



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary

---

**J00 Maryland Department of Transportation Overview  
Fiscal Year 2025 Operating Budget  
Response to Department of Legislative Services Analysis**

Senate Budget and Taxation Committee  
Public Safety, Transportation, and Environment Subcommittee  
Chair Sarah Elfreth  
February 1, 2024

House Appropriations Committee  
Transportation and the Environment Subcommittee  
Chair Courtney Watson  
January 31, 2024

**J00 MDOT Overview  
Fiscal Year 2025 Operating Budget  
Response to Department of Legislative Services Analysis**

***DLS Budget Analysis Issues***

---

**1. The January 2024 Consolidated Transportation Program Aligns Programmed Spending with Available Funding (Page 25)**

*The Secretary should brief the committees on which fees will be increased, the reductions that are not being restored in fiscal 2025, and whether the items restored in fiscal 2025 are likely to be reduced in the fiscal 2026 budget.*

**MDOT Response:**

The FY 2024-2029 Final Consolidated Transportation Program (CTP) invests more than \$20 billion over the next six years to improve safety and preserve the existing system while also making targeted investments to build a better transportation system for all Marylanders. It provides initial investments needed to advance the aspirational vision for Maryland's transportation future built on the principles of equity, environmental stewardship, and partnership, and brings together key initiatives and major projects of the Moore-Miller Administration, the legislature, and our local partners.

Despite these significant levels of investment, a number of factors, including Maryland's vast existing transportation network that needs to be maintained, high inflation impacting labor costs and construction contracts, reduced revenue capacity from the motor fuel tax as we move toward a greener future, and the end of significant amounts of federal aid that were provided to transit agencies to mitigate the impacts of the COVID-19 pandemic on ridership and revenue losses, are limiting the additional investments that we can make. Over the last several months, the Maryland Department of Transportation identified and discussed with our local partners the cost reductions needed to current operations and projects to maintain an affordable six-year program. These reductions are impactful to both our operations, our projects, and our customers but are necessary to maintain fiscal discipline. The Governor's commitment of \$150 million to help relieve pressure on the Transportation Trust Fund provides a one year reprieve of certain planned reductions; however, these reductions are required in future years to balance MDOT's budget.

In addition to the reductions that are being implemented, MDOT expects to adjust certain fees across the Department. Many of these fees are intended to recover costs yet have not been adjusted in more than a decade. The Motor Vehicle Administration is required to recover the majority of its operating costs from fees charged for services. Yet, the current cost recovery rate is just above 80%, which is far below the statutorily required 95-100% recovery rate. Similarly, parking rates at BWI Marshall Airport have not increased in more than a decade and lag behind other major airports. Additionally, the rates negatively impact the capacity of certain parking garages. Many of these fees are set through regulations and will soon be coming to the legislature for consideration.

**J00 MDOT Overview  
Fiscal Year 2025 Operating Budget  
Response to Department of Legislative Services Analysis**

***DLS Budget Analysis Issues (continued)***

---

**2. I-695 Work Zone Crash Spurs Increased Efforts to Prevent Roadway Fatalities  
(Page 29)**

*MDOT should comment on (1) the status of efforts to implement the recommendations of the Governor's Work Zone Safety Work Group and (2) progress to implement the priority recommendations identified in the NHTSA report to enhance safety for vulnerable road users.*

**MDOT Response:**

In response to the I-695 work zone crash, Governor Wes Moore created the Work Zone Safety Work Group, chaired by the Lieutenant Governor and composed of transportation experts in government and the private sector. The Work Group was charged with making recommendations to enhance work zone safety and protect roadway workers and law enforcement personnel from harm. The Work Group released its report in November 2023 containing recommendations related to changing driver behavior and to improving the safety of roadway operations.

Work Group recommendations aimed at changing driver behavior include education and public awareness campaigns and increased enforcement of traffic law violations. Work Group recommendations to improve the safety of roadway operations include enhanced training and certification for those performing work along our roads, more frequent implementation of additional lane closures to create a buffer space between traffic and a work area, updates to the State Highway Administration's (SHA) Work Zone Inspection program to include guidance with more focus on Maintenance of Traffic inspection protocols and criteria, and Work Zone constructability reviews as part of project design, among other critical recommendations.

With the release of the Work Group's recommendations, the Administration announced the immediate adoption of the recommendations to increase the presence of Maryland State troopers in work zones and implementing a new work zone safety campaign in schools in partnership with the Maryland State Department of Education. Other initiatives already implemented include more frequent use of variable speed limits and speed feedback signs for certain work zone types and more frequent implementation of additional lane closures to create a buffer space between traffic and a work area.

The SHA and its partners are also working to implement other recommendations, such as reviewing standards and contract specifications; updating and enhancing training; performing more proactive design and planned implementation of work zones; as well as enhancing the visibility of our crews and equipment.

**J00 MDOT Overview**  
**Fiscal Year 2025 Operating Budget**  
**Response to Department of Legislative Services Analysis**

The Maryland Road Worker Protection Act of 2024 (House Bill 513 and Senate Bill 479) is currently under consideration by the legislature and includes several of the Work Group's recommendations that require statutory changes. The bills would expand current law to:

- allow flexibility with different types of technology and deployment strategies – such as multiple automated speed enforcement (ASE) or point to point enforcement;
- expand the flexibility in how ASE may be deployed by authorizing the use of unmanned cameras; and
- increase the citation amount for speeding violations in a work zone that are issued by ASE units from \$40 (currently the lowest speed camera citation amount in the nation) to the same amount as if a live officer issued it.

Through the recommendations and best practices developed through the Governor's Maryland Work Zone Safety Work Group, it's important to keep in mind that not all work zones are the same and so having multiple layers of work zone safety improvement strategies and tools available is important.

The SHA is harnessing the latest technology both in terms of early alerts to drivers and removing the human element from active work zones to the degree possible. The SHA is also increasing use of equipment such as Automated Flagger Assistance Devices which remove workers from direct interaction with live traffic.

Additionally, SHA is installing a mobile application within specific vehicles that communicates with all modern vehicle navigation systems, such as WAZE and Apple systems, called "HAAS Alert System". This digital alerting system notifies drivers of operations vehicles to raise driver awareness.

A major factor improving work zone safety is effective communications with drivers to affect driver behavior. The SHA Office of Communications hosts an annual event in April to draw attention to work zone safety. On April 16 of this year, Maryland is the host state for the national kickoff event for National Work Zone Awareness Week. We also participate in "Go Orange Day" on April 17.

The State Highway Administration also is conducting a social media campaign to raise awareness about safe driving in work zones and will share "Go Orange" efforts on its social media platforms with #GoOrangeMD. All Maryland Department of Transportation agencies will share work zone safety messages across their social media outlets as well.

**J00 MDOT Overview  
Fiscal Year 2025 Operating Budget  
Response to Department of Legislative Services Analysis**

***DLS Budget Analysis Issues (continued)***

---

**3. TRAIN Commission Submits Interim Report**

*The Secretary should discuss the status of the recommendations made by the TRAIN Commission that pertain to MDOT and outline what the department would like to see result from the work of the commission in 2024.*

**MDOT Response:**

The MDOT appreciates the work of the TRAIN Commission and has worked closely with the Commission over the last six months to provide the information and resources requested by the Commission. The Commission spent considerable time in 2023 on the project selection and prioritization process used to develop MDOT's six-year capital program and there is a shared interest in improving that process to make it more data-driven and collaborative. The Commission's work on project prioritization is expected to continue in 2024.

The Commission has a broad statutory charge that includes transportation revenue capacity, funding needs, regional transportation authorities, project prioritization, and project delivery. Once the Chair establishes the workplan for 2024, MDOT will ensure that the Commission has the information they need to review and make recommendations on these important topics.