

~~appropriation may not be expended until the Maryland Department of Transportation (MDOT) has submitted a cost benefit analysis of the proposed Georgetown Branch Transitway; and the budget committees have had 45 days to review and comment upon the analysis. The cost benefit analysis should examine all potential options, including double tracking the proposed line, as well as the projected ridership and costs associated with each option. Further provided that the project may use federal funds for the environmental impact statements. Further provided that total special fund expenditures for the proposed Georgetown Branch Transitway may not exceed \$2,466,000 unless:~~

- ~~(1) federal authorization for this project is secured as part of the passage of the federal Transportation Equity Act for the 21st Century reauthorization, a federal transportation appropriation bill, or other federal enabling legislation;~~
- ~~(2) federal letters of no prejudice have been received from the Federal Transit Administration to enable the State to receive federal fund reimbursement or federal support with Congestion Mitigation/Air Quality funds for all outlays advanced by the State for all eligible planning, preliminary engineering, and preparation of the draft and final environmental impact statements; and~~
- ~~(2) the MDOT notifies the budget committees upon the receipt of the federal authorization and federal letters of no prejudice as required by subsections (1) and (2) above, including an estimate of the total project cost and the percentage of that estimated total project cost to be funded by federal~~