

General Assembly that will help the municipal governments, the planning boards, and other concerned local officials and citizens to answer the question now facing them; and

WHEREAS, The State of Maryland cost of sprawl report should fill the information void that makes local decisions so difficult. The report should summarize what is known about the different costs as they apply to different neighborhood types and to different community development patterns, and it should indicate whether the costs are incurred publicly or privately; now, therefore, be it

RESOLVED BY THE GENERAL ASSEMBLY OF MARYLAND, That a joint committee on the cost of sprawl be appointed by the Speaker of the House of Delegates and the President of the Senate to make a report to the 1976 Maryland General Assembly on the problem of new development growth; and be it further

RESOLVED, That copies of this Resolution be sent to the Honorable Marvin Mandel, Governor, the Speaker of the House of Delegates and the President of the Senate, State House, Annapolis, Maryland.

Approved May 15, 1975.

No. 43

(House Joint Resolution 27)

A House Joint Resolution concerning

**[[Railroad Task Force]]
State Rail Plan**

FOR the purpose of requesting the [[Governor to appoint a Railroad Task Force to represent citizens' interest in]] Secretary of Transportation to review with the Legislative Council of the General Assembly, prior to finalizing, the State Rail Plan now being formulated by the State Department of Transportation.

With the ever-growing threat from air pollution caused by motor vehicle exhaust emissions and the gobbling up of open spaces for the construction of more super-highways, it is obvious that we should be increasing railway services, improving railway