

**J00 MDOT OVERVIEW  
MDOT RESPONSE TO DLS ANALYSIS  
FY 2022 BUDGET**

***DLS Budget Analysis Issues***

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**1. Purple Line Work Progressing as New Design-build Contractor Sought  
(Page 25)**

***MDOT should update the committees on the progress made in finding a replacement design-build contractor and the status of ongoing work MDOT MTA is overseeing in the interim.***

**MDOT Response:**

The Maryland Department of Transportation (MDOT) is committed to delivering the Purple Line project and is collaborating with partners and stakeholders to move the project forward. In accordance with the settlement agreement approved by the Board of Public Works in December 2020, Purple Line Transit Partners (PLTP) is responsible for procuring the replacement contractor in coordination with MDOT, and the solicitation is currently underway. On January 8, 2021, PLTP shared a request for qualifications with a group of highly qualified contractors that had previously expressed interest in being considered for the work. Qualification packages will be received in mid-February and the Request for Proposals will be issued to the short-listed candidates in early March.

During the replacement design-build contractor selection period (i.e., the interim period), MDOT is responsible for progressing the project work through the contracts assumed from the Purple Line Transit Constructors (PLTC), and through third-party agreements and other contracts in place for the project. The ongoing work has been prioritized and includes final design, utility relocations across the project alignment, civil construction at the Glenridge Operations & Maintenance Facility, and progressing the remaining permits to be issued under the Maryland Department of the Environment.

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***DLS Budget Analysis Issues (Continued)***

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**2. Solicitation to Select P3 Partner for First Phase of the I-495 and I-270 P3 Program Underway (Page 27)**

***MDOT and MDTA should brief the committees on how pandemic -related changes to travel and traffic volume are being incorporated in the ongoing environmental review and in the evaluation of need for the P3 Program.***

**MDOT Response:**

MDOT and the Maryland Transportation Authority (MDTA) have been closely monitoring traffic patterns throughout the COVID-19 pandemic and we are continuing to monitor travel changes and projections. The pandemic has had a significant impact on all forms of transportation in the State, including a 56% decrease in transit usage of MDOT Maryland Transit Administration services, 65% drop in Baltimore/Washington International Thurgood Marshall Airport passenger traffic, and 13% reduction of statewide traffic for the week of January 18, 2021. Data from the National Capital Region (NCR) is similar to Maryland traffic results with WMATA Rail down 87% and WMATA Bus down 55% on weekdays and traffic down 19% in November 2020. While there is some uncertainty regarding the long-term impacts of the pandemic on traffic volumes and transit use, travel has historically increased as the economy recovered following past economic events and societal changes (such as the 2008 recession). Many current studies are showing that as the restrictions continue to be reduced and vaccines become more available, telework is expected to continue at levels higher than pre-pandemic but not at the same levels as the pandemic and there will likely be a shift from public transportation to vehicles.

The P3 Program and Managed Lanes Study are being developed to accommodate long-term traffic demand for 20 to 25 years into the future. The NCR's long-range transportation plan, Visualize 2045, defines the initiatives that are all needed to significantly improve the region's transportation system performance for the future considering a projected population growth of 1.3 million and job growth of 1 million by 2045. These initiatives include increased telework, increased transit through moving more people on Metrorail and expanding bus rapid transit, and expansion of the express highway network as being developed by the P3 Program and Managed Lanes Study.

As part of the Managed Lanes Study, MDOT is performing several sensitivity analyses, or "what if" scenarios, that consider increased levels of telework, increased levels of e-commerce, decreased discretionary activity and reduced demand when compared to the 2045 regional baseline model to ensure the MDOT Recommended Preferred Alternative will be needed and effective if future 2045 demand is different from pre-pandemic forecasts. The results of these sensitivity analysis are a key component of the ongoing environmental evaluation.

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***DLS Budget Analysis Issues (Continued)***

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**3. Maryland Declines Being a Signatory in Launch of the Transportation and Climate Initiative Program (Page 28)**

*MDOT should brief the committees on the factors that are preventing Maryland from joining the MOU signatories in their efforts to reduce GHG emissions through the new regional cap and invest program.*

**MDOT Response:**

MDOT's track record shows a significant commitment to clean and renewable energy, climate change, greenhouse gas reduction and cleaner transportation. The State as a whole is taking bold actions to reduce emissions from the transportation sector with the Greenhouse Gas Emissions Reduction Act. MDOT is an active participant in the Maryland Climate Change Commission and its workgroups. In addition, MDOT's work in the areas of vehicle technologies, travel demand management, and education and outreach will help achieve the State's goal of 40% reduction in GHG emissions by 2030.

Through the Transportation and Climate Initiative (TCI), the State has committed to continued collaboration and individual actions to equitably reduce air pollution, create healthier communities, and invest in cleaner transportation. When the memorandum of understanding (MOU) was released, there were still many unanswered questions about how the program will be structured, what the emission cap scenarios will be with various policy and investment strategies, public health benefits, revenue generation, and costs to consumers. This uncertainty led to most of the 13 participating jurisdictions, including Maryland, declining to sign the MOU at this time. MDOT and the Maryland Department of the Environment have been, and will remain, actively engaged in TCI to work with our regional partners for lasting clean transportation and climate progress while continuing our immediate focus on responding to the COVID-19 emergency.

Recognizing that addressing our significant climate and transportation challenges will require dedication and regional and national cooperation, Maryland looks forward to working with partner jurisdictions to combat climate change and protect public health while building a cleaner, more equitable, and resilient transportation system.

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***DLS Budget Analysis Issues (Continued)***

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- 4. A Portion of the WMATA Capital Grant Appropriation Is Contingent on the Passage of Legislation (Page 30)**

*MDOT should brief the committees on the factors that prevented it from providing the certification to the Governor prior to the beginning of fiscal 2021.*

**MDOT Response:**

As the date for certification was nearing, MDOT was continuing to work with its independent auditors and the Washington Metropolitan Area Transit Authority (WMATA) to complete the required audit of the MDOT's FY 2018 grant payments to WMATA. There were unresolved issues about the availability of certain documents required to complete the audit. In the spirit of partnership, MDOT was trying to resolve the open issues and provide certification prior to the June 30 deadline, but was not able to meet the deadline. On July 6, MDOT provided the required certification to the Governor that all requirements had been met.

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***Operating Budget Recommended Actions***

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- 1. Add annual language requiring notification of changes to the capital program. (Page 31)**

**MDOT Response:**

The Department concurs with the DLS recommendation.

- 2. Add annual language establishing a position cap. (Page 32)**

**MDOT Response:**

The Department concurs with the DLS recommendation.