

MDOT RESPONSE TO DLS ANALYSIS

DLS Budget Analysis Issues (Continued)

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3. The Cost of cleaning Up the Bay for Transportation (Pages 39 - 41)

*DLS recommends that the department discuss with the committees in further detail what steps it is taking to meet the WIP goals, including any involvement MDOT may have in attending BayStat meetings given its role in WIP. Further, the department should discuss how it will fund the \$1.5 billion cost to implement the WIP and what it will mean for other capital priorities. DLS also recommends that committee narrative be adopted that would require the department to report to the committees how it will identify the funding for the WIP and any potential impact on other capital projects (page 41).*

MDOT Response:

As stated previously, MDOT's obligations under the Watershed Implementation Plan (WIP) will be reflected in a series of permits administered by MDE. MDOT has been working with MDE and the other BayStat agencies to explore the most cost-effective implementation strategies to meet the requirements of these permits.

The first plan developed for MDOT's pollutant reductions would have had all reductions achieved through structural retrofitting alone. Once examined in more detail the cost estimates for structural retrofitting were two to three times higher than estimates for other types of restoration projects. This confirmed other work that showed structural retrofitting for stormwater management as one of the least cost effective of the Bay restoration strategies. In response to this; MDOT, MDE and others worked together to develop a plan that was less costly but still achieved the levels of pollutant reduction needed.

The current proposed program combined retrofits with less expensive alternatives practices that would achieve pollutant reductions more quickly, making better use of available funding. EPA has concurred with this methodology. MDOT agencies have started working with DNR to provide projects on public land to maximize state resources.

MDOT will continue to work with EPA and the BayStat Agencies during the next phase of the WIP process in 2011, as the requirements are geographically refined, and EPA makes adjustments to the Bay Model, to identify opportunities to pursue the most cost effective options.

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MDOT's requirements under the WIP are all covered by permits administered by MDE. Accordingly, our progress is reported at Baystat by MDE as part of their report on the National Pollutant Discharge Elimination System (NPDES). MDOT staff regularly attends Baystat as well as the Bay Workgroup to provide input and support the Bay restoration effort.