

which would accommodate general purpose, HOV/carpool, and bus-rapid-transit service, with integrated hiker-biker trails, to facilitate access between Montgomery County, Prince George's County, Greater Baltimore, and other locations throughout the State of Maryland, with modern environmental design and mitigation techniques such as elevated "end-on" construction, limited tunneling in key sections, community-oriented and aesthetically pleasing landscaping and design, and advanced storm drainage filtration and collection systems that would make this facility a national model for environmentally sensitive, community-oriented design and mitigation techniques; and be it further

RESOLVED, That a copy of this Resolution be forwarded by the Department of Legislative Services to the Honorable Parris N. Glendening, Governor of Maryland; the Honorable Thomas V. Mike Miller, Jr., President of the Senate of Maryland; the Honorable Casper R. Taylor, Jr., Speaker of the House of Delegates; the Honorable John D. Porcari, Secretary of the Department of Transportation; the Honorable Kathleen Kennedy Townsend, Lieutenant Governor of Maryland; and the Members of the Maryland Congressional Delegation.

Signed May 16, 2002.

Joint Resolution No. 15

(House Joint Resolution No. 10)

A House Joint Resolution concerning

State Highways - Intercounty Connector - Restart of Environmental Impact Statement Process

FOR the purpose of urging the Governor to instruct the Secretary of the Department of Transportation to restart and bring to its full conclusion a National Environmental Policy Act (NEPA) environmental impact statement process to study the Intercounty Connector (ICC), a limited-access, east-west, multi-modal connector that would accommodate general purpose, HOV/carpool, and bus-rapid-transit service, with integrated hiker-biker trails, to facilitate access between Montgomery County, Prince George's County, Greater Baltimore, and other locations throughout the State of Maryland.

WHEREAS, New road and highway construction in suburban Maryland has lagged significantly behind both population and job growth over the past several decades; and

WHEREAS, Traffic congestion in the Greater Washington region, particularly in Montgomery County and Prince George's County, is severe and has dramatically worsened in recent years, with no projects that will provide significant relief currently planned; and

WHEREAS, The Maryland Department of Transportation has indicated that the periods marked by severely congested conditions on the Capital Beltway will expand