

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.

January 9, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West
Annapolis, MD 21401

RE: Letter of Opposition – Senate Bill 105 – Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Chairman Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 105 as it circumvents the statutory Consolidated Transportation Planning (CTP) process, creates a mandated earmark from the Transportation Trust Fund, and selects a project alternative before the completion of the federal National Environmental Policy Act (NEPA) process, which is in violation of federal law.

This legislation mandates appropriations of \$27 million between FY 22-23 to complete the design, engineering, full NEPA process and secure a Record of Decision from the Federal Transit Administration for the light rail solution for Southern Maryland Rapid Transit Project. This bill selects a project alternative before a NEPA process has even begun, which is against federal law. Previous studies have favored a bus rapid transit (BRT) approach in the region; the decision on how to move forward must be part of a federally-sanctioned NEPA process and not mandated by the State legislature.

The requirements in Senate Bill 105 circumvents the nearly century old process for selecting projects statewide, including Chapter 30 of 2017. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

Arbitrarily selecting a certain local project to receive transportation funding through the legislative process ignores the collaborative process used to develop the CTP and subverts the transparency of the project funding process that MDOT recently implemented in response to Chapter 30 of 2017. Further, this project as a BRT is ranked one of the lowest projects scored in the Chapter 30 process, currently 36th out of 38 projects. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a dangerous precedent that undermines the CTP development process.