

appropriate management and coordination of the Chesapeake Bay and its effect on the fragmentation of management and coordination of the Bay; and be it further

RESOLVED, That it shall examine and evaluate available alternative proposals for improved and effective coordination in the management of the Bay and its uses; and be it further

RESOLVED, That the joint legislative advisory commission shall, wherever possible, work in close harmony with the many public and private State, regional, local and municipal advisory committees and task forces which currently are studying Bay management and coordination; and be it further

RESOLVED, That, based upon its appraisal of current studies and the roles of federal and State, State, regional and local agencies, and the means of improving coordination of Bay management, the joint committee commission shall recommend the most desirable Bay management alternative; and be it further

RESOLVED, That the Joint Maryland-Virginia Committee Commission shall report to the General Assemblies of both states prior to the 1980 session.

Approved May 2, 1978.

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No. 13

(Senate Joint Resolution 76)

A Senate Joint Resolution concerning

Governor Ritchie Highway - Baltimore-Annapolis  
Transit Corridor

FOR the purpose of requesting the Department of Transportation to complete a study of Ritchie Highway and the Baltimore-Annapolis transit corridor and take appropriate steps to improve the safety and capacity of Ritchie Highway and travel in the Baltimore-Annapolis transit corridor; and generally dealing with the Governor Ritchie Highway.

WHEREAS, The Governor Ritchie Highway presently is the main and principal link of travel between Baltimore and Annapolis; and

WHEREAS, Ritchie Highway has been called by many elected officials and officials of the Maryland Department of Transportation one of the most dangerous and frustrating