

WHEREAS, The DEIS study concluded that there are no practicable or feasible transit alternatives to the ICC; and

WHEREAS, Using 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 would make the ICC a national model for environmentally sensitive, community-oriented design and mitigation techniques; and

WHEREAS, State and federal regulatory agencies have consistently approved projects with similar environmental impacts because of these modern environmental design and mitigation techniques, after a full and complete NEPA process; and

WHEREAS, The most recent study of the ICC performed in 2001 by the Montgomery County Planning Board's 34-member Transportation Policy Report (TPR) Task Force found that the ICC on the Master Plan Alignment is the single most effective road or transit project for relieving traffic congestion and improving travel times on areas roads; and

WHEREAS, A majority of the TPR Task Force voted to support construction of the ICC; and

WHEREAS, The Transportation Solutions Group, the most recent State-appointed study commission on this issue, recommended building the ICC using advanced environmental mitigation and design, aesthetically pleasing landscaping and pedestrian paths, and other parkway-style design elements; and

WHEREAS, The ICC would provide a capability for express bus service conveniently linking major job and population centers in the I-270 corridor and outlying communities to BWI Airport, downtown Baltimore, Prince George's County, and elsewhere; and

WHEREAS, Alternative financing methods, including public-private partnerships, could create alternative, non-tax, revenue sources to fund all or substantially all ICC construction and maintenance costs; and

WHEREAS, The NEPA requires completion of a DEIS, a Final Environmental Impact Statement, and Record of Decision, which are designed precisely to weigh all reasonable alternatives in an open process before rendering a final decision; now, therefore, be it

RESOLVED BY THE GENERAL ASSEMBLY OF MARYLAND, That the General Assembly urges the Governor to direct the Secretary of the Department of Transportation to restart and bring to its full conclusion a National Environmental Policy Act environmental impact statement process on the Intercounty Connector, as recommended by the Montgomery County Planning Board's Transportation Policy Report Task Force, and carry that process through to a Record of Decision as prescribed by law; and be it further

RESOLVED, That such a study include at least one alternative along the ICC Master Plan Alignment for a limited-access, east-west, multi-modal connector road