal employment. Concerning overall employment, available data makes it clear that the US labor market is already in the worst shape since the Great Depression, particularly in terms of job losses and unemployment. It is likely that the COVID-19 related contraction will set new records, at least briefly.

**Annual Employment Growth  
Maryland's Five Largest Employment Sectors**

	<u>Total Government</u>	<u>Trade, Transportation, &amp; Utilities</u>	<u>Educational &amp; Health Services</u>	<u>Professional &amp; Business Services</u>	<u>Leisure &amp; Hospitality Services</u>	<u>Total MD Employment</u>	<u>Total US Employment</u>
2010	1.4%	-0.4%	1.7%	1.0%	-0.3%	-0.2%	-0.7%
2011	0.5	1.4	1.9	3.1	1.6	1.1	1.2
2012	-0.3	1.3	2.4	2.8	4.7	1.2	1.7
2013	0.0	0.2	1.4	1.8	4.0	0.9	1.6
2014	-0.3	0.9	1.2	1.5	2.5	0.9	1.9
2015	0.2	1.6	2.4	1.8	2.8	1.5	2.1
2016	0.0	1.1	2.0	1.8	2.1	1.2	1.8
2017	0.2	0.3	2.5	0.7	2.5	1.1	1.6
2018	0.2	0.0	2.5	1.5	0.7	0.8	1.7
2019	0.0	-0.1	0.9	2.2	0.1	0.6	1.4

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Recent employment trends in Maryland are shown in the following table.

**Employment Trends**

<u>Year</u>	<u>Unemployment Rate in Maryland</u>	<u>Unemployment Rate in the United States</u>	<u>Growth in Maryland Labor Force</u>	<u>Growth in United States Labor Force</u>
2010	7.7%	9.6%	1.3%	-0.2%
2011	7.3	8.9	0.7	-0.2
2012	7.0	8.1	0.7	0.9
2013	6.6	7.4	0.3	0.3
2014	5.8	6.2	-0.2	0.3
2015	5.1	5.3	0.7	0.8
2016	4.4	4.9	0.9	1.3
2017	4.2	4.3	1.2	0.7
2018	4.0	3.9	0.5	1.1
2019	3.6	3.7	1.2	0.9

Source: Maryland Department of Labor, Licensing and Regulation.

Note: In May 2020, the unemployment rate was 9.9% in Maryland and 13.3% in the United States.

**Assessed Value of Property**

Maryland levies a State tax on real property, revenues from which are credited to the Annuity Bond Fund to pay debt service on general obligation bonds of the State. Through fiscal year 2003 the rate was 8.4 cents per \$100 of assessment (21 cents on utility operating property). In fiscal year 2004 the rate was increased to 13.2 cents per \$100 of assessment (33 cents on utility operating property). For fiscal years 2007 through 2021 the tax rate has been 11.2 cents per \$100 of assessment (28 cents on utility operating property).

Shown below is the assessed value for State purposes of real property as determined by the State Department of Assessments and Taxation. All real property is assessed at full cash value once every three years, with any increase in full cash value phased in over the ensuing three taxable years in equal installments. Any decrease in the full cash value is recognized in full in the next taxable year and held constant for the remaining two taxable years.

**Assessed Values of Real Estate  
(\$ in thousands)**

<b><u>Fiscal Year</u></b>	<b><u>Real Property</u></b>	<b><u>Utility Operating Real Property</u></b>	<b><u>Total</u></b>	<b><u>Change in Assessed Values</u></b>
2009	\$706,403,763	\$1,086,209	\$707,489,972	14.5%
2010	750,498,802	1,069,237	751,568,039	6.2
2011	733,884,066	708,090	734,592,156	-2.3
2012	682,650,240	793,154	683,443,394	-7.0
2013	651,655,464	714,633	652,370,097	-4.5
2014	642,571,751	737,924	643,309,675	-1.4
2015	650,759,385	780,572	651,539,957	1.3
2016	669,345,818	786,889	670,132,707	2.9
2017	694,547,847	838,059	695,385,906	3.8
2018	719,269,719	889,156	720,158,875	3.6
2019	746,080,873	837,642	746,918,515	3.7
2020	770,161,164	864,974	771,026,138	3.2
2021	796,690,619	869,300	797,559,919	3.4

Source: State Department of Assessments and Taxation, March 2020.

Note: See also, "STATE FINANCES – State Revenues, Property Taxes and State Property Tax Revenue Estimates."

**Residential Real Estate**

Residential real estate is particularly important in terms of State borrowing as State property tax revenue is dedicated to paying off principal and interest on general obligation bonds.

In 2019, the value of all residential unit permits issued increased by 1.4%, while the total number of residential building permits decreased by 1.0%. In 2019, the average monthly active inventory of units for sale decreased by 14.5%, following a rebound in active inventory in 2018. Unit sales for 2019 decreased by 3.0%, the first decline since 2011, while the median unit price rose by 4.6%. Recent federal tax changes are expected to decrease the portion of taxpayers who itemize deductions, which will result in fewer people receiving the home mortgage interest deduction. Given historically low interest rates however, any impact is expected to be minor.

Another relevant issue concerning real estate values, and thus property tax revenue, is climate change. Climate change is expected to result in higher sea levels, threatening coastal property. The State's Atlantic coastline is rather short relative to other East Coast states. Assateague Island, a protected barrier island, makes up the majority of Maryland's Atlantic coastline, leaving just over nine miles of developed coastline. However, as noted earlier, the State's boundaries encompass 1,726 square miles of the Chesapeake Bay (the "Bay"), the nation's largest estuary. The Bay coastline faces the twin problems of rising sea levels and subsiding land, owing to geological factors relating to the creation of the Bay and the composition of the soil. Contemporary flood risk and past instances of flooding would clearly reduce the relative value of a property. But economic theory holds that market participants are forward looking and price in their expectations of the future. Recent research confirms this tendency for properties that are expected to only be threatened by sea level rise several decades into the future. According to a November 2019 paper in the Journal of Financial Economic, such homes already sell for an average discount of 6.6% compared to observably identical unexposed properties. The pricing in of future expectations means adjustment should be gradual rather than sudden. It is important to note that coastal properties are still more valuable than non-coastal properties on average and are expected to remain so because owners value the access to coastal amenities they provide.

**Aggregate Value of and Building Permits Issued  
for Residential Construction in Maryland**

<b><u>Year</u></b>	<b><u>Value of Construction in Current Dollars (\$ in millions)</u></b>	<b><u>Change</u></b>	<b><u>Number of Permits Issued</u></b>	<b><u>Change</u></b>
2010	\$1,951.9	-6.6%	\$11,931	7.3%
2011	2,204.6	12.9	13,481	13.0
2012	2,409.9	9.3	15,217	12.9
2013	2,811.2	16.7	17,918	17.7
2014	2,889.2	2.8	16,331	-8.9
2015	3,080.6	6.6	17,057	4.4
2016	3,166.8	2.8	17,044	-0.1
2017	3,257.3	2.9	16,224	-4.8
2018	3,701.8	13.6	18,647	14.9
2019	3,754.0	1.4	18,469	-1.0

Source: U.S. Department of Commerce, Bureau of the Census.

**Home Sales and Median Home Price**

<b><u>Year</u></b>	<b><u>Unit Home Sales</u></b>	<b><u>Change</u></b>	<b><u>Median Home Price</u></b>	<b><u>Change</u></b>
2010	54,416	9.9%	\$245,166	-4.6%
2011	51,253	-5.8	228,081	-7.0
2012	54,148	5.6	243,909	6.9
2013	61,191	13.0	257,596	5.6
2014	62,804	2.6	260,112	1.0
2015	73,014	16.3	258,239	-0.7
2016	80,045	9.6	267,928	3.8
2017	82,851	3.5	280,086	4.5
2018	83,598	0.9	285,954	2.1
2019	81,129	-3.0	299,021	4.6

Source: Maryland Association of Realtors.

**Taxable Retail Sales**

In general, taxable retail sales in Maryland are sales of tangible goods and a few specific services, with notable exemptions for unprepared food and medicines, among others. The structure of the sales tax is increasingly out of step with consumption patterns. Consumption spending is shifting away from goods towards services, the vast majority of which are not taxable. Furthermore, consumers continue to transition to digital goods, which are not tangible and therefore not taxable. This means the sales tax base is becoming a smaller share of overall consumption spending. As a result, the State collects less sales tax per dollar of consumption spending than in the past. The shrinking tax base also increases the volatility of sales tax revenue to the business cycle. In times of economic stress, consumers are typically better able to delay or forego consuming goods than services. The current recession, brought on by COVID-19, is different from previous recessions. In particular, it appears that consumption of services is taking a bigger hit than of goods, as consumers stay home more than they otherwise would.

Recent regulatory and legislative changes have broadened the sales tax base however. Prior to such changes, in fiscal year 2015 Amazon established nexus with the State and began to collect sales tax on its direct sales. The Supreme Court decision, *South Dakota v. Wayfair Inc.*, allowed states to require that remote sellers collect and remit

sales tax to the locality in which the customer resides. The Comptroller promulgated regulations to require remote sellers to remit sales tax beginning in November 2018. Legislation from the 2019 session was passed that requires marketplace facilitators to collect and remit sales tax on behalf of sellers who use the online marketplace. Marketplace facilitators began to remit sales tax in November 2019. The Bureau of Revenue Estimates expects combined revenue from remote sellers and marketplace facilitators to total around \$250 million in fiscal year 2020 and grow at a faster pace than overall sales tax thereafter. While these actions have broadened the scope of the sales tax, they will not contribute to ongoing growth in general fund revenue. Only the first \$100 million of revenue from remote sellers and marketplace facilitators is distributed to the State’s general fund, the remainder is distributed to the Blueprint for Maryland’s Future Fund.

The following table illustrates the change in taxable sales for fiscal years 2010 through 2019.

**Taxable Retail Sales in Maryland**  
(includes automobile sales)  
(\$ in thousands)

<u>Fiscal Year</u>	<u>Taxable Retail Sales</u>	<u>Change</u>
2010	\$71,521,298	-1.2%
2011	74,479,247	4.1
2012	76,758,835	3.1
2013	78,254,027	1.9
2014	80,415,065	2.8
2015	84,825,062	5.5
2016	87,778,479	3.5
2017	89,627,253	2.1
2018	90,937,146	1.5
2019	94,489,166	3.9

Source: Comptroller of the Treasury, Bureau of Revenue Estimates. Note: Includes sales and use tax base and motor vehicle excise tax base.

**The Port of Baltimore**

The Port of Baltimore handled a record 43.6 million tons of foreign commerce cargo, valued at \$58.4 billion in 2019, essentially unchanged from 2018. Coal exports make up nearly half of the tonnage that passes through the port. Baltimore is one of only a few East Coast ports to have the berth depths and cranes to handle post-Panamax ships. The port is in close proximity to I-95 and other major highways, as well as rail lines and BWI Marshall Airport. In 2014, Tradepoint Atlantic bought Sparrows Point, the former site of a steel mill, and is redeveloping the site into a warehousing and logistics center due to the site’s port, rail, and road access. In December 2019, a funding deal was announced between the State and CSX to expand the Howard Street Tunnel in Baltimore to allow the passage of double stacked containers, which would relieve a shipping bottleneck.

The Port appears to have been largely unaffected by trade barriers, as has the US trade balance more generally. One reason may be that East Coast ports do proportionately more trade with Europe and less with China than West Coast ports. Furthermore, the overall trade balance is determined by net domestic savings rather than the level of trade barriers. It remains to be seen what impact COVID-19 will have on global trade in general and the Port in particular. Trade is likely to slow and even contract as the broader COVID-19 related recession continues.

*Biotechnology.* Maryland is well-positioned in the front ranks of the biotechnology field. The State’s concentration of higher education and research institutions, particularly medical schools, a thriving pharmaceuticals industry and one of the most highly educated workforces in the country have created growth opportunities for the biotechnology companies that have located or started up here. Further, the State currently offers a biotechnology investment incentive tax credit for investments in qualified Maryland biotechnology companies. The State also provides seed and early-stage equity funding for biotechnology companies through the Maryland Venture Fund. In addition, there are more than 20 business incubators located throughout the State, providing support for the development of biotechnology enterprises.

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**PROPOSED FORM OF BOND COUNSEL'S OPINION**

[Closing Date]

Secretary of Transportation of Maryland  
Hanover, Maryland

**\$300,000,000**  
**Department of Transportation of Maryland**  
**Consolidated Transportation Bonds**  
**Series 2020**

Ladies and Gentlemen:

We have acted as Bond Counsel in connection with the issuance by the Department of Transportation of Maryland (the "Department"), an agency of the State of Maryland (the "State"), of \$300,000,000 Consolidated Transportation Bonds, Series 2020 (the "Bonds"). The Bonds are being issued pursuant to the provisions of Sections 3-101 to 3-217, inclusive, of the Transportation Article of the Annotated Code of Maryland (2020 Replacement Volume, as amended and supplemented) (the "Act"), a resolution of the Board of Public Works of Maryland adopted on September 2, 2020, and a resolution of the Secretary of Transportation of Maryland, dated as of September 9, 2020 (the "Resolution"). Capitalized terms not otherwise defined herein shall have the meanings ascribed thereto in the Resolution.

We have examined such law and the originals or certified copies of such resolutions, documents, records and other proofs as we deemed pertinent. As to questions of fact material to the opinions expressed herein, without undertaking to verify the same by independent investigation, we have relied upon the certified proceedings of the Board of Public Works of Maryland and the Department and other certifications by public officials.

Based on the foregoing, we are of the opinion under existing law that:

1. The Act is a valid enactment, and the Department is a validly created and existing agency of the State possessing authority under the Act to issue the Bonds.
2. The Resolution has been duly adopted by the Department and is in full force and effect.
3. The Bonds have been duly authorized and validly issued for a valid public purpose in accordance with the Constitution of the State, the Act and the Resolution.
4. The Bonds are valid and legally binding obligations of the Department only, payable as to both principal and interest solely from the tax proceeds and other available revenues of the Department specified in the Act. The Bonds are not general obligations of the State, and the faith and credit of the State is not pledged to the payment of the principal of or interest on the Bonds.
5. Under existing laws, regulations, rulings and judicial decisions, interest on the Bonds is excludable from gross income for federal income tax purposes, and interest on the Bonds is not a specific preference item for purposes of the federal alternative minimum tax. The opinion expressed in this paragraph 5 are subject to continuing compliance with certain covenants and the accuracy of certain representations of the Department pertaining to federal tax law in the Resolution and the Tax and Section 148 Certificate of the Department of even date herewith. The non-compliance with such covenants or the inaccuracy of such representations could cause interest on the Bonds to be included in gross income for federal income tax purposes retroactive to the date of issue of the Bonds. Although we are of the opinion that interest on the Bonds is excludable from gross income for federal income tax purposes, the

accrual or receipt of interest on the Bonds may otherwise affect the federal income tax liability of the recipient. The extent of these other tax consequences will depend upon the recipient's particular tax status or other items of income or deduction. We express no opinion regarding any such consequences.

6. Under existing law of the State, the Bonds, their transfer, the interest payable on them, and any income derived from them, including any profit realized in their sale or exchange, shall be exempt at all times from every kind and nature of taxation by the State or by any of its political subdivisions, municipal corporations, or public agencies of any kind, except that no opinion is expressed as to such exemption from Maryland franchise taxes or estate or inheritance taxes.

The opinions expressed herein as to the treatment of the interest borne by the Bonds for federal or State tax purposes is based upon statutes, regulations, rulings and court decisions in effect on the date hereof. Except as stated herein, we express no other opinion as to any federal tax consequences of the ownership of, receipt of, interest on, or disposition of the Bonds. We undertake no obligation to update the contents of this opinion on any future date. Each purchaser of the Bonds should consult his or her tax advisor regarding any changes in the status of any pending or proposed legislation.

We call to your attention that the rights of the owners of the Bonds and the enforceability of the Bonds may be limited by bankruptcy, insolvency, reorganization, moratorium and other similar laws affecting creditors' rights generally and by equitable principles, whether considered at law or in equity.

Very truly yours,

## FORM OF CONTINUING DISCLOSURE AGREEMENT

This **CONTINUING DISCLOSURE AGREEMENT** (this “Disclosure Agreement”) is executed and delivered by the Department of Transportation of Maryland (the “Department”) in connection with the issuance of its \$300,000,000 Department of Transportation Consolidated Transportation Bonds, Series 2020 (the “Bonds”). The Bonds are being issued pursuant to the provisions of Sections 3-101 to 3-217, inclusive, of the Transportation Article of the Annotated Code of Maryland (2020 Replacement Volume as amended and supplemented from time to time) (the “Act”), resolutions issued by the Board of Public Works of Maryland (the “Board”) on September 2, 2020 and a resolution of the Secretary of Transportation dated as of September 9, 2020. The Department, intending to be legally bound hereby and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby covenant and agree as follows:

### **Section 1. Purpose of the Disclosure Agreement.**

This Disclosure Agreement is being executed and delivered by the Department for the benefit of the owners and beneficial owners of the Bonds and in order to assist the Participating Underwriters (as defined herein) in complying with the Rule. The Department’s obligations hereunder shall be limited to those required by written undertaking pursuant to the Rule.

### **Section 2. Definitions.**

In addition to the definitions set forth above, which apply to any capitalized term used in this Disclosure Agreement, the following capitalized terms shall have the following meanings:

“**CONTINUING DISCLOSURE SERVICE**” shall mean the continuing disclosure service established by the MSRB (defined herein) known as the Electronic Municipal Market Access (“EMMA”) system or such other format as prescribed by the MSRB.

“**DISSEMINATION AGENT**” shall mean the Department, acting as Dissemination Agent hereunder, or any successor Dissemination Agent designated in writing by the Department.

“**FINANCIAL OBLIGATION**” shall mean a (i) debt obligation, (ii) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation, or (iii) guarantee of (i) or (ii). The term “Financial Obligation” shall not include municipal securities as to which a final official statement has been provided to the MSRB consistent with the Rule.

“**LISTED EVENT**” shall mean any of the events listed in Section 4 of this Disclosure Agreement.

“**MSRB**” shall mean the Municipal Securities Rulemaking Board established pursuant to Section 15B(b)1 of the Securities Exchange Act of 1934, as amended.

“**PARTICIPATING UNDERWRITER**” shall mean any of the original underwriters of the Bonds required to comply with the Rule in connection with offering of the Bonds.

“**RULE**” shall mean Rule 15c2-12(b)(5) adopted by the SEC under the Securities Exchange Act of 1934, as the same may be amended from time to time.

“**SEC**” shall mean the United States Securities and Exchange Commission.

### **Section 3. Provision of Annual Financial Information, Operating Data and Audited Information.**

(a) The Department shall provide to the Continuing Disclosure Service annual audited financial statements for the Department, such information to be made available within 275 days after the end of the fiscal year for the

Department, commencing with the fiscal year ending June 30, 2020, unless the audited financial statements are not available on or before such date, in which event said financial statements will be provided promptly when and if available. In the event that audited financial statements are not available within 275 days after the end of the fiscal year of the Department (commencing with the fiscal year ending June 30, 2020), the Department will provide unaudited financial statements within said time period.

(b) The Department's financial statements referred to in paragraph (a) shall be prepared in accordance with generally accepted accounting principles except as otherwise disclosed in the notes thereto or in the Official Statement for the Bonds. The Department's financial statements referred to in paragraph (a) will contain operating data of the type included in schedules (1) Statement of Revenues, Expenditure and Changes in Fund Balances, (2) Taxes Pledged to Bonds and Net Revenues as Defined for Purposes of the Bond Coverage Test and (3) Gasoline and Motor Vehicle Revenue Account contained in the Department's audited financial statements for the fiscal year ending June 30, 2019. If the Department's future financial statements do not include such operating data, the Department shall separately provide such operating data to the Continuing Disclosure Service, to the extent such information is prepared by, or available to the Department within the applicable time period specified in paragraph (a) above.

(c) If the Department is unable to provide the annual financial statements within the applicable time period specified in paragraph (a) above, the Department shall send in a timely manner a notice of such failure to the Continuing Disclosure Service.

#### **Section 4. Reporting of Significant Events.**

(a) Pursuant to provisions of this Section 4, the Department shall give or cause to be given notice of the occurrence of any of the following events with respect to the Bonds:

- (i) principal and interest payment delinquencies,
- (ii) non-payment related defaults, if material,
- (iii) unscheduled draws on debt service reserves reflecting financial difficulties,
- (iv) unscheduled draws on credit enhancements, if any, reflecting financial difficulties,
- (v) substitution of credit or liquidity providers, if any, or their failure to perform,
- (vi) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the security, or other material events affecting the tax status of the Bonds,
- (vii) modifications to rights of Bond Holders, if material,
- (viii) bond calls, if material, and tenders offers,
- (ix) defeasances,
- (x) release, substitution or sale of property securing repayment of any of the Bonds, if material,
- (xi) rating changes,
- (xii) bankruptcy, insolvency, receivership or similar event of the Department,\*\*

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\*\* For the purposes of the event identified in clause (xii) above, the event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the Department in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Department, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Department.

(xiii) the consummation of a merger, consolidation or acquisition involving the Department or the sale of all or substantially all of the assets of the Department, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material,

(xiv) appointment of a successor or additional trustee or the change of name of a trustee, if material,

(xv) incurrence of a Financial Obligation of the Department, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the Department, any of which affect Bond Holders, if material, and

(xvi) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the Department, any of which reflect financial difficulties.

(b) The Department agrees to provide, in a timely manner, not in excess of ten (10) business days after the occurrence of a Listed Event, notice of such occurrence with the Continuing Disclosure Service.

#### **Section 5. Termination of Reporting Obligation.**

The Department's obligations under this Disclosure Agreement shall terminate upon the payment in full of all of the Bonds either at their maturity or by early redemption. In addition, the Department may terminate its obligations under this Disclosure Agreement if and when it no longer remains an obligated person with respect to the Bonds within the meaning of the Rule.

#### **Section 6. Amendment.**

The Department may provide further or additional assurances that will become part of the Department's obligations under this Disclosure Agreement. In addition, this Disclosure Agreement may be amended by the Department in its discretion provided that (i) the amendment may only be made in connection with a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature or status of the Department as the obligated person with respect to the Bonds, or in the type of business conducted; (ii) the Disclosure Agreement, as amended, would have complied with the requirements of the Rule at the time of the issuance of the Bonds, after taking into account any amendments or interpretations of the Rule, as well as any change in circumstances; and (iii) the amendment does not materially impair the interests of holders of the Bonds, as determined by counsel selected by the Department that is expert in federal securities law matters. The reasons for the Department agreeing to provide any further or additional assurances or for any amendment and the impact of the change in the type of operating data or financial information being provided will be explained in information provided with the annual financial information containing the additional or amended operating data or financial information.

#### **Section 7. Additional Information.**

Nothing in this Disclosure Agreement shall be deemed to prevent the Department from disseminating any other information, using the means of dissemination set forth in this Disclosure Agreement or any other means of communication, or including any other information in any disclosure made pursuant to Section 4 hereof or notice of occurrence of a Listed Event in addition to that which is required by this Disclosure Agreement. If the Department chooses to include any information in any disclosure made pursuant to Section 4 hereof or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Agreement, the Department shall have no obligation under this Disclosure Agreement to update such information or include it in any future disclosure made pursuant to Section 4 hereof or notice of occurrence of a Listed Event.

#### **Section 8. Law of Maryland.**

This Disclosure Agreement, and any claim made with respect to the performance by the Department of its obligations hereunder, shall be governed by, be subject to and be construed according to the laws of the State of Maryland (without regard to provisions on conflicts of laws) or federal law.

**Section 9. Limitation of Forum.**

Any suit or other proceeding seeking redress with regard to any claimed failure by the Department to perform its obligations under this Disclosure Agreement must be filed in the Circuit Court for Anne Arundel County, Maryland.

**Section 10. Dissemination Agent.**

The Department may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Agreement, and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent. The Dissemination Agent shall not be responsible in any manner for the content of any notice or report prepared by the Department pursuant to this Disclosure Agreement. If at any time there is not any other designated Dissemination Agent, the Department shall be the Dissemination Agent.

**Section 11. Limitation on Remedies.**

The Department shall be given written notice at the address set forth below of any claimed failure by the Department to perform its obligations under this Disclosure Agreement, and the Department shall be given 45 days to remedy any such claimed failure. Any suit or other proceeding seeking further redress with regard to any such claimed failure by the Department shall be limited solely to specific performance as the adequate and exclusive remedy available in connection with such action. Written notice to the Department shall be given to the Secretary of Transportation, 7201 Corporate Center Drive, Hanover, MD 21076, with a copy to the Director, Office of Finance, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, MD 21076, or at such alternate address as may be specified by the Department with disclosures made pursuant to Section 4 hereof or a notice of occurrence of a Listed Event.

**Section 12. Duty to Update EMMA/MSRB.**

The Department agrees that it shall determine, in the manner it deems appropriate, whether there has occurred a change in the MSRB’s e-mail address or filing procedures and requirements under EMMA each time it is required to file information with the MSRB.

**Section 13. Recordkeeping.**

The Department agrees that it shall maintain records of all disclosures of annual financial information and operating data and disclosures of material events listed in Section 4 above, including the content of such disclosures, the names of the entities with whom such disclosures were filed and the dates of filings of such disclosures.

**Section 14. Relationship to Bonds.**

This Disclosure Agreement constitutes an undertaking by the Department that is independent of the Department’s obligations with respect to the Bonds. Any breach or default by the Department under this Disclosure Agreement shall not constitute or give rise to a breach or default under the Bonds.

**Section 15. Beneficiaries.**

This Disclosure Agreement shall inure solely to the benefit of the owners and beneficial owners from time to time of the Bonds, and shall create no rights in any other person or entity.

**IN WITNESS WHEREOF** this Disclosure Agreement is being executed by the Secretary of Transportation on behalf of the Department as of this \_\_\_\_\_, 2020.

**DEPARTMENT OF TRANSPORTATION OF MARYLAND**

By: \_\_\_\_\_  
Gregory Slater  
Secretary of Transportation

**BOOK-ENTRY ONLY SYSTEM - GENERAL**

The Depository Trust Company (“DTC”), New York, NY, will act as securities depository for the Bonds (as hereinafter defined). The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully registered certificate of the \$300,000,000 Department of Transportation Consolidated Transportation Bonds, Series 2020 (the “Bonds”), will be issued for each maturity of the Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world’s largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments from over 100 countries that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations and certain other organizations. DTC is a wholly owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). DTC has a Standard & Poor’s rating of: AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at [www.dtcc.com](http://www.dtcc.com).

Purchases of the Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC’s records. The ownership interest of each actual purchaser of each Bond (“Beneficial Owner”) is in turn recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Bonds are accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the Bonds, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC’s partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC’s records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time.

Redemption notices shall be sent to DTC. If less than all of the Bonds within a maturity are being redeemed, DTC’s practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed. Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Bonds

unless authorized by a Direct Participant in accordance with DTC Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the Issuer as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Redemption proceeds, distributions and dividend payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from Issuer or Agent, on the payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name", and will be the responsibility of such Participant and not of DTC or the Department of Transportation of Maryland (the "Department"), subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, distributions and dividend payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the Department, and disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as securities depository with respect to the Bonds at any time by giving reasonable notice to the Department. Under such circumstances, in the event that a successor securities depository is not obtained, Bond certificates are required to be printed and delivered.

The Department may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, Bond certificates will be printed and delivered.

#### **BOOK-ENTRY ONLY SYSTEM — MISCELLANEOUS**

The information in the section "Book-Entry Only System - General" has been obtained by the Department from sources that the Department believes to be reliable. The Department takes no responsibility for the accuracy or completeness thereof. The Department will have no responsibility or obligation to DTC Participants or the persons for whom they act as nominees with respect to the payments to or the providing of notice to the DTC Participants, or the Indirect Participants, or Beneficial Owners. The Department cannot and does not give any assurance that DTC Participants or others will distribute principal and interest payments paid to DTC or its nominees, as the registered owner, or any redemption or other notices, to the Beneficial Owners, or that they will do so on a timely basis or that DTC will serve and act in the manner described in this Official Statement.

#### **TERMINATION OF BOOK-ENTRY ONLY SYSTEM**

In the event that the Book-Entry Only System is discontinued, the Bonds will be delivered by DTC to the Registrar and such Bonds will be exchanged for Bonds registered in the names of the DTC Participants or the Beneficial Owners identified to the Registrar. In such event, certain provisions of the Bonds pertaining to ownership of the Bonds will be applicable to the registered owners of the Bonds as described below.

Interest on the Bonds will be payable by check mailed by the Paying Agent and Registrar to the persons in whose names the Bonds are registered as of the close of business on the Regular Record Date (being the fifteenth day of the month immediately preceding each interest payment date) at the addresses shown on the registration books of the Department maintained by the Registrar; provided, however, that any such interest not punctually paid or duly provided for shall cease to be payable to the registered owner on such Regular Record Date, and may be paid to the persons in whose names such Bonds are registered as of the close of business on a date to be fixed by the Paying Agent for the payment of such defaulted interest (the "Special Record Date"), notice of which will be given by letter mailed first class, postage prepaid, to such persons, not less than 30 days prior to such Special Record Date, at the addresses of such persons appearing on the registration books of the Department maintained by the Registrar, or may be paid at any time in any other lawful manner not inconsistent with the requirements of any securities exchange on which the Bonds may be listed and upon such notice as may be required by such exchange. The principal of and premium, if any, on the Bonds will be payable at the principal office of the Paying Agent.



The Bonds in fully certificated form will be fully registered Bonds without coupons in the denomination of \$5,000 each or any integral multiple thereof. Bonds will be transferable only upon the registration books kept at the principal office of the Registrar, by the registered owner thereof in person, or by an attorney duly authorized in writing, upon surrender thereof together with a written instrument of transfer in the form attached thereto and satisfactory to the Registrar, and duly executed by the registered owner or a duly authorized attorney. The Department may deem and treat the person in whose name a Bond is registered as the absolute owner thereof for the purpose of receiving payment of or on account of the principal or redemption price thereof and interest due thereon and for all other purposes.

The Bonds may be transferred or exchanged at the principal office of the Registrar. Upon any such transfer or exchange, the Department shall execute and the Registrar shall authenticate and deliver a new registered Bond or Bonds without coupons of any of the authorized denominations in an aggregate principal amount equal to the principal amount of the Bond exchanged or transferred, and maturing on the same date and bearing interest at the same rate. In each case, the Registrar may require payment by any holder of Bonds requesting exchange or transfer of Bond of any tax, fee, or other governmental charge, shipping charges, and insurance they may be required to be paid with respect to such exchange or transfer, but otherwise no charge shall be made to the holder of Bonds for such exchange or transfer. The Registrar shall not be required to transfer or exchange any certificate after the mailing of notice calling such Bond or portion thereof for redemption as herein above described; provided, however, that the foregoing limitation shall not apply to that portion of a Bond in excess of \$5,000 which is not being called for redemption.

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