

Transportation Trust Fund

Transfers to/from State General Fund

MDOT Funds

Fiscal Year	Transfers from the Trust Fund to the General Fund	Transfers from the General Fund to the Trust Fund
1984	\$ 29 million (Budget Shortfall) ⁽¹⁾	
1985		
1986	\$100 million MD Deposit Insurance Fund (Savings and Loan) ⁽²⁾	
1987		\$15 million (partial payback of \$129 million)
1988	\$ 31 million (MEDEVAC Helicopters) ⁽³⁾	\$30 million (partial payback of \$129 million)
1989		\$36 million (partial payback of \$129 million)
1990		\$36 million (partial payback of \$129 million)
1991	\$ 22.2 million (Budget Shortfall) ⁽⁴⁾	\$12 million (final payback of \$129 million)
1992	\$ 48.0 million (Budget Shortfall) ⁽⁵⁾	
1993	\$ 14.3 million (Driver's Education Account) ⁽⁶⁾	
	\$ 3.8 million (Early Retirement Veto – 111 PINs) ⁽⁷⁾	
1994	\$ 1.3 million (Early Retirement Veto – 46 (PINs) ⁽⁸⁾	
1995	\$ 6.5 million (MEDEVAC Helicopters) ⁽⁹⁾	
1996		
1997		\$ 6 million (Failure of Fuel Efficiency Legislation) ⁽¹⁰⁾
1998		\$21 million (Failure of Fuel Efficiency Legislation) ⁽¹⁰⁾
1999		\$15 million (Failure of Fuel Efficiency Legislation) ⁽¹⁰⁾
2000		
2001		\$25 million (Woodrow Wilson Bridge/Addison Road Metrorail Extension) ⁽¹¹⁾
		\$10.2 million (land adjacent to Greenbelt Metro) ⁽¹²⁾
2002		
2003	\$160 million (Budget Shortfall) ⁽¹³⁾	
2004	\$155 million (Budget Shortfall) ⁽¹³⁾	
2005		
2006		\$50 million (repayment of \$315 million transferred in 2003/2004) ⁽¹³⁾
2007		\$53 million (Repayment direct to MdTA for ICC) ⁽¹³⁾
2008		
2009		
2010		\$55 million (Repayment direct to MdTA for ICC) ⁽¹³⁾
2011		\$89 million (Repayment direct to MdTA for ICC) ⁽¹³⁾

(Final repayment of \$68 million scheduled in 2012)

Local Government Funds

Fiscal Year	Transfers from the Trust Fund to the General Fund	Transfers from the General Fund to the Trust Fund
2003	\$ 17.9 million from HUR Local Portion	
2004	\$102.4 million from HUR Local Portion	
2005	\$102.4 million from HUR Local Portion	
2006		
2007		
2008		
2009		
2010	\$303.7 million from HUR Local Portion	
2011	\$372.6 million from HUR Local Portion	

- (1) Authorized by Chapter 62, Acts of 1983. Preamble specified future GF repayment.
- (2) Authorized by Chapter 1, Acts of 1986. Preamble and body specify repayment of this transfer, and the \$29 million transfer from the 1983 session.
- (3) Chapter 291, Acts of 1987 authorized creation of this fund in conjunction with the motor fuel tax increase enacted the same year. Funds did not come directly from the TTF.
- (4) Authorized by Chapter 470, Acts of 1991. Funds were transferred to reduce GF shortfall. The statute contains no reference to GF repayment.
- (5) Authorized by Chapter 62, Acts of 1992. Funds transferred to balance the GF budget. The statute contains no reference to GF repayment.
- (6) Authorized by Chapter 269, Acts of 1992. Funds transferred to balance the GF budget. The statute contains no reference to GF repayment.
- (7) Authorized by Chapter 269, Acts of 1992, and Chapter 64, Acts of 1992 (Fiscal 1993 Budget Bill). All abolished positions from any special fund were transferred to the GF, without mention of GF repayment.
- (8) Authorized by Chapter 204, Acts of 1993, and Chapter 8, Acts of 1993 (Fiscal 1994 Budget Bill). All abolished positions from any special fund were transferred to the GF, without mention of GF repayment.
- (9) Funds provided from the TTF via budget amendment #026-95.
- (10) Payment outlined in Chapter 204, Acts of 1993 to make up for the loss of \$72 million from failure of legislation relating to the fuel efficiency surcharge. The full \$72 million which would have been received during the six-year forecast period included.
- (11) The Governor proposed an aggregate transfer of \$360 million during fiscal 2001-2005 to supplement the TTF for the State's share of constructing a new Woodrow Wilson Bridge and a Metro extension from Addison Road to the Largo Town Center. Continued transfers in fiscal 2002-2005 were contingent on the availability of general funds. Due to the budget shortfall in those fiscal years, no additional general fund support for these projects was provided.
- (12) A deficiency appropriation transferred \$10.2 million from the Sunny Day Fund to the Dedicated Purpose Fund (DPF) to reimburse MDOT for the purchase of land adjacent to the Greenbelt Metro station.
- (13) The fiscal 2003 budget reconciliation bill enacted transfers totaling \$315 million from the TTF. The Budget Reconciliation Act required transfer of \$50 million from the GF to the TTF in fiscal 2006. The remaining funds for repayment will be transferred from the GF direct to the MdTA to support the ICC.

Source: Maryland Department of Transportation