

INTER COUNTY CONNECTOR (ICC) TIMELINE

YEAR	STAGE
1950s	ICC proposed as part of 122-mile Outer Beltway
1960s	ICC repropoed as an Outer Circumferential Highway
1975	National Capital Region Transportation Planning Board endorsed funding for planning-engineering study of first 8-mile segment
1980	Maryland dropped Outer Beltway but was studying 22-mile ICC
Lobbying by major environmental groups launched, but not an aggressive, grass-roots campaign to educate voters about ICC negatives and benefits of more responsible transportation options.	
1983	First ICC draft environmental impact statement (EIS) completed.
1983	National Capital Region Transportation Planning Board asked Maryland to shorten ICC by four miles
1984	Maryland designates land in Montgomery and Prince George's County so ICC right-of-way could be preserved.
1992	Second ICC draft EIS <i>initiated</i> .
1997	Second ICC draft EIS <i>completed</i> .
1997	Former Governor Parris Glendening puts ICC EIS on hold.
1999	Maryland Transportation Solutions Group votes in favor of ICC
1999	Former Governor Parris Glendening declares ICC dead.
1999	Montgomery County considers removing ICC from master plans.
2000	Pressure from the Maryland General Assembly resulted in an agreement with Montgomery County not to remove the ICC from master plans.
2002	Maryland Senate Joint Resolution 8 asked Governor Glendening to restart the ICC EIS process.
By this point an aggressive, grass-roots voter education campaign could have reduced General Assembly pressure and minimized ICC as an issue in the 2002 elections. Instead, opposition focused on lobbying by a dozen major environmental groups and EIS litigation.	
2003	Newly elected Governor Robert Ehrlich resurrects ICC study and majority of Montgomery County Council members support ICC. Montgomery County Executive Douglas Duncan issued a resolution endorsing ICC.
2004	National Capital Region Transportation Planning Board votes to endorse regional plans including ICC.
2005	Governor Ehrlich announces state preference for ICC Corridor 1 and Maryland Board of Public Works approves Corridor 1.
2006	Federal Highway Administration approves ICC Corridor 1.
2007	First contacts awarded to construct ICC.
2011	First ICC segment opens.
2014	Last ICC segment opens.

This timeline was prepared by CEDS based on the MD 200 Wikipedia page: https://en.wikipedia.org/wiki/Maryland_Route_200