MARYLAND

MARYLAND TRANSPORTATION AUTHORITY

Task Force Report

Task Force on Traffic Capacity Across the Chesapeake Bay

Table of Contents

Purpose of the Task Force

Traffic across the Bay Bridge has been increasing steadily since the parallel spans were constructed; the original two-lane bridge in 1952 and the second three-lane bridge in 1973. Since 1952, population and job growth on both sides of the Bay have increased significantly, resulting in an increase in the volumes of local and regional trips, and increased congestion and its associated effects (e.g., accidents, increased truck traffic, delays, environmental concerns, and others).

The Maryland Transportation Authority (Authority) is responsible for constructing, managing, operating, and improving the State's toll facilities including the Bay Bridge. As part of the ongoing mission to provide Maryland's citizens and visitors with safe and convenient transportation facilities, the Authority is evaluating the need for additional capacity across the Chesapeake Bay.

In 2001, the Maryland Transportation Authority initiated a study of the transportation and safety needs associated with the existing Bay Bridge. The 2004 Transportation Needs Report was the result of that study and presented the assessment of existing and future operations and safety of the Bridge.

Introduction

In January 2005, recognizing that there are many complex and sensitive issues to consider to address the needs, Maryland Department of Transportation (MDOT) Secretary and Authority Chairman Robert L. Flanagan convened a Task Force to examine the range of issues and help educate stakeholders about the needs for possible additional capacity across the Bay.

The Task Force received detailed information on the history of the existing bridges, the transportation and safety needs identified in the 2004 Transportation Needs Report, construction of major water crossings, traffic forecasts, the environmental review and regulatory process, and growth and economic development.

Two co-chairs, Senator J. Lowell Stoltzfus and O. James Lighthizer, were selected by Secretary Flanagan to lead and facilitate the Task Force meetings. In addition, 21 Task Force members and seven ex-officio members were appointed by the Secretary.

The Task Force was comprised of members of the Senate of Maryland and Maryland House of Delegates and local representatives of the travel, trucking, banking, and construction industries.

The ex-officio members included the leaders of the Maryland Department of Transportation, the Authority, Maryland Department of Planning, Department of Natural Resources, Department of Business and Economic Development, Maryland Department of the Environment, and Critical Area Commission for the Chesapeake and Atlantic Coastal Bays.

The work of the Task Force is the beginning of a comprehensive planning and public involvement process. The purpose of the Task Force was to gather information and identify issues; it was not to select a specific location or a project for development. Following the Task Force process, State and Federal agencies and officials may engage in the study of a Bay crossing under the National Environmental Policy Act (NEPA) process, which would include, among other things, a study of all reasonable alternatives for a Bay crossing and the impacts a new Bay crossing could have on the natural and human environment. The NEPA process would provide multiple opportunities for public involvement.

Task Force Members

1. Lon Anderson, AAA Mid-Atlantic
2. Delegate John Arnick, District 6
3. Senator John Astle, District 30
4. Andrew N. Barrow, Harbor Bank
5. Commissioner Sonny Bloxom, Worcester County
6. Chief Walter T. Coryell, Chestertown Police Department
7. Commissioner William H. Cox, Maryland Transportation Commission
8. Councilwoman Effie M. Elzey, Dorchester County
9. Jeffrey E. Frank, PhD, Patton, Harris, Rust & Associates
10. H. Victoria Goldsborough, Caroline County Board of Education
11. Senator Janet Greenip, District 33
12. Senator Rona E. Kramer, District 14
13. Delegate Mary Ann Love, District 32
14. Mayor James N. Mathias, Jr., Ocean City
15. Delegate Anthony J. O'Donnell, District 29
16. Senator Edward J. Pipkin, District 36
17. Commissioner Susan Ellsworth Shaw, Calvert County
18. Alan I. Silverstein, Talbot County Chamber of Commerce
19. Delegate Richard A. Sossi, District 36
20. Walter Thompson, Maryland Motor Truck Association
21. W. Gregory Wims, President and CEO, Hammer and Nails, Inc.

Ex-Officio Members

1. Robert L. Flanagan, MDOT Secretary and Authority Chairman
2. Trent M. Kittleman, Executive Secretary, Maryland Transportation Authority
3. C. Ronald Franks, Secretary, Department of Natural Resources
4. Audrey E. Scott, Secretary, Maryland Department of Planning
5. Kendl P. Philbrick, Secretary, Maryland Department of the Environment
6. Martin G. Madden, Chairman, Critical Area Commission for the Chesapeake and Atlantic Coastal Bays
7. Aris Melissaratos, Secretary, Department of Business and Economic Development

Bay Bridge History

The location for Bay Bridge was selected in the 1930s based on a number of factors, including the growing state highway network, ship navigation, and access to the lower Eastern Shore. Since 1952, population and job growth on both sides of the Bay have increased significantly, resulting in an increase in the volumes of local and regional trips, and increased congestion and its associated effects (e.g., accidents, increased truck traffic, delays, environmental concerns, and others). For example, between 1970 and 2000, the population of Anne Arundel County increased from 299,825 to 491,383. The Maryland Department of Planning (MDP) projects the Anne Arundel County population to increase to 541,250 by 2015. For Queen Anne's County, between 1970 and 2000, the population increased from 18,506 to 41,456. MDP projects the population in Queen Anne's County to increase to 53,550 by 2015.

The Bay Bridge is the only roadway crossing of the Chesapeake Bay in Maryland. Trips across the Bay Bridge consist of two types of travel: local trips (such as work related and discretionary trips) with origins and destinations relatively close to the Chesapeake Bay shores, and regional travel (such as commerce and travel to beach destinations) with origins and destinations elsewhere in Maryland and beyond. Traffic associated with all types of trips across the Bay has been increasing steadily since the parallel spans were constructed. Nearly 26 million vehicles crossed the Bay Bridge in 2005.

The US 50/301 corridor is experiencing congestion today, and is projected to experience even higher levels of congestion in the future. Most significant are the constraints that cause eastbound delays between the Parole area in Anne Arundel County and the Bay Bridge. The Bay Bridge is a critical portion of the US 50/301 corridor that is the most susceptible to factors that can cause or exacerbate congestion. For example, because the bridge lacks shoulders, reconstruction and rehabilitation work takes longer and creates difficulties with maintaining traffic flow. In addition, the US 50/301 corridor serves as a regional alternate to I-95 and US 13. The lack of an alternative crossing could be a threat to homeland security.

Further, based on the current condition of the eastbound bridge deck and the projected increases in traffic volumes, it is anticipated that the deck will require rehabilitation between 2015 and 2020. Depending on the type and method of construction, the rehabilitation could require long-term single lane closures or nighttime bridge closures of the eastbound bridge. Because the bridge is projected to carry significantly higher traffic volumes by 2015-2020, the rehabilitation would likely result in substantial travel time delays.

Recognizing these facts, the Authority has begun studies to formulate a long-term improvement plan for the Bay Bridge. The purpose of the Task Force is to assist the Authority by evaluating the need for additional capacity and by identifying issues that should be considered in addressing such capacity needs. This Task Force Report is the result of efforts by the Task Force.

Task Force Report

The report is organized into five chapters, the introduction, summary of meetings, public involvement and outreach process, Task Force discussions (Meeting # 5) and next steps after the conclusion of the Task Force.

Appendix A contains a summary of Meeting # 5. Appendix B contains a summary of the Task Force process, the schedule and content of each Task Force meeting, the biographies of the Task Force members and Ex-officio members, and a summary of citizen comments at each of the five Public Information Meetings.

Five Task Force meetings were held to present issues affecting traffic capacity across the Chesapeake Bay. The first three meetings were held in the Maryland Senate Building in Annapolis, and the two remaining meetings were held at the Tidewater Inn in Easton. The first four Task Force meetings were designed to focus on one or two distinct and related topics. Experts in transportation, planning, and economic development made presentations. Task Force members were given an opportunity to ask questions during and after the presentations. A summary of each meeting was prepared and distributed at the following meeting.

In addition, each member received a Briefing Book prior to the first meeting, which served as the record of the Task Force process. All handouts were stored in the book. Task Force members kept their Briefing Books between meetings.

A brief summary of the information presented at each meeting is presented on the following pages. Task Force Meeting #5, which is described later in this report, did not include any formal presentations; instead, the purpose of the final meeting was to promote discussion of the topics presented previously.

Summary of Task Force Meetings

Meeting #1 – The Bay Bridge: Yesterday, Today, and Tomorrow

The purpose of Meeting #1 was to kick-off the Task Force process, allow members to meet each other and Authority staff, and to share detailed information about the history of the Bay Bridge and its local and regional significance.

MDOT Secretary Robert Flanagan began Meeting #1 by welcoming the Task Force members and describing the traffic congestion associated with the Bay Bridge and why it is critical to take action now. Secretary Flanagan explained that conditions are expected to worsen over the next twenty years and the best available data of future traffic projections may be underestimated. The project development process is complex and controversial so it could take many years until capacity issues at the existing bridge are resolved.

Maryland Transportation Authority Executive Secretary Trent Kittleman then presented a comprehensive history of the first and second spans of the Bay Bridge and the regional significance of the Bridge. Ms. Kittleman continued with a discussion of existing conditions and how the Authority is responding to increased traffic and delays.

To illustrate the significant growth in traffic, Ms. Kittelman presented existing and future projections of traffic data. For example, the annual traffic on the Bay Bridge in 1952 (when the first bridge was originally opened to traffic) was 1.1 million vehicles. In 2004, 25 million vehicles crossed the Bay Bridge. Ms. Kittleman also explained some of the reasons for traffic delays at the bridge. For example, the US 50 eastbound and westbound approaches to the Bridge, each three lanes wide, have a capacity of 6,000 vehicles per hour. However, the bridge spans can carry only 4,500 vehicles per hour.

Demand for capacity across the Bay is attributed to the location and types of employment centers on the Western Shore as compared to employment available on the Eastern Shore. More than 11,000 people commute from Eastern Shore to Western Shore counties, Baltimore City and Washington, D.C each day. More than 2,000 people commute from Western Shore to Eastern Shore counties daily. Truck traffic constitutes 14 percent of the vehicles traveling on weekdays. The statewide average for truck traffic on this type of roadway (an urban arterial road) is four percent. The Bay Bridge carries 53 percent more traffic on summer weekend days (95,000 vehicles) than on weekdays (61,000 vehicles).

An origin-destination (O-D) survey was conducted in 2001 to determine travel patterns associated with the Bay Bridge. Surveys were conducted for the eastbound direction on a summer weekend day (Saturday in August) and for an "average" weekday (Wednesday in October) to capture seasonal variations in traffic crossing the Bridge. The O-D study showed most of the summer weekend traffic

traveling from the Baltimore-Washington metropolitan area to the lower Eastern Shore. For weekday travel, the study showed the majority of eastbound traffic from the Baltimore region traveling to the lower Eastern Shore and Queen Anne's County. The complete results of this study are published in the "Origin-Destination Survey Report, Bay & Nice Bridge Study," June 5, 2002. The Origin-Destination Survey Report includes a detailed break down of specific origins and destinations.

A summary, showing Baltimore and Washington Origin-Destination Study Results is shown below in Table 1.

The Authority has developed several interim strategies to maximize bridge capacity and reduce congestion during the busiest times during the summer months called "Taking the Heat Out of Summer Travel." The program reduced peak-period traffic on the Bridge by seven percent in 2005. The program included widening toll-plaza departures, using the westbound contra-flow lane for *E-ZPass*SM customers, aggressive marketing of *E-ZPass*SM, extending the E-ZPassSM only lane from one half to one mile, adding more vehicle-recovery technicians, new overhead dynamic message signs,

using shoulders on MD 8 for local residents, "Go Early... Stay Late" program with the Department of Business and Economic Development (DBED), "State-of-the-Bridge" telephone message system, and enhanced public and media outreach.

In addition to these efforts to reduce travel during peak periods, the Authority uses contra-flow operations on the westbound span during peak periods. A contra-flow lane operates in a direction opposite to the normal flow of traffic. The westbound span generally carries three lanes of traffic from Kent Island to the Western Shore. When necessary, one westbound span lane is converted to an eastbound lane to increase eastbound capacity to three lanes. The Authority continues to develop innovative solutions to improve traffic flow and also works with local municipalities, communities, and other State agencies to ease traffic conditions and create optimal flow during peak periods. However, even with these measures, the capacity of the bridge will not meet the future demand.

Meeting #1 concluded with a presentation of a "zone" approach that was used throughout the remaining Task Force meetings. Four zones were outlined on a map of Maryland as equally sized geographic areas so that information could be

Table 1: Origin-Destination Study Results

	Summer Weekend Day	Non-Summer Weekday
Origin: Baltimore	50%	70%
Origin: Washington, DC	50%	30%
Destination: Lower Eastern Shore	70%	40%
Destination: Upper Eastern Shore	30%	60%
Most Common Trip Type	Tourist / Recreation	Commuter

presented in an organized way (Figure 3). The zones in no way represented preferred locations for a crossing; they were merely convenient ways of presenting information.

Two areas of the Bay were not included in any of the zones. Based on the initial sketch level travel forecasting model, a crossing between Harford and Cecil Counties would divert a very small amount of the existing Bay Bridge traffic and would be too close to existing regional routes (I-95, US 40). Likewise, a crossing between St. Mary's and Somerset Counties also would divert only a small amount of the traffic that would normally use the existing Bay Bridge. This crossing would require construction in the deepest part of the bay with extremely long spans between support piles and would exceed 25 miles in length. These areas are shown in Figures 1 and 2.

Meeting #2 – Traffic and Infrastructure

The purpose of Meeting #2 was to educate the Task Force members about the planning, design, and construction of bridges and approach roadways. The Task Force was introduced to the concept of mega projects, such as the Intercounty Connector and the Woodrow Wilson Bridge, to understand the process and schedule for implementing complex, high profile, costly, and often controversial projects. Dennis Simpson, the Authority's Deputy Director of Capital Planning, presented this portion of the presentation and gave a brief overview of the successful project development process used in Maryland.

Geoffrey Kolberg, the Authority's Executive Director of Engineering and Construction Management, presented information on major water crossings. He first described the characteristics of the Bay to illustrate the wide range of constraints associated with each zone. For example, the width of the Chesapeake Bay ranges from four miles at the existing crossing to 25 miles at its mouth in Virginia. Its water depth ranges from 10 feet in the north to over 100 feet in the south. Poor soil conditions may exist in the submerged Susquehanna River Channel, the ancient riverbed of this waterway, possibly requiring substantial deep foundations to support a new crossing.
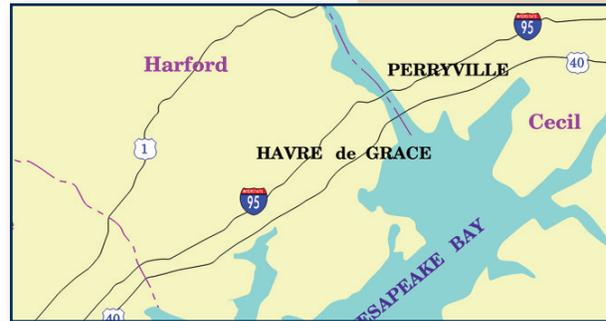
Figure 1: Northern Chesapeake Bay

A crossing between Harford and Cecil Counties would divert a very small amount of the existing Bay Bridge traffic and would be too close to I-95 and US 40.
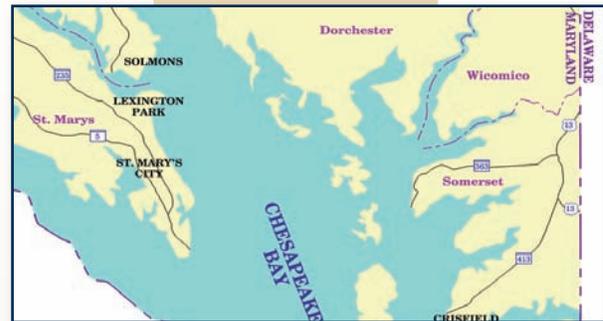

Figure 2: Southern Chesapeake Bay

A crossing between St. Mary's and Somerset Counties would require construction in the deepest part of the bay with long spans between support piles.

Given the physical characteristics of the Chesapeake Bay, three types of crossings are possible; bridge, tunnel and ferry service. In terms of adding capacity to the exiting Bridge, the Authority has evaluated the possibility of widening the existing Bay Bridge. However, the existing parallel bridge structures were not designed to carry the additional weight of new substructure and superstructure nor the additional traffic. In effect, widening the existing bridge would require construction of new substructure and superstructure that would be equivalent to constructing a new bridge of similar width.

Using current engineering technology, a new crossing could be constructed in any of the four zones. However, assuming a bridge crossing for
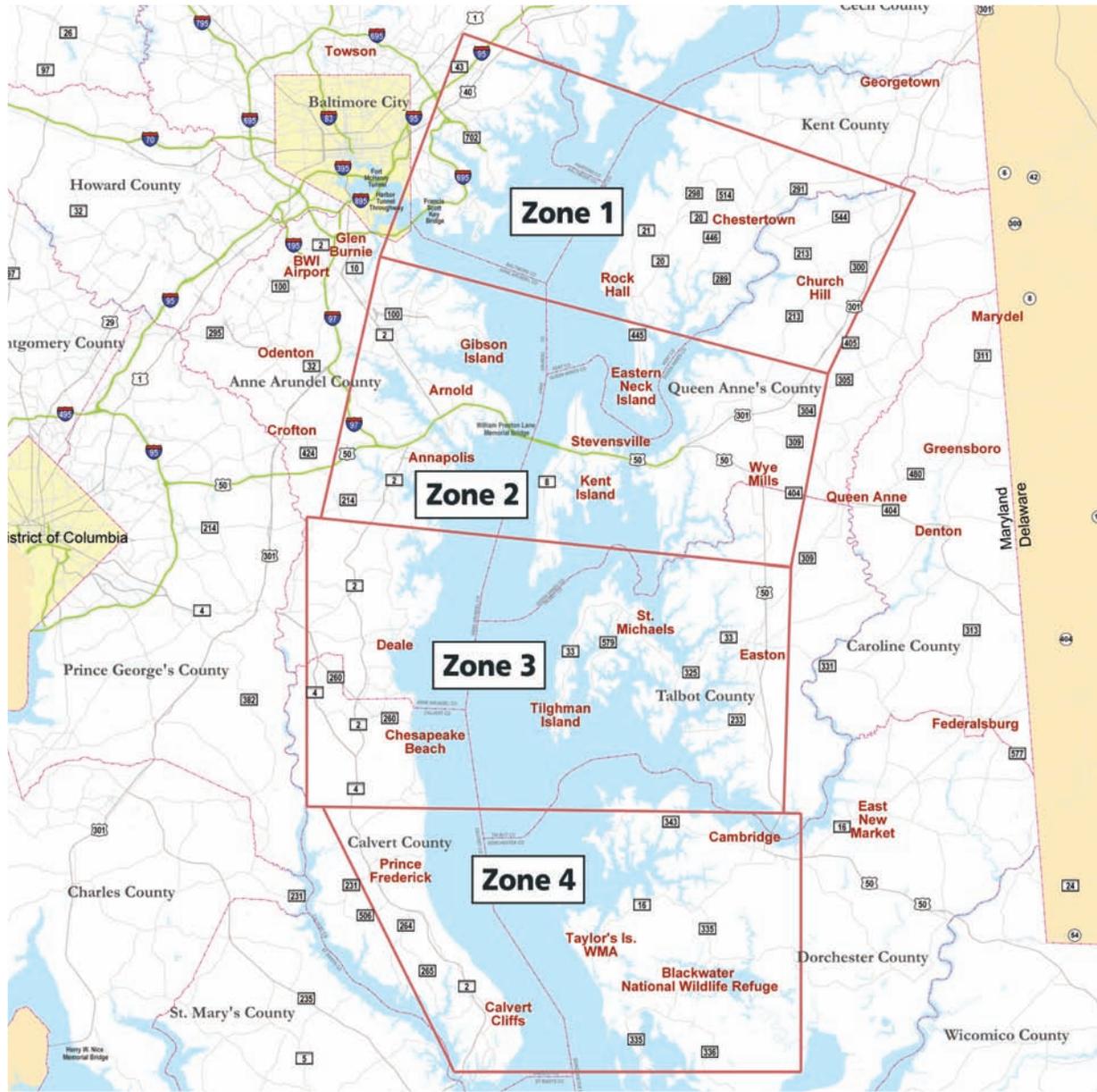
Figure 3: Zone Map

The four zones presented to the Task Force are listed below and are shown in Figure 3.

Zone 1: Baltimore County to Kent County (historic northern crossing)

Zone 2: Anne Arundel County to Queen Anne's County (existing Bay Bridge)

Zone 3: Anne Arundel/Calvert Counties to Talbot County (near St. Michaels)

Zone 4: Calvert County to Dorchester County (historic southern crossing)

the purposes of analysis, the costs for a bridge in Zone 1 would likely be less than one in Zones 2, 3, or 4, as crossings in these zones would have longer main span lengths to accommodate poor soils and navigation activities, deeper foundations necessary for construction within the navigational channel, and total bridge lengths. A long-span bridge project could cost between $600 and $900 million per mile (2005 dollars).

The following features were presented for each zone:

- Crossing length
- Main span length or navigational channel width
- Water depth and foundation requirements
- Structure type and pier height
- Vertical clearance for vessel passage
- Other issues such as security, maintenance costs, economic interests

Other factors were discussed for crossings in general and included homeland security, maintenance, and economic considerations for the Port of Baltimore. Navigation issues would require coordination with the United States Coast Guard. Bridge height would require coordination with the Federal Aviation Administration and the Department of Defense. A bridge would need a pier protection

system to protect the bridge substructure from collisions, although less substantial vessel collision/pier protection systems would be required north of the Port of Baltimore (larger vessels cannot pass under the existing Bay Bridge or Key Bridge). More protection would be necessary within the unconstrained navigational channel south of the existing bridge for large marine vessels serving the Port of Baltimore, sailing at ocean-going speeds. Table 2 summarizes the Chesapeake Bay characteristics and potential structure types.

A tunnel is typically used in areas where navigation restricts the placement of bridge supports. In the case of the Chesapeake Bay, where such constraints do not exist, a tunnel could be constructed in combination with bridge structures, like Virginia's Chesapeake Bay Bridge Tunnel and the Hampton Roads Bridge Tunnel. A tunnel would require construction of access and ventilation islands above the tunnel and are more susceptible to hazardous material spills and threats to homeland security. A tunnel can cost up to three times the cost of a bridge at the same location.

Based on earlier studies conducted by MDOT, ferry service would provide some capacity, especially for recreational travel, but would

Table 2: Summary of Long Span Bridge Considerations

	Existing Bridges	Zone 1	Zone 2	Zone 3	Zone 4
Crossing Length	4 miles	7-9 miles	4 miles	10-12miles	6-7 miles
Channel Width	1,500 ft	600 ft	1,500 ft	>10,000 ft	>10,000 ft
Main Span Length	1,600 ft	1,200 ft	2,000 ft	3,000-4,000 ft	3,000-4,000 ft
Water Depth	60 ft	35 ft	60 ft	110 ft	110 ft

have significantly longer crossing times, from 55 minutes to 145 minutes. User costs could range from $25 to $40 for cars and $75 to $110 for trucks. Capacity would depend on the number of ferries used. Based on these studies, ferry service would provide capacity for 25,000 to 335,000 vehicles per year (compared to 25 million on the existing bridge). Regardless of location within the study area, a ferry service would not relieve congestion on the existing bridge.

Neil Pedersen, Administrator for the Maryland State Highway Administration, followed with a presentation on the issues associated with planning and designing the approach roadway system in each zone. If a crossing were selected in any of the zones, the adjacent roadways must be sufficient to carry the traffic to and from the crossing. A significant number of miles of roadways could be affected by new capacity across the Bay, many of which are currently or are expected to be over capacity in the future. Communities and environmental resources existing along roadways adjacent to the Bay could be affected.

A sketch-level travel demand model was developed as part of the Transportation Needs Report. This model computed order of magnitude comparisons between the zones (this type of model is not detailed enough for the analysis and design of an actual crossing). Based on the results of the model, traffic across the bridge will continue to increase to a level where weekday congestion will resemble the congestion that exists now on summer weekends. The capacity of the existing bridge is 82,500 vehicles per day. **The volumes forecasted for 2025 are 135,000 vehicles per day, which is 60 percent higher than the capacity of the existing bridge and approach roadways.** When evaluating each zone, certain factors cause the need for additional infrastructure. The types of roadways at a crossing location and the existing travel demand on those roadways may necessitate infrastructure improvements. Existing controls of access and traffic operations, upgrades or new roadways, interchange and access locations and tie-ins with existing major corridors also affect the need for additional infrastructure.

For each roadway segment, the sketch-level model measured Average Daily Traffic (ADT), or the total number of vehicles using the roadway in a 24-hour period. The model assigns a Level of Service (LOS), or a quantitative measure of traffic operational conditions which is used to compare the effects of a no-build and build alternative on roadways adjacent to each possible crossing. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.

Six LOS are defined for each type of roadway section and are given letter designations from "A" to "F," with "A" representing good operating conditions and "F" representing

unsatisfactory operating conditions. For each zone, Mr. Pedersen presented the LOS of major feeder roads under existing conditions (2003) and future (2025) conditions with and without a new crossing and again reminded the Task Force members of the preliminary nature of the forecasts. A sketch level model is not detailed enough to be used in a formal NEPA study, but it can be used to give a general order of magnitude estimate of traffic projections. These types of projections are useful in understanding trends of potential diversion of traffic, but are very preliminary in nature. Therefore, the traffic numbers presented to the Task Force represent a preliminary estimate of projected trends. A summary of the estimated traffic volumes that would use a new crossing in Zones 1, 3 or 4 are presented in Table 3 below.

Table 3: Summary of Projected Traffic Diversions by Zone

	Zone 1	Zone 2	Zone 3	Zone 4
Average Summer Weekend:				
2025 ADT Diverted to this Zone	40,000	N/A	50,000	25,000
2025 ADT Remaining on Existing Bridge	95,000	135,000	85,000	110,000
Average Weekday:				
2025 ADT Diverted to this Zone	25,000	N/A	25,000	15,000
2025 ADT Remaining on Existing Bridge	61,000	85,000	60,000	70,000

Summary of Task Force Meetings

Zone 1 – For summer traffic, a crossing in Zone 1 could divert approximately 40,000 (ADT) from the existing crossing, but the existing crossing may still carry approximately 95,000 (ADT), which exceeds its capacity. For weekday traffic, a crossing in Zone 1 would divert 25,000 from the existing crossing, leaving roughly 61,000 ADT on the existing crossing. The US 50 area outside Annapolis, on the Western Shore, would remain severely congested. The greatest effect on traffic volumes would likely be from land use changes in Kent County. Based on these sketch level traffic projections, a crossing in Zone 1 could require major upgrades to MD 702, MD 43, North Point Road, the approaches along I-695 (Baltimore Beltway), and a new road or upgrades to existing roads from Tolchester to US 301 (approximately 18-20 miles).

Zone 2 – For Zone 2, the location of the existing Bay Bridge, more lanes would be needed adjacent to the bridge to meet the capacity of the approach roads. Increased capacity would also be necessary on US 50 approaching Annapolis. Widening the US 50 approach through Annapolis would likely exacerbate capacity issues on I-97. On the Eastern Shore, an upgrade of US 50 from the US 301 split to MD 404 would be necessary. The roadway segment of US 50 between the Bridge to US 301 would reach capacity around 2030.

Zone 3 – For summer traffic, a crossing in Zone 3 potentially could divert approximately 50,000 (ADT) from the existing crossing and the existing crossing could still carry approximately 85,000 (ADT), which slightly exceeds its capacity. For weekday traffic, a crossing in Zone 3 could divert approximately 25,000 from the existing crossing with roughly 61,000 ADT still using the existing crossing. The US 50 area outside Annapolis, on the Western Shore, would remain severely congested. A crossing in Zone 3 could necessitate widening of MD 4 to eight lanes from I-495 to MD 260 (14 miles). A major upgrade to MD 260 or a new roadway (8.5 miles) also could be needed. In Talbot County, a new limited access freeway could be needed from Knapps Narrows, over sensitive areas, to tie into US 50 near Easton (18 miles). This new roadway would require a significant number of bridges across rivers and wetland systems.

Zone 4 – For summer traffic, a crossing in Zone 4 could divert approximately 25,000 (ADT) from the existing crossing, leaving the existing crossing to still carry about 110,000 (ADT), which exceeds its capacity. On a non-summer weekday, a crossing in Zone 4 could divert approximately 15,000 (ADT) from the existing crossing, leaving roughly 71,000 ADT on the existing crossing. For both types of traffic, major capacity issues would remain on the existing bridge. US 50 outside Annapolis would remain severely congested. In addition, in Calvert County, MD 4 would need to be upgraded with one to two additional lanes in each direction with greater controls of access from I-495 to Prince Frederick (32 miles). An access controlled freeway could be needed around Prince Frederick. In Dorchester County, an upgrade to MD 16 or construction of a new roadway may be necessary. This upgrade or new construction would impact small communities and roughly 20 miles of sensitive environmental areas (along and near MD 16). Because 85 percent of Dorchester County is covered by wetlands, the length of roadway bridges could be greater than the Bay crossing itself.

Roadway costs, depending upon the location of the project, could approach $100 million per mile in urban areas and $30-50 million in rural areas (2005 dollars). Crossing wetlands would incur greater costs. The majority of the comments offered by the Task Force at the end of Meeting #2 were related to the costs and impacts of constructing a new crossing and its approach roadways.

Meeting # 3 – The Environmental Review and Regulatory Process

The purpose of this meeting was to introduce the National Environmental Policy Act of 1969 (NEPA) and associated laws and processes, which govern

the environmental review of all federally funded transportation projects. In addition, staff from Maryland environmental agencies presented an overview of the regulatory process and the environmental resources within each zone which may be protected by state and federal regulations.

Alan Straus, the project manager for the consultant team, reviewed the fundamental tenets of NEPA, which comprise the environmental review process. The environmental review process is guided by both procedural and substantive statutes, regulations, and guidance. This process includes more than two dozen federal and state laws, each focused on protection of human, cultural and natural environmental resources.

NEPA is a consensus building process (as shown in figure 4) where input from all stakeholders is used to develop a project that responds to transportation needs and includes a thorough evaluation of all environmental impacts and reasonable alternatives. At specific points in the process, regulatory agencies must concur that NEPA requirements have been met. In addition, public involvement is an important requirement of NEPA studies. Each major step of NEPA has an opportunity for public interaction and comment. The Task Force process is not part of NEPA, but results from the Task Force would be considered in any future NEPA process.

The NEPA process includes three stages: project scoping, detailed studies, and decision-making. During project scoping, the Purpose and Need statement, which justifies and defines the reason for the project, is developed. The project study area is also defined and inventories of the natural, human, and cultural environments are collected. During this time, travel demand studies are conducted for the existing and future no-build conditions. Also, the lead federal and state agencies will solicit input from the public on the Purpose and Need statement and on potential solutions. Throughout the process, no-build is always an option and is also used to compare the benefits and impacts of alternative solutions.

Figure 4: NEPA Consensus Building Process

Task Force Process

- Sketch-level Travel Demand Modeling
- Enviromental Inventories
- Crossing Types
- Understanding Growth and Economic Development
- Public Involvement
- Report of Task Force Findings

1 Year

▼ DECISION POINT

NEPA

- Purpose and Need
- Alternatives Scoping and Screening
- Detailed Environmental Inventories
    - Natural Resources
    - Socio-economic Features
    - Cultural Resources
- Public Involvement
- Draft Environmental Impact Studies
- Environmental Documentation
- Local, State, and Federal Interagency Coordination
- Regulatory Permits and Approvals

APPROXIMATELY 4–7 YEARS

▼ DECISION POINT

Project Implementation

- Design
- Right-of-Way
- Construction

APPROXIMATELY 7–10 YEARS

Once alternatives are defined that could meet the Purpose and Need, detailed studies of engineering, traffic, and the environment (natural and human) are conducted to evaluate the benefits, impacts, and costs of the alternatives. Environmental studies include wetlands, waterways and floodplains, sensitive species and habitats, forests and parklands, historic and archaeological resources, neighborhoods, and community features. The detailed studies also evaluate land use, growth and development, travel demand and capacity, and air and noise impacts. The results of these studies are presented to the public and agencies in a draft environmental document. For large complex projects, this document is called a Draft Environmental Impact Statement (DEIS). During this stage, the public has an opportunity to review and comment on the document, both at a Location/Design Public Hearing and in writing during the comment period.

During the decision-making stage, the lead agencies review all comments on the DEIS, perform additional studies and refine alternatives, and recommend a Preferred Alternative. The Final Environmental Impact Statement (FEIS) documents the support for the Preferred Alternative and how public comments were considered. The public then has an opportunity to comment on the FEIS. Once FEIS comments are reviewed and considered by the lead agencies, a Record of Decision (ROD) is issued by the lead federal agency. If a build alternative is selected, the preliminary design components of the preferred action, as documented in the FEIS, are used to obtain the permits and regulatory approvals necessary to construct a project.

It is critical that public stakeholders are involved during every stage of NEPA. Through its history of planning and implementing projects, Maryland has developed a good record of protecting the environment and addressing communities' concerns.

The laws that guide the NEPA process are administered by 17 federal and 12 state agencies. As a national leader, Maryland uses a process that combines the environmental review process with the regulatory process in an effort to streamline the two processes and make them more efficient. These laws include:

Federal Laws:
- National Environmental Policy Act
- Section 401, 402 and 404 of the Clean Water Act
- Section 9 of Rivers and Harbors Act
- Section 10 of Rivers and Harbors Act
- Section 4(f) of the U.S. Department of Transportation Act
- Section 106 of the Historic Preservation Act
- Section 6(f) of the Land and Water Conservation Act
- Section 307 of the Coastal Zone Management Act
- Section 7 of the Endangered Species Act
- Fish and Wildlife Coordination Act
- Migratory Bird Treaty Act
- National Wildlife Refuge System Improvement Act
- Wild and Scenic Rivers Act
- Marine Protection, Research and Sanctuaries Act
- Clean Air Act
- Resource Conservation and Recovery Act
- General Bridge Act

State Laws
- Environment Article
- Waterway Construction and Dam Safety Act
- Nontidal Wetlands Protection Act
- Tidal Wetlands Act
- Sediment Control Act
- Stormwater Management Act
- Ambient Air Quality Control Act
- Natural Resources Article
- Maryland Environmental Policy Act
- Chesapeake and Atlantic Coastal Bays Critical Area Protection Act
- Non-game and Endangered Species Act
- Forest Conservation Act
- Scenic and Wild Rivers Act
- Housing and Community Development Article
- Maryland Historical Preservation Act

Gary Setzer, Director of Wetlands and Waterways for the Maryland Department of the Environment, presented additional detail about Maryland's regulatory process and highlighted some of the federal approvals typically needed for transportation projects. In addition, Ren Serey, Executive Director, Critical Area Commission, Chesapeake and Atlantic Coastal Bays Critical Area Commission, highlighted regulations that protect forest buffers and lands adjacent to the Bay, such as the Forest Conservation Act and the Chesapeake and Atlantic Coastal Bays Critical Area Act.

Kenneth Miller, Director of Watershed Information Services for the Maryland Department of Natural Resources, presented resources and potential environmental issues for those resources in each zone. All four zones contain significant natural, human, and cultural resources that would be considered in any future studies. However, while each zone has a unique set of features, there are similar conditions between zones. Each project would have impacts that extend beyond zone boundaries known as secondary and cumulative impacts. Secondary and cumulative impacts can result from the growth pressures that occur when new capacity is made available and may be greater than the direct, or local, impacts.

A summary of the major features in each zone:

Zone 1 – Zone 1 contains an abundance of agricultural easements and rural legacy areas, some sensitive resource areas (habitats where threatened and endangered species exist), wetland, floodplains and sea grasses (submerged aquatic vegetation) as well as parklands, communities and neighborhoods. The proximity of a federal facility, Aberdeen Proving Grounds, to this zone would also be a consideration. Other features of interest in Zone 1 include Carroll Island; Gunpowder Falls; North Point; Hart-Miller / Pleasure Island; Rocky Point State Park; Martin State Airport; numerous communities, including Essex, Dundalk, Middle River, Chase, Chestertown, Rock Hall, and Church Hill; Patapsco, Back, and Middle Rivers; Chester River and its creeks and

tributaries; and Chestertown and Quaker Neck Landing historic districts.

Zone 2 – Within Zone 2, communities and neighborhoods, wetlands, sea grasses and floodplains, parklands, sensitive resource areas, historic resources and protected lands (agricultural easements) exist. Much of the unique resource features are found on the Eastern Shore. Some of the specific resources include Sandy Point State Park; the U.S. Naval Academy, the Severn, Magothy, and South Rivers and their creeks and tributaries; historic areas, including Annapolis, Stevensville, and Centreville; Stevensville, Kent Island, Centreville and other communities; Eastern Neck Island National Wildlife Refuge; Wildfowl Trust of North America – Chesapeake Bay Environmental Center; and the Chester and Wye Rivers and their creeks and tributaries.

Zone 3 – Zone 3 contains historic resources; Sensitive Resource Areas; protected lands, especially in south Anne Arundel County; wetlands; floodplains and sea grasses, especially on the Eastern Shore peninsulas south of St. Michaels; and communities, neighborhoods, and tourist locations, such as Deale, North Beach and Chesapeake Beach. In addition, the communities of St. Michaels (historic district), Tilghman Island, and Easton (historic district), as well as the historic areas north of Chesapeake Beach are located in Zone 3. Other features include the Miles, Avon and Choptank Rivers and their creeks and tributaries; and the Harris and Broad Creeks and inlets.

Zone 4 – Zone 4 contains extensive wetland systems, including those designated as Wetlands of Special State Concern. Much of the sensitive environment is part of the Blackwater National Wildlife Refuge, which makes up a large portion of Dorchester County. Zone 4 also contains floodplains and sea grasses, sensitive resource areas, parklands, communities and neighborhoods and agricultural easements. Major features of Zone 4 include Calvert Cliffs Nuclear Power Plant and Dominion Cove Point Liquid Natural Gas terminal; Calvert Cliffs and Greenwell State Parks; the communities in and around Cambridge (including historic along MD 16), Prince Frederick, and Chesapeake Beach;

the Patuxent River and its creeks and tributaries; Taylors Island Wildlife Management Area; historic areas around Prince Frederick and west of Calvert Cliffs; and the Little Choptank and Honga Rivers and their creeks and tributaries.

These presentations generated a lively discussion of how alternatives would be developed and how zones may be selected for further study as part of the NEPA process. Many comments focused on the consideration of other modes of travel, such as transit, instead of a new highway bridge. In addition, the Task Force inquired about Article 25 of the Maryland Code, County Commissioners / Miscellaneous Provisions / § 236, Construction of Toll Facilities. This Maryland law states that (a) A State agency, including the Maryland Transportation Authority, may not construct any toll road, toll highway, or toll bridge in the counties enumerated in this section without the express consent of a majority of the governments of the affected counties. (b) This section applies to Caroline County, Cecil County, Dorchester County, Kent County, Queen Anne's County, Somerset County, Talbot County, Wicomico County, and Worcester County. A copy of this law, which would also be considered at the appropriate time in the future, was provided to the Task Force.

Meeting # 4 – Growth and Economic Development

The purpose of this meeting was to provide information about growth and economic development in the Western and Eastern Shore counties and how these activities relate to each other and to the need for capacity across the Bay. Jim Noonan, Director of Infrastructure Planning for the Maryland Department of Planning (MDP), first explained the relationship between MDP's charge and the local and county comprehensive planning processes. MDP is the state agency responsible for coordinating statewide planning initiatives, including the visions and goals of the 1992 Planning Act,

the Smart Growth goals and the most recent Priority Places initiative. While the State provides overall guidance for growth policies, it is the local governments that determine appropriate land use and zoning. Every comprehensive plan prepared by municipal and county jurisdictions in Maryland must include these eight visions:

1. Development is concentrated in suitable areas

2. Sensitive areas are protected

3. In rural areas, growth is directed to existing population centers and resource areas are protected

4. Stewardship of the Chesapeake Bay and land is a universal ethic

5. Conservation of resources is practiced

6. Economic growth is encouraged and regulatory mechanisms are addressed to achieve these visions

7. Adequate public facilities and infrastructure are available or planned in areas where growth is to occur (2000 Session)

8. Funding mechanisms are addressed to achieve these visions

Building upon its eight visions, Maryland implemented two additional pieces of legislation to promote growth and development in the most suitable areas. Smart Growth legislation from 1997 identifies Priority Funding Areas (PFA) and channels public investment to these areas. This concentrates growth where infrastructure, such as water and sewer lines, schools and adequate roadways, already exists and protects natural environmental resource areas at the same time.

Counties and municipalities plan future land uses by designating specific zoning to regulate the density and type of development in specific areas. The interdependent relationship between land use and transportation

infrastructure makes the timing of infrastructure improvements critical –ideally, county requirements, such as Adequate Public Facility Ordinances, where developers pay for local transportation improvements necessary to accommodate new development, control the pace of development so that the demand for infrastructure does not outpace the availability of local and State funding. The State Consolidated Transportation Program and local Capital Improvement Programs dictate the pace of infrastructure investments that support development. While local governments are responsible for providing the infrastructure to support what is in the comprehensive plan,

the State spends its infrastructure investments on what local governments designate as their highest priorities.

While Maryland's birth and death rates balance out (no net population gain), immigration and migration from other states and nations is strong. Maryland's economy remains vibrant, with ample job opportunities, even when the national economy grows at a slower pace. Housing affordability, good schools, quality of life amenities, and proximity to cultural centers make Maryland attractive to new businesses and new residents. The demand for second homes and retirement homes drives the housing market

Transportation Influences Land Use

## Land Use Influences Transportation

on the Eastern Shore. The strong demand for housing is tempered by constraints such as the availability of water and sewer service, limits on nutrient inputs to streams and watersheds (federal regulation, NPDES), surface water and ground water supplies, adequate school facilities, and necessary community services. In general, residential growth in the Western Shore counties has not influenced the traffic on the Bay Bridge as much as growth in Eastern Shore counties. The household growth trends for Maryland counties are shown in Figure 5.

Figure 5: Household Growth Trends–1970-2030
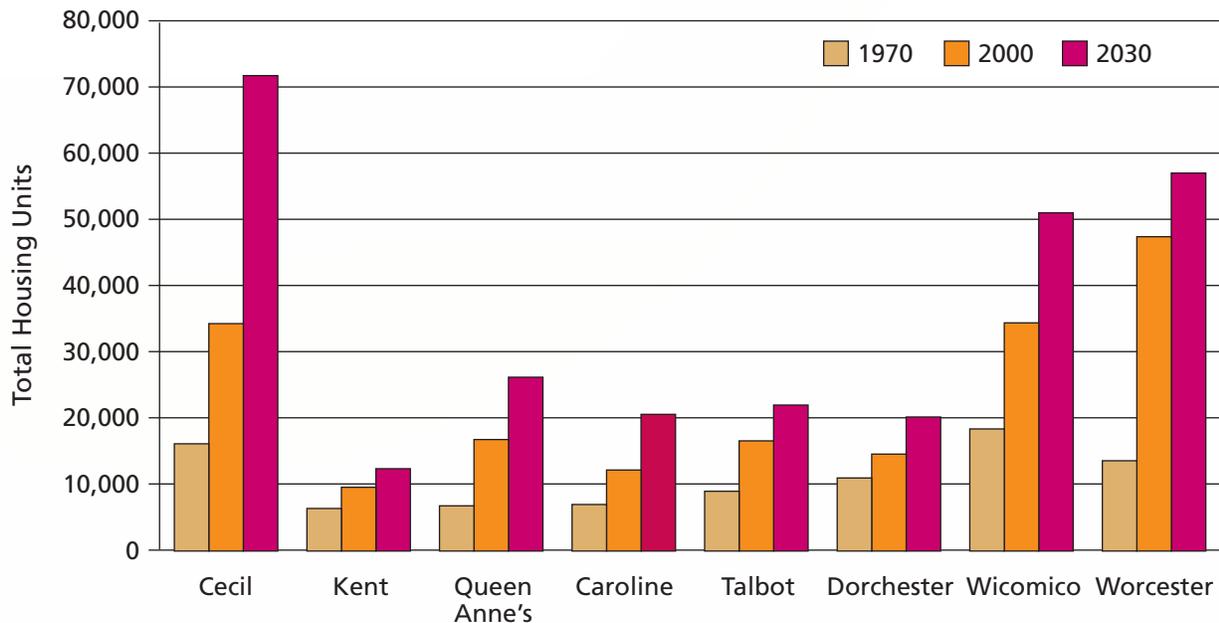
In the Baltimore and Washington regions, the rate of growth, which has traditionally increased, will decline over the next 30 years. In the past 30 years, the fastest growth has occurred in Southern Maryland and this rapid growth will continue over the next thirty years. Figure 6 shows the change in growth between 1970 and 2000 and projected growth for 2030 in the Eastern Shore Counties.

Over the next 30 years, a growth spike is expected to occur on the Eastern Shore due to the availability of affordable real estate. For example, 18,500 housing units were added to Eastern Shore counties between 1970 and 2000. Over the next 30 years, however, 27,000 units will be added, an increase of 150 percent over the preceding time period.

Unlike other Eastern Shore counties, Kent County anticipates even growth over the next 30 years. The County expects that 2,900 units will be added within this time frame, an increase of 31 percent (the County has infrastructure to support creation of 5,000 units). Much of the residential growth will be second homes and retirement housing, and will be concentrated near existing population centers and along the shorelines. Some of the demand for housing comes from Delaware employment centers. Housing on the Eastern Shore is affordable when compared to other parts of the region. Availability of housing in Kent County does contribute to commuting patterns across the Bay Bridge.

Figure 6: Residential Growth Trends–Eastern Shore
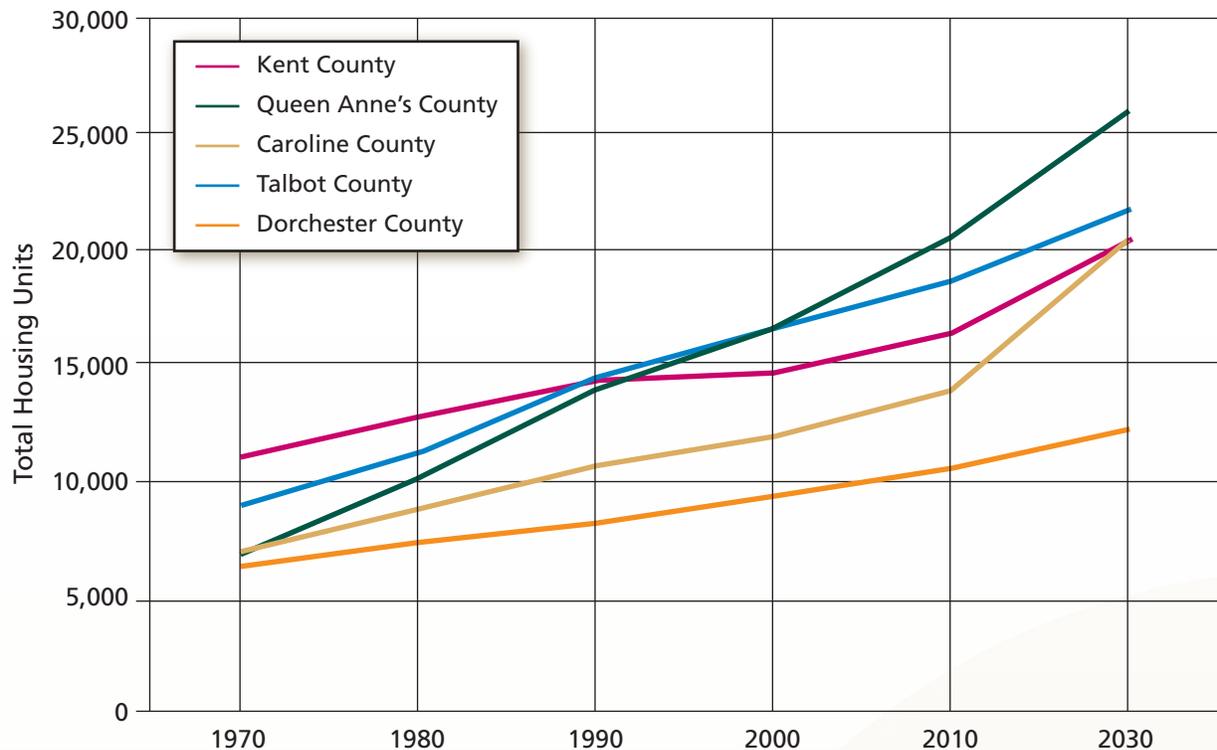
Queen Anne's County anticipates significant growth during the next thirty years. New development in the County is largely driven by the easy commute to the Western Shore. Additional demand comes from Dover area commuters and from second and retirement homeowners. The County expects that 9,500 units will be added by 2030, an increase of 56 percent. Because the current Comprehensive Plan for Queen Anne's County only plans for the creation of 6,700 units (based on infrastructure capacity and available land in designated growth areas), the shortfall will create pressure to annex lands adjacent to existing population centers. Queenstown and Centreville have proposals for annexations.

Caroline County anticipates significant growth during the next thirty years. Though Caroline County is farther from the Bay Bridge, it shows growth trends similar to Queen Anne's and Talbot Counties. Affordable housing, as

compared to the Western Shore, drives existing and future demand for housing in Caroline County. Some demand stems from retirement and second home purchases. The County expects that 8,500 units will be needed by 2030, an increase of 71 percent. Because the current comprehensive plans show a capacity for only 3,600 units (based on infrastructure capacity and available land in designated growth areas), the shortfall will create pressure to annex lands adjacent to existing population centers. The city of Denton is considering annexations. A new sewer system is being planned in Goldsboro to support anticipated growth.

Talbot County anticipates even growth during the next thirty years. Planned growth areas in Easton and Trappe provide affordable housing for the growing work force. Much of this work force commutes to the Western Shore. The County expects that 5,000 units will be needed by 2030, an increase of 30 percent.

Municipal growth management tools created a capacity for 12,600 additional housing units. However, this growth may put stress on other infrastructure, particularly transportation. Growth outside municipalities is driven by the markets for retirement and second homes.

Dorchester County anticipates even growth during the next thirty years. Dorchester County is perceived as an ideal location because it is only an hour's drive from the Baltimore-Washington Airport, employment centers and the cultural amenities of the Baltimore-Washington area. Much of the housing demand stems from its proximity to these areas. The relative affordability of housing, as compared to the Western Shore, makes Dorchester County attractive to commuters. The County expects that 6,000 units will be needed by 2030, an increase of 30 percent. The current Comprehensive Plan shows a capacity for 26,100 units. Water and sewer infrastructure is not yet in place to accommodate planned growth. The demand for housing in the remainder of the County is primarily driven by the retirement and the second home market and real estate investment.

In summary, the demographics presented to the Task Force were based on what is contained in local land use plans drafted by the Eastern Shore counties. The timing and need for transportation infrastructure is dependent upon local land use policies. The abundance of affordable housing opportunities on the Eastern Shore is a significant contributor to commuter traffic on the Bay Bridge. The number of households in many Eastern Shore counties is projected to increase faster than historical growth rates. State officials responsible for the highway system that serves these areas, are concerned about the amount of infrastructure necessary to support projected growth during the next thirty years, even without additional capacity across the Bay. The demand for jobs and scarcity of housing in Delaware also will have an impact on nearby Maryland counties. New job growth on the Eastern Shore could provide a balancing effect but, if the next 10 years mirror the last, the majority of growth will be commuter related.

This growth will put additional pressure on existing highway infrastructure including the Bay Bridge. Local land use plans and decisions influence the need for transportation facilities that serve the region, such as the Bay Bridge. Current comprehensive plans were designed in the context of the existing roadway infrastructure and do not consider the possibility of additional capacity across the Chesapeake Bay. At this time, none of the local planning documents identify a need or desire for additional capacity.

At the conclusion of Mr. Noonan's presentation on growth, Task Force members commented on the need to reassess growth projections if municipal annexations become a common or frequent response to growth pressures. Annexation would allow much higher densities and could invalidate the current housing projections significantly.

Next, Jim Rzepkowski, Assistant Secretary for the Maryland Department of Business and Economic Development, presented information on economic development in Maryland and specifically on the Eastern Shore. He discussed current economic trends (i.e., median income, unemployment rates, etc.), the relationship between economic development and transportation infrastructure, and the constraints and possibilities for economic development on the Eastern Shore. Maryland's economy is one of the strongest in the country. Maryland has the second highest median household income in the nation at $57,588. In 2004, Maryland's unemployment rate was 4.2 percent (10th lowest in the country). Maryland's economic strength stems in part from its location along the I-95 Corridor. Many federal facilities and military installations, private and public research centers, such as the National Institutes of Health, Johns Hopkins and the University of Maryland, are in close proximity to BWI Airport and the Port of Baltimore. Maryland also has a thriving biotech corridor (I-270) in Montgomery County.

Western Shore economies have shifted to knowledge-based and service-oriented economies that offer higher wage jobs than

those in other areas of Maryland, such as Western Maryland, Baltimore City and the Eastern Shore, which have not experienced the same rate of growth. Traditional industries like the Maryland waterman, the seafood industry and manufacturing are declining on the Eastern Shore. Agricultural land is being sold for new housing developments.

Eastern Shore counties with the easiest access to employment centers on the Western Shore (Queen Anne's and Cecil Counties) have the highest median income. Residents and businesses in these counties depend on access to the Western Shore. Nearly 42 percent of commuters to the Western Shore come from Queen Anne's County and roughly 15 percent come from Cecil County (though Cecil County residents most likely use I-95 and US 40.) Employment centers on the Western Shore include the Aberdeen Proving Grounds/ Edgewood Arsenal, Johns Hopkins, ISG Steel, the Social Security Administration, Constellation Energy, University of Maryland Medical Center, the Port of Baltimore, BWI Airport, Fort Meade and the National Security Administration, federal facilities in the District of Columbia and the I-270 Biotech Corridor. Recent Base Realignment and Closure (BRAC) plans will result in additional employment on the Western Shore, which will draw from the workforce living on the Eastern Shore. Fort Meade anticipates 10,000 to 15,000 new jobs and Aberdeen anticipates 5,000 new jobs over the next several years. A small percentage of Western Shore residents commute to jobs on the Eastern Shore. Some of this demand is driven by the housing construction and service-based industries on the Eastern Shore.

Economic development opportunities are fostered by affordable broadband access, available land for industrial sites and commercial buildings, water and sewer service availability and sufficient transportation infrastructure. Economic development on the Eastern Shore is limited by the lack of affordable broadband access, although funding is now in place to help provide broadband access. New industrial and technology parks

are being planned in all of the counties on the Eastern Shore.

Large scale businesses may consider the available work force on the Eastern Shore to be too small for their needs. Regardless of recent highway improvements, companies are concerned about a lack of highway accessibility to deliver their products to markets on the Western Shore. For example, during the re-decking of the eastbound span of the Bay Bridge, the Authority limited truck traffic to ease congestion for commuters. Members of the business and transport industries were very vocal about their dependence on a reliable Bay Crossing.

The Lower Eastern Shore (Somerset, Wicomico and Worcester Counties) has plans to diversify its economic base and expand knowledge-based businesses. This region also plans to maintain and lengthen the tourism season and expand its Tourism and Hospitality industry. The region is planning for an incubator facility (relating to agriculture or aerospace) linked to the University of Maryland Eastern Shore (UMES). The region anticipates economic growth in aerospace, distribution, marine industry, agriculture and manufacturing.

The Mid-Shore (Caroline, Dorchester and Talbot Counties) has plans to retain, create and recruit innovative companies that pay higher than average wages. This region will emphasize supporting small local start up companies and entrepreneurs. The Mid-Shore is developing a branding strategy to attract regional markets and expand Heritage Tourism.

The Upper Shore (Cecil, Kent, and QueenAnne's Counties) emphasizes infrastructure, affordable housing, tourism, sustainable agriculture and creating employment opportunities for local residents who commute to the Western Shore.

The Baltimore Metropolitan Region (Anne Arundel, Baltimore, Carroll, Harford and Howard Counties and the cities of Baltimore and Annapolis) will continue development of technology industry, specifically the areas of homeland defense,and research and

for Southern Maryland. This region's low unemployment rate means a new crossing would likely draw from the work force on the Eastern Shore. Counties with higher unemployment rates, like Dorchester County, have an available labor force.

Tourism brings significant earnings to many communities and municipalities in Maryland. In the past fifty years, Ocean City has benefited the most from the construction of the Bay Bridge. In 2003, Maryland's Atlantic beach resorts welcomed 3.5 million visitors. Each year beach visitors spend about $1 billion. The perception is that Ocean City, Maryland is built out; however, this is not true. Ocean City will have significant housing capacity as former industrial sites and beachfront homes are developed into condominiums. In addition to reducing traffic, Maryland's "Go Early - Stay Late" and "Taking the Heat Out of Summer Travel" programs have yielded additional tourism dollars.

In summary, some key economic indicators show the Eastern Shore counties lagging behind Baltimore-Washington region. The Western Shore counties benefit from their proximity to the I-95 corridor and broadband access. This has enabled the Western Shore counties to transition from agricultural economies to knowledge-based industries. Economic development in the Western Shore counties would not be affected very much by a new Bay crossing because the economic engine depends on the I-95 corridor. The Bay Bridge is critical to the economic vitality of the Lower Eastern Shore because it supports a tourism industry (Ocean City) second only Baltimore City in tourism dollars to the State.

development and will create high-end jobs and high-value manufacturing jobs. The region expects to retain and expand existing businesses and attract new businesses. The region will expand its tax base through new real estate development opportunities. The Bay Bridge is not central to economic priorities because I-95 is this region's transportation corridor.

Southern Maryland (Calvert, Charles and St. Mary's Counties) has one of the lowest unemployment rates in the State (less than 3 percent). The region will retain and expand agriculture and related businesses. The region continues to market itself as good place to live, work and do business. Southern Maryland is developing a regional plan for managing its water resources and planning for existing and projected congestion on major transportation corridors within and leading into Southern Maryland. Within these planning efforts, the region is determining the sustainable ground water yield for sustainable population

In addition to the Task Force meetings, public outreach and education were critical elements of the Task Force process. At the start of the process, an outreach plan was developed to ensure that elected officials, interest groups and the public within the counties surrounding the Chesapeake Bay were informed of the process and encouraged to give feedback. Informal outreach, such as the Task Force website, the 350-member mailing and email lists, attendance at local conferences, informational brochures and briefings to elected officials, was used throughout the process to disseminate information about the Task Force. Formal outreach was used to present information to the public as a series of workshops held in the Western and Eastern Shore counties. Each Task Force meeting was advertised in advance and open to the public. These meetings were held on both the Western and Eastern Shores to ensure equitable public participation.
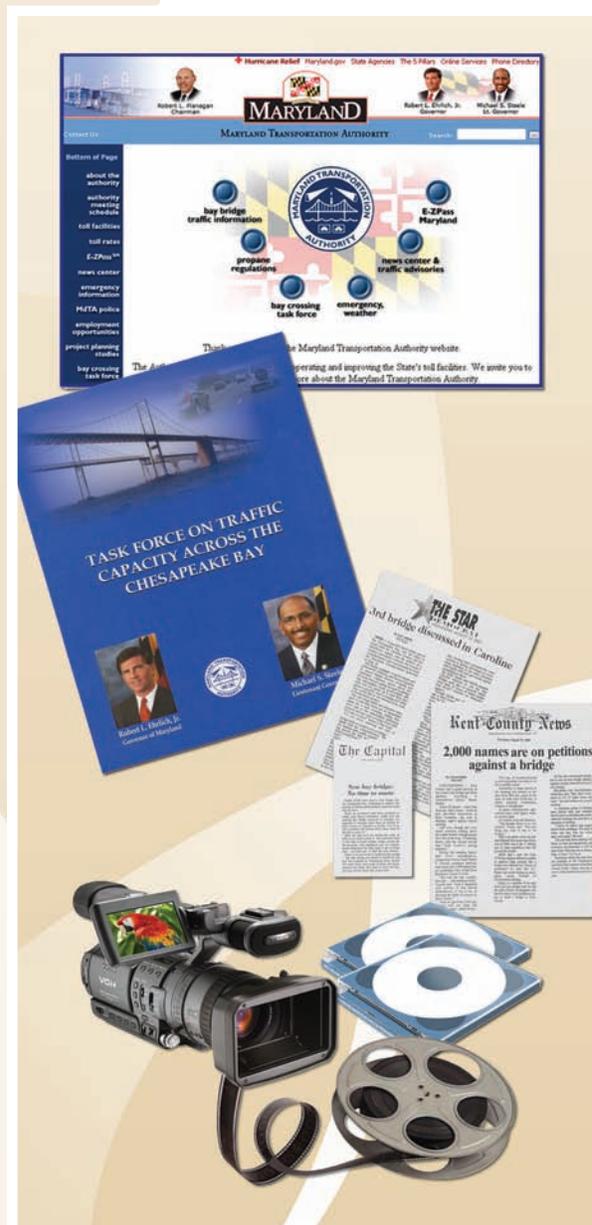
Informal Outreach

At the beginning of the Task Force process, information packages were sent to a 350-member mailing list of potential interested parties, including federal, state and local elected officials, agencies, and special interest groups.

During the summer and early fall of 2005, the Authority contacted County Delegations, County Executives/County Councils and County Commissioners, and Mayors in Anne Arundel, Baltimore, Calvert, Caroline, Cecil, Dorchester, Harford, Kent, Queen Anne's, Somerset, Talbot, Wicomico, and Worcester Counties, to offer opportunities to brief these officials on the Task Force's creation, mission, and goals prior to the public information meetings scheduled

for fall 2005. The Authority also contacted Chambers of Commerce, Tri-county councils and Metropolitan Planning Organizations. Many of the County Delegations coordinated with other local officials in their jurisdiction and met with the Authority. For a list of meetings held between the Authority and elected officials or interest groups please see Appendix B.

The Authority also participated in the following events to disseminate information to a broad audience:

- Maryland Association of Counties Conference
- Maryland State Fair
- County Engineers Association of Maryland Fall Conference.

Figure 7: Library Locations
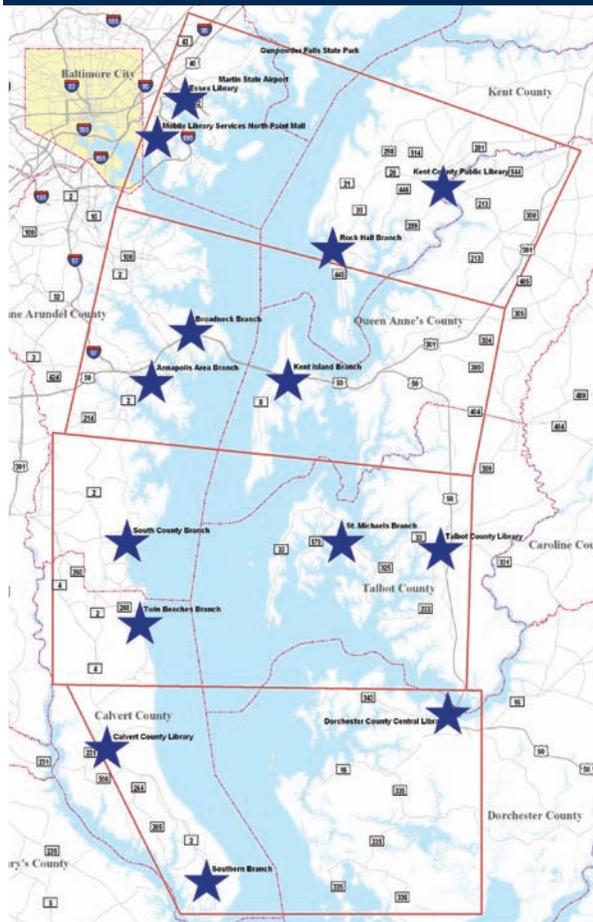
Figure 8: Public Meeting Locations
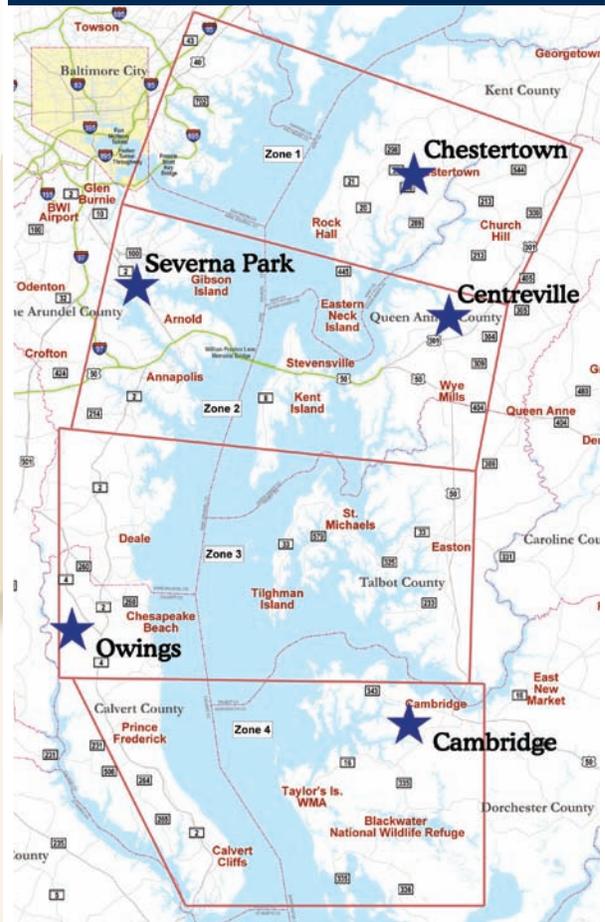
A Task Force brochure was created to distribute at these events as well as during briefings to elected officials. A project webpage, Bay Crossing Task Force, was added to the Authority's website (www.mdtransportationauthority.com) at the beginning of the process to keep the public informed of the process and to provide electronic copies of all materials developed for the Task Force. The public also had the opportunity to post comments and questions to the Authority and the Task Force via the website. The brochure was also posted on the project website. The webpage was updated promptly, following each Task Force meeting.

Each Task Force meeting was videotaped, and Meetings #4 and #5 were also simulcast on the Internet. The tapes were distributed to public and government access channels in Anne Arundel, Baltimore, Calvert, Harford, Queen Anne's, and Wicomico Counties and the Town of Easton to reach the cable broadcasting areas on each shore. These videos were broadcast from October 2005 through March 2006. Each meeting was aired up to twice a week for a 5 week period.

Task Force meeting materials, including printed copies of the Task Force Briefing Book, the 2004 Transportation Needs Report, and VHS or DVD copies of Task Force meetings, are available for public review at the following public libraries (Figure 7):
- Anne Arundel County (Broadneck, Annapolis Area, and South County)
- Baltimore County (Essex and North Point)

- Calvert County (Twin Beaches, Southern and Prince Frederick)
- Dorchester County Central Library
- Kent County (Chestertown and Rock Hall)
- Queen Anne's County
- Talbot County (Headquarters and St. Michaels)

Public Information Meetings

In addition to the ongoing informal outreach, the Authority held five public information meetings to present the information presented during the Task Force meetings, to a broader public audience. The Authority and Task Force members also sought public comments on issues related to transportation needs across the Chesapeake Bay. Ultimately, the public comments were used to help the Task Force understand the needs of Maryland's citizens on the issue of traffic across the Bay. The five meetings were held in Anne Arundel (Severna Park High School), Kent (Washington College), Queen Anne's (Queen Anne's County High School), Dorchester (Cambridge South Dorchester High School) and Calvert (Northern High School) Counties (see Figure 8). Task Force members were invited to attend the meetings in their respective areas. Each meeting was staffed by representatives from the Maryland Transportation Authority, the State Highway Administration, the Maryland Department of Transportation, and the consultant team. Each meeting was advertised in the local newspapers serving the meeting location. Table 4 shows the meeting dates, locations, and attendance.

Table 4: Public Information Meetings

Meeting	Date	Location	Attendance
1	October 18, 2005	Severna Park High School	15
2	October 25, 2005	Washington College	135
3	October 25, 2005	Queen Anne's County High School	35
4	October 27, 2005	Cambridge South Dorchester High School	45
5	November 3, 2005	Northern High School	60
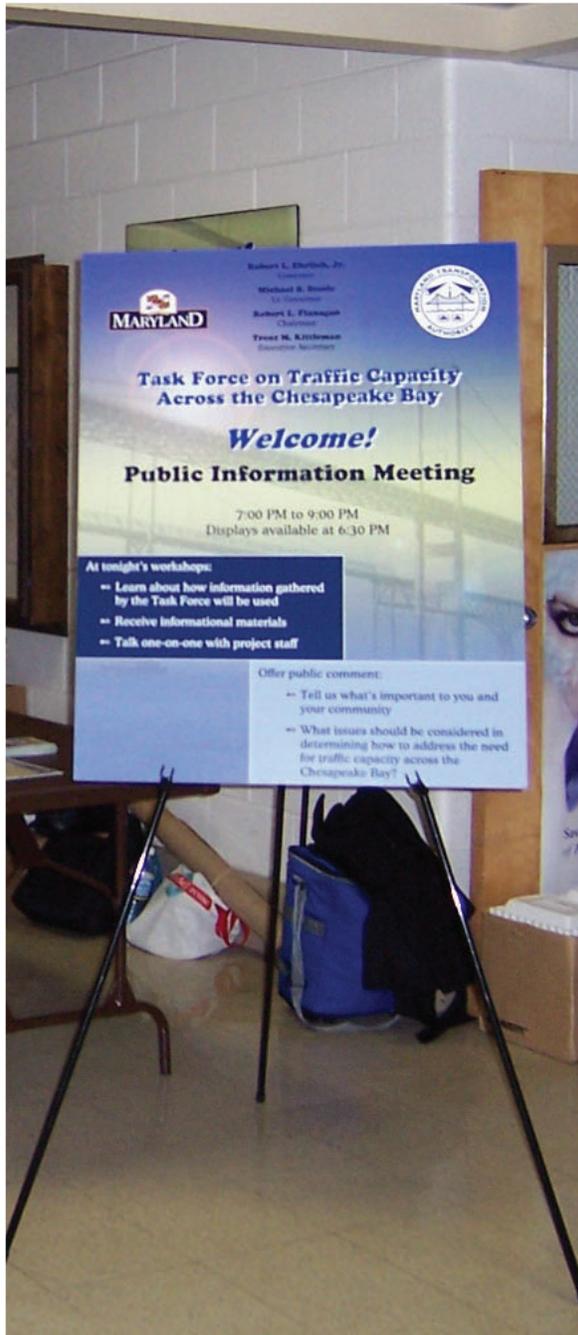
At the meetings, citizens were encouraged to sign up for the mailing list, sign up to speak, review the materials presented, and to fill out comment cards. The meetings were divided into two parts: (1) a workshop where citizens reviewed information the Task Force had received and (2) an opportunity for citizens to formally express their views on the work of the Task Force.

The workshop consisted of eight stations: (1) Task Force Purpose and Membership, (2) Bay Bridge History, (3) Transportation Needs Report Findings, (4) Construction of Major Crossings, (5) Traffic Forecasts, (6) Environmental Review and Regulatory Process, (7) Growth and Economic Development, and (8) Public Outreach. Staff members were available at each station to answer questions. All meeting materials have been posted to the project website at www. mdtransportationauthority.com.

During the public comment portion of the meeting, a professional facilitator conducted each meeting to ensure that every person who wished to speak had the opportunity to do so. Members of the public raised similar concerns at each meeting. Appendix B includes the Summary of the Public Information Meetings, which was distributed to the Task Force members at Meeting #5.

Summary of Public Outreach Efforts

This nearly year-long process of outreach has been integral in supplementing the information provided to the Task Force during the meetings. Issues raised by the public, through the Public Information Meetings and e-mails, will be considered as part of any future studies of traffic capacity across the Chesapeake Bay. Though the Authority continues to respond to comments submitted to the project website, the public outreach efforts through March 2006 are summarized in Table 5.

Table 5: Summary of Public Outreach Efforts

Outreach	Activities
Mailing list	• Received packet containing an introduction letter, the Transportation Needs Report Executive Summary, and Task Force brochures • Elected officials and groups on this list were offered a briefing prior to the Fall Public Information Meetings • Received updates of future Task Force events
Brochures	• Transportation Needs Report Executive Summary, December 2004 • Task Force on Traffic Capacity Across the Chesapeake Bay, December 2004 • Public Information Meetings Brochure, October 2005
Information Centers	• Each location contains a printed copy of the Briefing Book and videos of the Task Force meetings and what format(s) the library has for public viewing for several months • Briefing Books were updated promptly after each meeting

Website	• Sign up for the Task Force Mailing List
	• Submit comments by email or by mail
	• View and download the Bay Bridge Transportation Needs Report and the Task Force Briefing Book (by chapter or full document)
	• View slide presentations and all materials provided to the Task Force members for each Task Force meeting
	• View web cast of Meetings #4 and #5 immediately following and for 30 days after each meeting (625 viewed Meeting #4 and 369 viewed Meeting #5)
	• Virtual Public Meeting – view all display boards presented at the Public Information Meetings
	• Website hits:
	  April 2005: 809 Aug. 2005: 1,536 Dec. 2005: 1,103
	  May 2005: 1,478 Sept. 2005: 1,346 Jan. 2006: 1,178
	  June 2005: 1,694 Oct. 2005: 1,445 Feb. 2006: 981
	  July 2005: 2,140 Nov. 2005: 1,190 March 2006: 809

Briefings	• 90 individuals contacted • 29 briefings held
Public events	• Maryland Association of Counties Conference, Ocean City, MD, August 17-20, 2005 • Maryland State Fair, Timonium, MD, August 26- September 5, 2005 • County Engineers Association of Maryland Fall Conference, Ocean City, MD September 8-9, 2005
Public Information Meetings	• Consisted of informational workshops and a forum for citizen comments • Citizens encouraged to speak, fill out comment cards and visit the Task Force website for more information • Virtual Meeting on website for those who could not attend a meeting • Advertisements offered assistance to persons with special needs
Government and Public Access Channels	The following channels aired videos of each Task Force meeting: • Anne Arundel Community Television, Channel 98 • Baltimore Comcast Cable Channel 25 • Calvert County Cable Channel 6 • Harford Cable Network • Queen Anne's County TV Channel 3 • Midshore Community TV (Channel 15 Easton) • PAC 14, Salisbury • Channels aired videos beginning from October, 2005 to March, 2006

As noted earlier in this report, the purpose of Task Force Meeting #5 was to allow the Task Force members to review and discuss the information presented to them and to the public at the workshops. Prior to the meeting each member was asked to consider the three key questions from the original charge given to the Task Force prior to Meeting #1. These three questions, shown below, were then used to facilitate the final discussions of the Task Force.
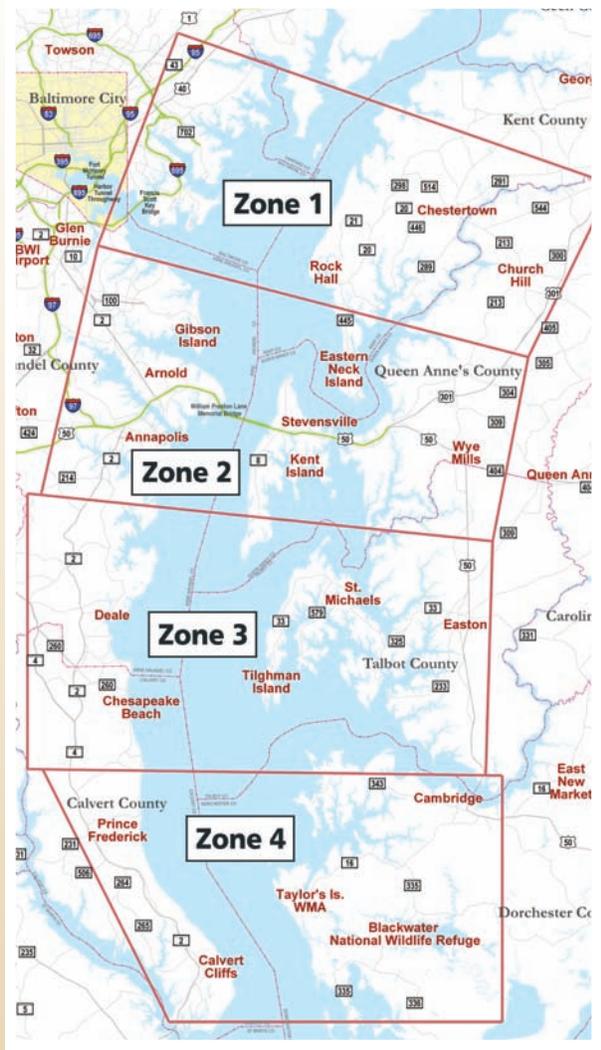
1. What are the key issues of concern associated with each zone? For example, what sensitive environmental resources could be affected? What objections have the impacted communities raised?
2. What principles should guide future decision-makers in addressing the need for providing additional capacity across the Chesapeake Bay? What procedures should be used to ensure adequate representation of all stakeholders?
3. What additional local or regional goals (besides congestion relief on the existing Bridge) should be considered when determining the location for any additional capacity across the Bay? For example, are there local land use or economic development goals that should be considered?

Question #1:
Key Issues of Concern

The Task Force, particularly those representing Eastern Shore counties, expressed concern that new capacity would negatively affect communities and other resources within all four zones and questioned the feasibility of a new crossing in any of the zones. However, some Task Force members acknowledged that if a new crossing is considered, some impacts may be unavoidable and the NEPA process should thoroughly evaluate ways to avoid and minimize impacts to communities. Secretary Flanagan acknowledged that these concerns are valid and reiterated his strong commitment to protecting communities and valuable resources in Maryland.

Task Force members from the Eastern Shore counties reiterated that residents in those counties want to maintain the rural character of the Eastern Shore, and that building a road that provides region-wide access but does not provide jobs brings no benefit to the Eastern Shore. They recommended that state and local jurisdictions focus on creating viable jobs, businesses, and industry on the Eastern Shore for its citizens so more roads are not needed. Members also noted that the cost of housing prices on the Western Shore encourages people to find housing on the Eastern Shore and beyond, and that too few economic opportunities exist on the Eastern Shore. However, members also noted that housing in Queen Anne's County is becoming expensive, and creating more roads has caused even more residential development there.

Question 2:
Guiding Principles

Nearly all Task Force members agreed that a new crossing should be studied now rather than later, although many had concerns about studying a specific location.

Most felt that retaining an alternative that is infeasible could complicate the evaluation process. Given the time required for a thorough NEPA study as well as the projected worsening traffic congestion, the Task Force members generally agreed that studies should not be delayed. However, it was suggested that a NEPA study process should include other states such as Delaware and Virginia because a portion of the demand for capacity is coming from those states. Members also recommended that the study process should include input from citizens from distant Maryland counties who only use the Bay Bridge a few times a year.

Several Task Force members noted that coordination between the State and local governments is integral to balancing construction of new roads to support existing population and new growth that increases local tax bases. Many Eastern Shore representatives stated that building a new crossing that provides regional access to the Eastern Shore will not provide jobs or any benefit to the Eastern Shore. Some stated that the Eastern Shore needs viable jobs, businesses and industry so its citizens are not dependent upon the Bay Bridge or new highways through its counties.

The Task Force members strongly suggested that the State continue to educate the public about the regulations and requirements to get a project approved under NEPA. However, Task Force members had different opinions about how future studies should be carried out. Some members felt that while each zone has significant issues, all reasonable options, including the no-build, should be evaluated. Other members believed that the State should only spend money studying viable solutions and should drop alternatives or zones that would not solve the problem. Members also said that the NEPA study should not only focus on environmental impacts but also on land use and economic development issues.

Task Force members also recommended that planning is needed to accommodate future traffic demand during maintenance and possible closure of the Eastbound Bridge.

It is anticipated that significant maintenance will be required in the next 10 to 15 years from now, which will severely impact the capacity of the Bay Bridge.

Many Task Force members stated an interest in transit as an alternative to additional highway capacity. However, one member noted that the bus service between Kent Island and Baltimore was ended because it could not support its own operating expenses. Members stated that for transit service to be successful, the State must recognize and be willing to accept the cost of supporting a transit system to reduce automobile dependence. Some members raised questions about the viability of a new bridge to support a transit line in terms of impacts to communities and environmental resources. In addition, some questioned if transit stops on the Eastern Shore would be acceptable to nearby communities.

Question #3:
Local and Regional Goals

Task Force members agreed that a new crossing would be a major financial commitment for Maryland and therefore should be tied to statewide goals and long range plans. They urged decision-makers to consider where Maryland will be economically in the next 50 years. Members noted that Maryland's economic viability depends on having sufficient and reliable capacity across the Bay, but at the same time, Maryland must also consider how it will protect and manage its rural and urban areas on the Eastern Shore.

The Task Force members stressed that the NEPA study should not only focus on environmental impacts but also on land use and economic development goals. Many noted that local land use and highway construction are inextricably linked, so local land use policies should be tied to transportation solutions. Many Task Force members commented on the potential to slow growth and reduce the demand for capacity across the Bay. Some suggested that because growth follows the addition of highways

and public utilities, limiting that type of infrastructure would also limit growth and the demand for a new crossing; likewise, limiting accessibility to a new crossing and its approach roads can be accomplished by controlling the number and location of interchanges along the proposed roadways. One Task Force member noted that I-97 is an example of where new interchanges and sewer/water lines were limited to prevent sprawl.

The full summary of Meeting #5, which documents the comments of each Task Force member, is included in Appendix A of this report.

5. Next Steps

During the Task Force process, Task Force members and citizens attending the meetings and workshops commented about the potential for transit service, in lieu of additional highway capacity. In an effort to address these comments, in March 2006, Secretary Flanagan initiated a study of transit as an alternative to a new highway bridge. This study will be managed jointly by the Authority and the Maryland Transit Administration (MTA). The goal of the transit study is to determine whether a transit-only crossing is feasible and cost effective and can provide capacity similar to a highway crossing. The results of the study will help MDOT understand the possible role of transit in reducing demand for automobile travel across the Bay Bridge and its role in accommodating the projected demand for capacity across the Bay. It also will educate the wide range of potential stakeholders on the general applicability of transit-only options.

This study, which will be conducted prior to any formal NEPA studies, will include an evaluation of the following elements:

- **Origin and Destination Studies** - Evaluate the diverse range of origin and destination (O-D) pairs for traffic that crosses the Bay Bridge
- **Cost Effectiveness** – Based on the most highly desirable O-D patterns, which will most likely include both long distance and commuter trips, and standard and accepted cost-per-mile transit cost estimates, the team will develop cost estimates for heavy rail, light rail and busway options.
- **Estimate Transit Ridership** – Estimate the ridership that could be expected on a variety of sample transit service lines and compare them to nationally recognized thresholds for cost-effective transit service.
- **Traffic Relief at the Existing Crossing** – Estimate the congestion relief that the transit-only options would have compared to a highway crossing.
- **Development Needed to Sustain Transit-only Service** – Based on nationally accepted standards on the density and types of land uses needed to sustain a transit-only service, determine if the current land uses in the area of the existing crossing are consistent with those standards.

The results of this study, along with this Task Force Report would be used to shape the scope of a future NEPA study to evaluate potential alternatives for adding capacity across the Chesapeake Bay.

The results of the transit study would be important in evaluating the viability of transit alternatives during the project scoping phase of a future NEPA study. The NEPA process was presented to the Task Force during Meeting #2 and was summarized earlier in this report. As noted, NEPA is a national policy to "encourage productive and enjoyable harmony between man and his environment, promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man, strive to enrich the understanding of the ecological systems and natural resources important to the Nation and establish a Council on Environmental Quality (CEQ)."

To begin a NEPA study, a federal lead agency must be identified. For most highway projects, the Federal Highway Administration (FHWA) typically serves as the lead federal agency. For some major bridge projects, the US Coast Guard has served as the federal lead agency. Once NEPA is initiated, the initial step in the scoping stage is to develop a Purpose and Need statement that provides clear and specific support for the proposed project, and justification for the federal proposed action. This Task Force Report and the results of the transit study will be two of the key factors used to develop the Purpose and Need Statement. Other factors could include long-range statewide or regional goals and initiatives related to economic growth and development. The Purpose and Need Statement will also be used to define the project study area. For complex projects that have a statewide or regional significance, a tiered NEPA process is often an efficient way to define the scope of the project and the study area before undertaking detailed studies of a wide range of alternatives that could include different modes (highway or transit) or geographic regions (Zones 1, 2, 3, or 4).

A list of likely steps for a Bay Crossing NEPA study:

Project Scoping:
- Conduct Travel Demand Forecasting studies, based on a detailed travel model developed for the project
- Develop Project Purpose and Need with an opportunity for public input
Define Scope of Project and Study Area
- Collect inventory of environmental resources (natural, human, and cultural)
- Develop preliminary conceptual alternatives and present to public
- Identify all reasonable alternatives
- Identify Alternatives to be Retained for Detailed Study

Detailed Studies
- Conduct detailed engineering and environmental impact analysis of the Alternatives Retained for Detailed Study
- Prepare a Draft Environmental Impact Statement (EIS)
- Hold Location/Design Public Hearing and receive comments on the Draft EIS

Decision Making
- Perform additional technical study as needed
- Identify a Preferred Alternative
- Publish a Final EIS
- Federal Lead Agency issues a Record of Decision.

6. Conclusions

The Task Force process was extremely valuable in helping the Authority, MDOT, and the public understand many of the issues associated with additional capacity across the Chesapeake Bay. The detailed presentations made to the Task Force were informative and provided a wealth of information about current Bay Bridge operations and congestion levels, the process by which new crossing studies would be undertaken, preliminary traffic forecasts for crossings in the four zones, design and construction of major projects, environmental resources and regulations, and the growth and economic development trends in Maryland.

Based on the 2004 Transportation Needs Report and the comprehensive comments and suggestions that came from the Task Force members, elected officials who were briefed during the process, and citizens who attended the workshops, it is clear that the issue of capacity across the Chesaeakes Bay is complex, controversial, but also compelling. Presentations made clear that the congestion is already a pressing issue that must be dealt with, and further delay will only exacerbate an alrady serious problem; therefore, the Task Force recommends that more detailed studies be undertaken. A transit study, followed by more detailed studies, will be the next steps in this process. Throughout these studies, the public will be informed and included in every step.

Summary of Meeting #5

The fifth and final meeting of the Task Force on Traffic Capacity Across the Chesapeake Bay was held on Thursday, December 12, 2005 from 6:30 to 9:00 PM at the Tidewater Inn in Easton, Maryland. In addition to Co-Chairs, Senator J. Lowell Stoltzfus and O. James Lighthizer, the following Task Force members or their representatives and Ex-Officio members attended Meeting #5:

Task Force Members

- Lon Anderson, Director of Government Relations, AAA Mid-Atlantic
- John C. Astle, Senate of Maryland, District 30
- John E. "Sonny" Bloxom, President of the Worcester County Commissioners
- Walter T. Coryell, Chestertown Chief of Police
- William H. Cox, Jr., Maryland Transportation Commissioner
- Jeffrey E. Frank, President and CEO, Patton Harris Rust & Associates, pc
- Janet Greenip, Senate of Maryland, District 33
- Rona E. Kramer, Senate of Maryland, District 14
- James N. Mathias, Jr., Mayor of Ocean City, Maryland
- Anthony J. O'Donnell, Maryland House of Delegates, District 29
- E. J. Pipkin, Senate of Maryland, District 36

- Susan Ellsworth Shaw, Calvert County Commissioner
- Richard A. Sossi, Maryland House of Delegates, District 36
- Walter Thompson, former President and CEO, Maryland Motor Truck Association
- W. Gregory Wims, President and CEO, Hammer and Nails, Inc.

Ex-Officio Members

- Trent M. Kittleman, Executive Secretary, Maryland Transportation Authority
- Martin G. Madden, Chairman, Critical Area Commission
- C. Ronald Franks, Secretary, Maryland Department of Natural Resources
- Jim Rzepkowski representing Aris Melissaratos, Secretary, Department of Business and Economic Development
- Stephen Pattison representing Kendl P. Philbrick, Secretary, Maryland Department of the Environment
- Jim Noonan representing Audrey E. Scott, Secretary, Maryland Department of Planning

All Task Force meetings were open to the public. Approximately 45 citizens attended Meeting #5. The meeting was videotaped for broadcast on local access channels and for placement in Briefing Books located at designated libraries. Meeting #5 was simulcast on the Internet (webcast) for live remote viewing.

The format of Meeting #5 was an informal discussion of the three questions provided to Task Force members prior to the meeting. Senator Stoltzfus chaired Meeting #5. The agenda included the following items:

1. Welcome and Opening Remarks
2. Public Outreach
3. Discussions of Key Questions
4. Conclusions and Closing Remarks

1. Welcome and Opening Remarks (Senator Lowell Stoltzfus)

Senator Stoltzfus opened the meeting by introducing a new Task Force member, Mr. Alan Silverstein. Senator Stoltzfus asked Task Force members to refer to their pre-meeting packet of

materials during the meeting. Senator Stoltzfus mentioned two outstanding items from Meeting #4: the request for population projections for Delaware and for another explanation of the NEPA process and timeline. He asked Dennis Simpson to summarize public outreach activities held during October through December.

2. Public Outreach (Mr. Dennis Simpson)

Mr. Simpson reviewed the five public information meetings, the locations of each and the number of attendees for each meeting. The main concerns expressed by citizens included: development pressures, impacts to natural resources, study of a transit alternative, homeland security issues in Zone 4 (with the Calvert Cliffs nuclear power plant and other nearby facilities) and concerns that the rural way of life would irreparably change with a new crossing.

Senator Stoltzfus noted that a summary of all the public comments was included in the pre-meeting packet.

3. Discussion of Key Questions
(Task Force Members and Co-chairs)

Senator Stoltzfus facilitated a discussion of the three previously noted questions:

- What are the key issues of concern associated with each zone? For example, what sensitive environmental resources could be affected? What objections have the communities potentially impacted by a new crossing raised?

- What principles should guide future decision-makers in addressing the need for providing additional capacity across the Chesapeake Bay? What procedures should be used to ensure adequate representation of all stakeholders?

- What additional local or regional goals (besides congestion relief on the existing Bridge) should be considered when determining the location for any additional capacity across the Bay? For example, are there local land use or economic development goals that should be considered?

Question # 1
What are the key issues of concern associated

with each zone? For example, what sensitive environmental resources could be affected? What objections have the communities potentially impacted by a new crossing raised?

Mr. Walter Thompson
Mr. Thompson said that Mr. Neil Pedersen's presentation was an excellent presentation of important issues. It seems like there are more negatives than positives. Expanding at the current location achieves the most and that the other alternatives do not relieve traffic congestion.

Senator John Astle
Senator Astle noted the daily backups on eastbound US 50 and the lack of expansion room leading up to the existing Bay crossing. He stated that expanding Zone 2 is not a workable solution. Infrastructure leading to a bridge in Zones 1, 3 and 4 is easy. Senator Astle's bigger concern was the apparent disconnect between local land use policies and the State's roadway construction plans. Local governments want more development to generate tax revenue beyond what the highway infrastructure is capable of supporting. It appears that highway building is 10 years behind existing local development. This inherent conflict may prevent a solution to traffic congestion on the existing bridge.

Mr. Lon Andersen
Mr. Andersen said there is a clear need for additional capacity; however the solution is both politically and environmentally difficult. He said that crossing the Bay is easy. It's what happens when you get to the other shore. Twenty years from now, additional capacity will be a must.

Commissioner Sonny Bloxom
Commissioner Bloxom said that backups related to the bridge begin on MD 404 on the Eastern Shore and extend from I-97 through Annapolis on the Western Shore. He explained that expanding the current location would affect Kent Island and building in the other three zones would destroy a way of life and environmental resources. Commissioner Bloxom supported the No-Build Alternative. Most people on the Eastern Shore want "no growth" or "slow growth." Eastern Shore residents do not want be a bedroom community to the Western Shore. The State should not spend money to make commuting easier for some. Commissioner Bloxom supported retaining jobs,

businesses and industry on the Eastern Shore. That will not happen by creating easier access to the Western Shore. People will travel to Ocean City regardless of traffic.

Chief Walter Coryell
Chief Coryell thanked the Co-Chairs for allowing Kent County residents to speak and allowing him to present a petition with 2,000 signatures of Kent County residents who are against a crossing in Zone 1. Chief Coryell noted the wisdom in every person's comments and how the presentations have expanded Task Force members understanding of the issues. This public sentiment showed that Maryland should be innovative and find other ways to move people instead of by bus or car. Chief Coryell also commended the Authority on the wealth of information it brought before the Task Force and supported evaluation of the No-Build Alternative.

Delegate Anthony O'Donnell
Delegate O'Donnell said the Authority should only spend its money on viable solutions and recommended eliminating alternatives that don't solve the problem - to eliminate congestion at the existing bridge.

Senator Lowell Stoltzfus
Senator Stoltzfus said the issue becomes a complex problem when considering environmental and cultural resource issues associated with building a new infrastructure on either side of the Bay. He asked if members of the Task Force need more information on the environmental features of each zone or would like to discuss the cultural implications further.

Mr. William Cox
Mr. Cox said years ago Anne Arundel County struggled with only one major route to Annapolis (Ritchie Highway, MD Route 2) but Anne Arundel County solved its capacity issue by building I-97. Harford County solved capacity issue by building MD Route 24. All roads face obstacles. When Delaware built the US 1 toll road, traffic diverted to this route and took beach traffic from Ocean City. Ocean City started to grow because of the "Reach the Beach" program. Each of the four zones will have significant issues. The No-Build Alternative is one option – but the Authority should look at all options. People said no to the Monorail option years ago, but if the Monorail was built then, it would be helping to allieviate

congestion now. Saying "No" doesn't solve, but only compounds, the problem. You cannot just say "No" to growth.

Senator Lowell Stoltzfus
Senator Stolzfus pointed out that some of the options mentioned so far: tunnel, transit and ferry, had not come to the floor for discussion, but further input was welcome.

Executive Secretary Trent Kittleman
Executive Secretary Kittleman noted there are many proponents of a transit alternative and wanted to assure the Task Force that all modes and crossing types (transit, etc.) would be evaluated in depth as part of the NEPA process. Ms. Kittleman said that people have valid concerns about how a bridge could destroy communities. Is there a way to build a bridge without destroying communities? That needs to be evaluated in the NEPA process.

Delegate Richard Sossi
Delegate Sossi said the existing bridge is over capacity. Putting a crossing in Zone 2 would exacerbate the problem, putting one in Zones 3 and 4 would not solve the problem, and putting one in Zone 1 would not work at all. Delegate Sossi agreed that the State should not spend money on options that would not solve the problem.

Senator E.J. Pipkin
Senator Pipkin noted that this would be the most controversial public works project in our history. The public does not understand the NEPA process. The process to build a bridge is much different than when the first two bridges were built. The Authority must continue to educate the public about requirements to get a project approved. The Federal government has developed parameters and a No-Build Alternative is an option. Senator Pipkin noted that the farther you live from the existing bridge, the easier it is to support the No-Build. Combine No-Build with population growth and there will be six-to-10-hour backups. Mass transit must be part of the discussion. Kent Island just lost a bus route to Baltimore because it could not cover minimum operating expenses. The public is not using mass transit. There is a need to change how mass transit programs are evaluated to make it viable. Senator Pipkin supported eliminating zones that are not viable and keeping dialog open as it has been. Doing nothing is not the answer.

Mr. Alan Silverstein
Mr. Silverstein said the cost of housing prices on the Western Shore is driving people to the Eastern Shore and beyond, pushing them further into Dorchester, and Caroline counties. Too few economic opportunities exist on the Eastern Shore. Today, housing in Queen Anne's County is becoming expensive. Creating more roads causes movement to that area. The Eastern Shore has a new certified heritage area in Kent, Queen Anne's, Caroline and Talbot Counties. Residents want to keep its quaint and rural character. Creating a road that drives land prices up and excludes locals from the marketplace is not acceptable. Building a road that provides region-wide access to the Eastern Shore but does not provide jobs brings no benefit to the Eastern Shore. Mr. Silverstein supported creating viable jobs, businesses and industry on the Eastern Shore for its citizens so that more roads would not be needed.

Commissioner Susan Ellsworth Shaw
Ms. Shaw said the Authority must continue to look at the facts. The State should thoroughly evaluate ways to build a bridge without destroying the environment and communities. Commissioner Shaw agreed with the statements by Delegate O'Donnell and Delegate Sossi that money shouldn't be spent to evaluate options that won't work. Commissioner Shaw was sympathetic toward the points of view expressed by Kent and Dorchester Counties. She also believed that Zone 4 is fatally flawed because of the Calvert Cliffs Nuclear Plant and related homeland security concerns.

Commissioner Sonny Bloxom
Commissioner Bloxom asked if bridge patrons could be forced to E-ZPass^{SM} instead of using cash or tickets? Could the State use the police force to monitor traffic along the highway leading up to the bridge along US 50 in Annapolis to help increase capacity?

Senator Rona Kramer
Senator Kramer commended the Authority for studying the problem now rather than later when traffic delays will be worse. Montgomery County has seen what happens when projects are delayed. Everyday these issues get more complex. The Senator urged the Authority to deal with the problem quickly.

Chairman Martin Madden
Chairman Madden said this process is long overdue because it would take a decade to build a new crossing. He believed the process should include other States such as Delaware and Virginia because part of the demand for capacity is coming from other States. The Authority should look at solutions in the short and medium term, such as congestion pricing, E-ZPass^{SM} and 3-day weekends, while conducting this study.

Executive Secretary Trent Kittleman
Executive Secretary Kittleman said the "Taking the Heat Out of Summer Travel" program did accomplish what Mr. Madden suggested, a 7.6% decrease in peak period traffic in 2005. In addition to this program, the Department of Business and Economic Development (DBED) and the Mayor of Ocean City are working with the Authority to promote "Go Early and Stay Late" options.

Senator Lowell Stoltzfus
Senator Stoltzfus said that more people travel to Delaware beaches than Maryland beaches so Chairman Madden's idea to include other states is a good one.

Question # 2:

What principles should guide future decision-makers in addressing the need for providing additional capacity across the Chesapeake Bay? What procedures should be used to ensure adequate representation of all stakeholders?

Senator Rona Kramer
Senator Kramer said the procedure is largely dictated by NEPA if Federal funds are being used and that Maryland would expect to use federal funds for this project.

Senator E.J. Pipkin
Senator Pipkin said the first step would be to look at the structural needs for the existing bridge, especially maintenance needs that will be required 10 to 13 years from now. Closing the Eastbound Bridge for maintenance will severely impact capacity. Senator Pipkin asked how future demand will be met during these maintenance activities.

Mr. Alan Straus
In response to the request in Meeting #4,

Mr. Alan Straus presented a broader explanation of the history and timeline of the NEPA process. The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. The Act establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment and it provides a process for implementing these goals within the federal agencies. NEPA requires all federal agencies to prepare detailed statements assessing the environmental impact of and alternatives to major federal actions significantly affecting the environment. For transportation projects, NEPA requires the agencies to examine and avoid potential impacts to the social and natural environment when considering approval of proposed transportation projects. In addition to evaluating the potential environmental effects, the agencies must take into account the transportation needs of the public in reaching a decision that is in the best overall public interest. Under NEPA, the federal government works with state and local governments, as well as with other stakeholders and the public, to develop alternatives, assess how these alternatives satisfy the project needs, and identify project impacts. This process involves striking a balance among many different factors, including mobility, the economy, health and environmental protection, community and neighborhood preservation, and quality of life. This is a detailed process that involves weighing and balancing many considerations, and is designed to promote an informed decision.

Executive Secretary Trent Kittleman
Executive Secretary Kittleman said that lessons learned from the ICC study can be applied to the Bay Bridge. Maryland is experienced in implementing NEPA. The State Highway Administration (SHA) has demonstrated its commitment to protecting the environment to the Federal regulatory agencies. SHA has found that environmental stewardship opportunities help achieve agency concurrence but also bring about positive and forward looking aspects to highway projects. MDOT can be a source of funds to help communities.

Delegate Richard Sossi
Delegate Sossi questioned the level of detail of the traffic study presented during the Task Force

meetings. Mr. Alan Straus agreed the sketch level traffic study was appropriate for these preliminary investigations but that more detailed traffic studies would be developed as part of the NEPA process if a NEPA study is initiated.

Delegate Anthony O'Donnell
Delegate O'Donnell said all issues should be taken into account, cultural, environmental, and land use impacts when evaluating the alternatives, including the No-Build alternative. He believed that the traffic diversion numbers showed that Zone 4 would not divert enough traffic from the existing spans. He said that Zone 4 does not solve the problem so it should be eliminated from further study. Retaining an alternative that will not work complicates the evaluation process unnecessarily.

Commissioner Sonny Bloxom
Commissioner Bloxom said if a highway is built on the Eastern Shore, it should have no access and no interchanges until it connects with US 50, so that development resulting from a bridge is prohibited. This should be a guiding principle for all zones.

Commissioner Susan Ellsworth Shaw
Commissioner Shaw said a guiding principle should be to do the least harm possible but understand that "no harm" may not be possible.

Question # 3
What additional local or regional goals (besides congestion relief on the existing Bridge) should be considered when determining the location for any additional capacity across the Bay? For example, are there local land use or economic development goals that should be considered?

Mr. Jim Noonan (representing Secretary Audrey Scott)
Mr. Noonan said if you take out increasing traffic capacity as the impetus for a bridge, then there is no reason to do the study. Communities within the study area do not have a land use goal that requests a Bay crossing. Jurisdictions have not envisioned or included a Bay crossing in their respective land use planning documents. Economic development is not a reason. The sole reason is to reduce congestion.

Senator John Astle
Senator Astle said local land use and highway construction are inextricably linked.

New roadways allow more development. Without integrating local land use policies to transportation solutions, an effective solution to the congestion is not possible.

Senator Janet Greenip
Senator Greenip said congestion relief on the existing bridge is the biggest problem and urged the Authority to work quickly to solve the problem.

Commissioner Susan Ellsworth Shaw
Commissioner Shaw said the NEPA study should not only focus on environmental impacts but also on land use and economic development issues. Commissioner Shaw believed extensive interaction with the public would foster the consensus and support needed to solve the congestion problem.

Mr. Jim Rzepkowski (representing Secretary Aris Melissaratos)
Mr. Rzepkowski asked what will happen if the Authority pursues a No-Build alternative and has exhausted all means to relieve congestion on the Bridge. He asked, "In what year will the Authority tell the public there is nothing more we can do?" Mass transit would still require a bridge, so is a bridge carrying a train better? Would a train across the Bay be politically acceptable to environmental agencies and local communities? Would communities on the Eastern Shore agree to local transit stops? Mr. Rzepkowski noted that the Authority and Task Force have not heard from constituents in more distant counties that use the bridge three or four times a year.

Mr. Lon Anderson
Mr. Andersen said a new crossing would be a major financial commitment for Maryland, so it should be tied to statewide goals and long range plans. Decision makers should consider where Maryland should be (economically) in 50 years. Maryland's economic viability depends on having sufficient and reliable capacity across the Bay, but Maryland must also consider how it will protect and manage its rural and urban areas.

Executive Secretary Trent Kittleman
Executive Secretary Kittleman said the State may promote certain initiatives but input from local jurisdictions and all stakeholders is necessary. It could be a matter of coordination between the State and jurisdictions.

Senator E.J. Pipkin
Last year 84,000 jobs were created in the DC area and 15,000 were created in the Baltimore area (information from an economic development presentation held in Queen Anne's County that Senator Pipkin had recently attended). People in Western Maryland Counties are willing to endure 90-minute commutes to these employment areas. This will happen on the Eastern Shore as well.

This isn't just a capacity issue, it's also about jobs and commerce. In the past, when Senator Pipkin suggested limiting truck commerce across the Bay Bridge, the trucking and commerce industries clearly stated their need for transportation across the Bay. Western Shore distribution centers rely on Eastern Shore suppliers. The Senator said the Eastern Shore still needs broadband infrastructure to build its economy. Anticipated job availability on the Eastern Shore and people's willingness to commute will maintain the demand for capacity across the Bay. Stringent land use controls cause land scarcity. Citizens native to the Eastern Shore, as well as the younger generations, are being priced out of the Eastern Shore housing market.

Senator John Astle
Senator Astle suggested that willingness to commute may be significantly affected by rising fuel prices. This could change living patterns. This factor should be evaluated in this study.

Mr. Gregory Wims
Responding to Senator Pipkin's earlier statement that people are moving away from the Eastern Shore, Mr. Wims asked whether people are moving to another State or to other parts of Maryland?

Senator E.J. Pipkin
Senator Pipkin responded that both patterns are happening. Some Maryland residents are drawn to Pennsylvania or Delaware by lower retirement taxes or other incentives. However, these people are being replaced by Western Shore residents willing to make long commutes to Baltimore and Washington employment areas.

Delegate Richard Sossi
Delegate Sossi said regardless of where residents relocate they may still be crossing the bridge. There is a need to promote other transportation demand management strategies.

If fuel costs rise, people may rideshare or change to four-day work weeks.

Commissioner Sonny Bloxom
Commissioner Bloxom said the Eastern Shore is losing young wage earners because there are no jobs. Higher paying jobs are on the Western Shore. A statewide planning process is scheduled for 2006. Each Maryland region, Western, Central and Eastern, will meet to discuss regional planning issues. The Eastern Shore regional meeting will allow local jurisdictions to find out what the State is doing in the other two regions and allow these jurisdictions to coordinate and share information.

Senator Lowell Stoltzfus
Senator Stoltzfus refered to the Tri-County councils that meet regularly to discuss regional planning issues. The Task Force process has shown that the Eastern Shore would be more affected than the Western Shore by a third crossing. There isn't an economic interest for the Western Shore but the capacity across the Bay has a huge impact to the Eastern Shore. Task Force members may want to engage the Tri-County councils in discussions about potential impacts.

4. Conclusion and Closing Remarks

Delegate Richard Sossi
Delegate Sossi thanked residents of Kent County for coming to the meetings and staying involved. Delegate Sossi extended regrets for Task Force member Victoria Goldsborough who was unable to attend Meeting #5.

Senator Lowell Stoltzfus
Senator Stoltzfus thanked the Task Force members for their participation. He noted the wealth of information provided on environmental and transportation issues. Senator Stoltzfus encouraged everyone attending Meeting #5 to continue to participate by e-mailing their ideas to the Task Force website, www.MDtransportationAuthority.com.

Mr. Jim Lighthizer
Mr. Lighthizer referenced experience as a former County Executive (Anne Arundel County) and his subsequent familiarity with land use issues. As President of the Civil War Land Use Preservation, Mr. Lighthizer has competed with developers to preserve land. He has observed that highways are self-fulfilling prophecies. Growth follows highways and sewer lines. Limiting those two factors limits growth. I-97 serves as an example of where new interchanges and sewer/water lines were limited to prevent sprawl.

Evaluating the Bay Bridge as a major statewide transportation corridor, similar to I-495, I-95, I-270, I-395, I-295, US 50, I-81 and I-66; these transportation corridors are becoming so congested, residents avoid using them. I-495 is congested during all hours of the day, not just during rush hours. If these corridors are widened, they will fill up.

By 2025 the population will double in the Baltimore-Washington region. In 20 years, there will be less mobility than 10 years ago. Today, it costs $9 to drive from Crofton to the District of Columbia, not factoring in any kind of maintenance costs. In the future it will cost a lot of money to drive anywhere. Land use rules are applied unevenly at the local level. These local jurisdictions won't make the land use changes necessary to prevent this transportation scarcity. People will pay for the privilege to use a road at a certain time. Variable pricing will be a necessity. Future solutions will come down to money. A solution won't happen until the public forces politicians to do it.

Delegate Anthony O'Donnell
Delegate O'Donnell asked about the process for developing the final Task Force Report.

Mr. Dennis Simpson
Mr. Simpson said the report will document the findings of the Task Force. Staff will complete a draft of the report in April or May and give the report to the Task Force for review. The report will be finalized and then shared with the public. The report will contain a summary of all comments from the public during the Public Information Meetings and those submitted to the Authority and the website.

Senator Lowell Stoltzfus
Senator Stoltzfus adjourned the meeting at 8:55 PM.

Task Force on Traffic Capacity Across the Chesapeake Bay

Finding solutions to the capacity and safety needs associated with the Bay Bridge is a priority for Governor Robert L. Ehrlich, Jr.'s Administration. The Governor included the Bay crossing in his 101 Outstanding Ideas for Maryland.

With release of the 2004 Transportation Needs Report, the Maryland Transportation Authority, led by Chairman and State Transportation Secretary Robert L. Flanagan, has taken a critical first step toward a solution. The Report assesses and outlines needs associated with the Bay Bridge, including the need for additional Bay crossing traffic capacity. To determine how best to address these needs, various stakeholders need to be consulted and a variety of issues must be considered. Such issues may include environmental, economic, traffic, and community impacts.

Given the complexity and sensitivity of these issues, Secretary Flanagan has convened the Task Force on Traffic Capacity Across the Chesapeake Bay to help educate various stakeholders about the documented needs at the Bay Bridge and to explore the range and complexity of the issues associated with addressing these needs. Through a variety of fact-finding meetings, the Task Force will help engage the public and interested stakeholders in a discussion of how to balance these complex issues to meet the identified needs. Although the members of the Task Force will assist in balancing and understanding these issues and what steps may be needed to address the needs, they will not identify any specific project to be developed. Further planning for any future project will occur through Federal and State mandated planning and review processes.

The Co-chairs of the Task Force are: J. Lowell Stolzfus, Maryland Senator serving Somerset, Worcester and Wicomico Counties; and O. James Lighthizer, former Anne Arundel County Executive and former Secretary of the Maryland Department of Transportation. The work of the Task Force will begin in the spring of 2005. More information and updates on the Task Force are available via the Internet at www.mdtransportationauthority.com.

Schedule and Content of Meetings

Meeting #1
- Date: May 24, 2005
- Time: 7 pm – 9 pm
- Location: Miller Senate Building – Annapolis, Maryland
- Agenda
  - Welcome and Introductions
  - Meeting Logistics and Process
  - Role of the Task Force
  - The Bay Bridge
  - Bay Bridge Transportation Needs Report
  - Beyond the Needs Report

Meeting #2
- Date: June 23, 2005
- Time: 7 pm – 9 pm
- Location: Miller Senate Building – Annapolis, Maryland
- Agenda
  - Review of Meeting #1
  - Lessons Learned from other "Mega Proejcts"
  - Potential Bridge Features and Construction Issues
  - Travel Demand and Highway Infrastructure Issues
  - Preview of Meeting #3

Meeting #3
- Date: August 10, 2005
- Time: 7 pm – 9 pm
- Location: Miller Senate Building–Annapolis, Maryland
- Agenda
  - Review of Meeting #2
  - Review of Task Force Charge
  - Explore how the environmental review and regulatory processes apply
  - To present an overview of major environmental issues and resources in each zone
  - To discuss how the significant features in each zone can influence planning studies
  - To present the Public Outreach Process
  - Preview of Meeting #4

Meeting #4
- Date: September 15, 2005
- Time: 7 pm – 9 pm
- Location: Tidewater Inn–Easton, Maryland
- Agenda
  - Review of Meeting #3
  - Land use and growth management
  - Economic development
  - Public outreach
  - Preview of Meeting #5

Meeting #5
- Date: December 12, 2005
- Time: 7 pm – 9 pm
- Location: Tidewater Inn–Easton, Maryland
- Agenda
  - Introduction
  - Follow-up from Meeting #4
  - Task Force Discussion
  - Summary of public comments
  - Three questions to consider
  - Next steps
  - Timeline and review process for the report
  - Outline of the report
- Closing thoughts

Biographies of Task Force Members

Senator J. Lowell Stoltzfus
Co-Chair, Task Force on the Traffic Capacity Across the Chesapeake Bay
Maryland Senate District 38; Somerset, Wicomico and Worcester Counties

The Minority Leader since September 27, 2001, Senator Stoltzfus is a graduate of Salisbury State College (B.A. English and Sociology). Member, Budget and Taxation Committee, 1999- (public safety, transportation, economic development & natural resources subcommittee, 1999; public safety, transportation & environment subcommittee, 2000; education, business & administration subcommittee, 2001-); Rules Committee, 1999-; Legislative Policy Committee, 1999-; Executive Nominations Committee, 2003-; Joint Committee on the Chesapeake and Atlantic Coastal Bays Critical Area, 2003-; Spending Affordability Committee, 2003-. Member, Economic and Environmental Affairs Committee, 1992-98 (environment subcommittee); Joint Committee on Chesapeake Bay Critical Areas, 1992-2003; Joint Committee on Federal Relations, 1993-95; Executive Nominations Committee, 1995-98; Joint Audit Committee, 1999-2004. Minority Whip, 1998-2001. Member, Senate Committee on Redistricting, 2002; Joint Committee on the Selection of the State Treasurer, 2002, 2003; Department of Natural Resources Special Funds Work Group, 2002-04; Special Commission on Legislative Prayer, 2003. Chair, Eastern Shore Delegation, 1995-98. Member, Maryland Legislative Sportsmen's Caucus, 2001-; Maryland Rural Caucus, 2002-. Member, Conference of State Legislatures (agriculture & rural development standing committee).Senator Stoltzfus represented District 38, Somerset, Wicomico & Worcester counties, in the Maryland House of Delegates from 1991 to 1992. Chair, Planning and Zoning Commission, Somerset County, 1984-85 (member, 1980-84). Chair, Board of Zoning Appeals, Somerset County, 1985-90. Member, Commission to Save the Lighthouses, 1992-96; Governor's Pesticide Council, 1992-2003; Maryland Tourism Development Board, 1995-99; Forum for Rural Maryland, 1996-2003; Special Committee to Study Issues Related to Class-

Size Reduction, 1998-99; Study Panel to Review Economic Development Financing Programs, 1999; Task Force on Tobacco Crop Conversion in Maryland, 1999; Governor's Task Force on Eastern Shore Economic Development, 1999-2001; Aquaculture Advisory Committee, 1999-; Task Force on Resource-Based Industry in Maryland, 2000-02; Tri-County Council for the Lower Eastern Shore of Maryland, 2001-; Chesapeake Forest Citizens Advisory Committee, 2002-; Governor-elect's Transition Team, 2002-03; Transportation Task Force, 2003; Blue Crab Task Force, 2003-; Pesticide Advisory Committee, 2004-; State Planning Committee for Higher Education, 2004-. Chair, Chesapeake Bay Commission, 2004- (member, 1997-; vice-chair, 2003). Member, Chesapeake Executive Council, 2004-.

Mr. O. James Lighthizer
Co-Chair, Task Force on the Traffic Capacity Across the Chesapeake Bay
President of the Civil War Preservation Trust

James Lighthizer's years of public service began in 1979 when he was elected to the Maryland State Legislature. In 1982, he was elected to the first of two terms as Anne Arundel County Executive, where he successfully managed a full-service budget in excess of $800 million. During his tenure as county executive, he aggressively pursued historic preservation as well as land preservation. He also embarked on an aggressive waterfront park acquisition effort resulting in the purchase of over 900 acres and seven miles of waterfront in the County. In 1986, he was reelected.

In 1991, Jim was appointed as Maryland's Secretary of Transportation. Jim created an unprecedented program that to date has saved more than 4,500 acres of Civil War battlefield land in Maryland and is the national model for the use of TEA-21 transportation funds for battlefield preservation. During his term as Chairman of the Governor's Greenways Committee in Maryland, Jim worked to create Greenways throughout Maryland. He brings this proactive spirit and deep commitment to Civil War battlefield preservation to his position as President of the Civil War Preservation Trust. Jim has been President of the Trust since 1999.

Mr. Lon Anderson
AAA Mid-Atlantic

Lon Anderson, a graduate of Montgomery College, the University of Maryland and American University (Masters in Public Administration), was named Staff Director of Public & Government Relations for AAA Potomac in June 1994. Today, Anderson directs both government and public/media relations for AAA Mid-Atlantic, which serves over 3.5 million members from New Jersey to Virginia.

Anderson's background contains a wealth of experience in both local and national public affairs. Locally, Anderson served as Publisher of the *Courier Newspapers* in Upper Montgomery County and as Editor of the *News Express*, a weekly newspaper in Bowie. He also worked as Press Aide for a former Montgomery County Congressman. At Montgomery College, Anderson served as an assistant to the President and Community Relations Coordinator and was recently honored as Outstanding Alumnus of the Year and now serves as chairman of the College's Alumni Association.

On the national level, Anderson has served as press deputy to two U.S. Secretaries of Education and as Vice President of Public Affairs for a Washington trade association. A life-long resident of Montgomery County, Anderson currently resides in Silver Spring.

Delegate John S. Arnick
Maryland House of Delegates District 6; Baltimore County

Delegate Arnick served in the House of Delegates from 1967-79, 1983-92 and 2003-2006. Member, Environmental Matters Committee, 2003-2006 (housing & real property subcommittee, 2003-2006; motor vehicles & transportation subcommittee, 2003-2006; motor vehicle issues work group, 2004; chair, ethics subcommittee, 2003-04; chair, natural resources & ethics subcommittee, 2005-2006); Rules and Executive Nominations Committee, 1983-92, 1995-2006; Legislative Policy Committee, 1969-79, 1987-92, 1994-2006 (management subcommittee, 1995-2006). Chair, House Facilities Committee, 1995-2006. House Chair, Joint Committee on Legislative Ethics, 2003-2006. Majority Leader, 1971-79, 1987-90. Chair,

Environmental Matters Committee, 1972-79, 1987-90. House Chair, Joint Committee on Administrative, Executive and Legislative Review, 1983-86, 1995-2003. Member, Economic Matters Committee, 1983-87. House Chair, Tort and Insurance Reform Oversight Committee, 1987-92. Member, Special Joint Committee on Energy Pricing, 1990-91. Chair, Judiciary Committee, 1991-92. Member, Commerce and Government Matters Committee, 1994-2003 (chair, ethics & election laws subcommittee, 1995-2003); Special Committee on Gaming, 2001. Chair, Baltimore County Delegation, 1969-70. Member, Maryland Legislative Sportsmen's Caucus, 2001-2006; Maryland Veterans Caucus, 2005-2006. Member, National Conference of State Legislatures (law & criminal justice committee).

Magistrate at Large, Baltimore County, 1966-67. Member, Governor's Special Committee on the Port of Baltimore, 1987-88; Retail Security Task Force, 1987-88; Energy Overcharge Restitution Trust Fund Board of Trustees, 1987-89; Governor's Commission on Health Care Policy and Financing, 1988-92; Maryland Greenways Commission, 1990-92; Task Force to Review the State's Election Law, 1995; Commission to Revise the Election Code, 1996-97; Task Force to Study Bank Charter Modernization, 1997-98; Study Commission on Lobbyist Ethics, 1999-2000; Special Committee on Voting Systems and Election Procedures in Maryland, 2000-01.

Born in Baltimore, Maryland, Delegate Arnick attended Calvert Hall School and graduated from the University of Baltimore (B.S.). He served in the U.S. Marine Corps, then graduated from the University of Baltimore, School of Law, and LL.B. Admitted to Maryland Bar, 1962. Attorney. Member, Maryland State Bar Association (criminal law & practice section); Baltimore County Bar Association. Member, Sons of Italy. Casper R. Taylor, Jr., Founder's Award, House of Delegates, 2003.

Senator John Astle
Maryland Senate District 30; Anne Arundel County

Vice-Chair, Finance Committee, 2003- (member, 1995-; welfare reform subcommittee, 1995-99; home builders registration work group, 1999; division of labor & industry sunset evaluation work group, 2003; health subcommittee,2003-; chair, unemployment insurance benefits-adjustment work group, 1999-2000); Joint Audit Committee, 1999-; Joint Technology Oversight Committee, 2000-. Member, Task Force to Study Possible Benefits of Owner-Controlled Insurance Programs, 2002-; Legislative Policy Committee, 2003-; Senate Special Commission on Electric Utility Deregulation Implementation, 2005-. Member, Joint Committee on Federal Relations, 1995-96; Joint Committee on Legislative Ethics, 1995-2003. Deputy Majority Whip, 1998. Assistant Deputy Majority Whip, 1999. Senate Chair, Department of Natural Resources Special Funds Work Group, 2002-03. Member, Joint Committee on the Selection of the State Treasurer, 2003. Chair, Anne Arundel County Senate Delegation, 1998-2001. Senate Chair, Maryland Legislative Sportsmen's Caucus, 2001-. Member, Maryland Veterans Caucus, 2004-. President, National Assembly of Sportsmen's Caucuses, 2004-. Member, National Conference of State Legislatures (energy & electric utilities committee).

John Astle represented District 30 in the House of Delegates from 1983 to 1995. Member, Economic Matters Committee, 1983-85; Appropriations Committee, 1986-93 (vice-chair, capital budget subcommittee; vice-chair, budget subcommittee on law enforcement & transportation); Joint Committee on Legislative Ethics, 1987-94; Special Joint Committee on Energy Pricing, 1990-91; Joint Expenditure Study Group on Law Enforcement and Transportation, 1991; Commerce and Government Matters Committee, 1994. Chair, Anne Arundel County Delegation, 1986-91. Member, Task Force on Dual Office-Holding by Public Employees, 1995; Maryland Occupational Safety and Health Task Force, 1995; Task Force to Examine Liability Insurance on Rental Vehicles, 1996; Task Force to Study Patient and Provider Appeal and Grievance Mechanisms, 1996; Advisory Committee to Study Funding Mechanisms for the Maryland Insurance Administration, 1997-98. Co-Chair, Task Force to Examine the Mortgage Lending Business, 1997. Co-Chair, Task Force to Study Modernization of Credit Union Law, 1999-2001. Member, State Commission on the Capital City, 1999-; Environmental Noise Advisory Council, 2000-; Task

Force to Study the Economic Development of the Maryland Seafood and Aquaculture Industries, 2002-04 (executive committee; aquaculture industry work group); Governor's Commission on the Structure and Efficiency of State Government, 2003 (law enforcement agencies subcommittee); Maryland Military Installations Strategic Planning Council, 2003-. Board of Trustees, Chesapeake Bay Trust, 2003-. Member, Governor's Commission for Protecting the Chesapeake Bay through Sustainable Forestry, 2004-; Maryland Tourism Development Board, 2004-. Medical evacuation helicopter pilot, Washington Hospital Center. Served in U.S. Marine Corps, captain, 1966-75 (31 air medals, 2 purple hearts, presidential service badge); assigned to White House support staff (Presidential helicopter pilot) for three years. Colonel, U.S. Marine Corps Reserve. Member, Marine Corps Reserve Officers Association; American Legion; Veterans of Foreign Wars. Member, Advisory Board, Maryland Patient Safety Center. State Legislator of the Year, Safari Club International, 2005.

Senator Astle was born in Charles Town, West Virginia, attended Marshall University, B.A. (sociology), and the Catholic University of America (graduate studies).

Andrew N. Barrow
Vice President for Commercial Lending, the Harbor Bank of Maryland

Mr. Barrow was appointed to the Maryland Transportation Authority on July 1, 2002 and served as a member on the Authority Board through June 20, 2005. Mr. Barrow began his career as a management trainee for Chase Manhattan Bank and continued his growth in the financial industry as a field examiner and commercial-banking officer for United Jersey Bank in Hackensack, NJ. Mr. Barrow served as a Senior Financial Analyst for Lockheed Martin, Field Examiner and Assistant Vice President for NationsBank, and Relationship Manager Vice President for NationsBank, and Relationship Manager Vice President for Carrollton Bank of Maryland. Mr. Barrow earned his Bachelor's Degree in economics from Eastern College in St. David's, PA.
Mr. Barrow now serves as Vice President for Commercial Lending at the Harbor Bank of

Maryland. He is a member of the Coppin Heights Community Development Board, which is affiliated with Coppin State College.

Commissioner Sonny Bloxom
President, Worcester County Commissioners

Commissioner Bloxom represents the Southern District One in Pocomoke, where he was first elected to serve as a County Commissioner in 1990. He served for five years and was elected again in 1998. Commissioner Bloxom is currently serving his second consecutive term as president of the Board.

In 1996, Commissioner Bloxom received his law degree from the University of Maryland, School of Law and has worked in private law practice since 1977. He served as an Assistant State's Attorney from 1978 through 1980, served as the City Attorney for Pocomoke City from 1979 to 1990, and served as the Attorney for the Board of Education in 1990.

Prior to serving as a County Commissioner, he graduated from the U.S. Merchant Marine Academy and worked as a Deck Officer in the Merchant Marines for nine years. He served as a commissioned officer in the U.S. Navy Reserves from 1968 through 1996.

Chief Walter T. Coryell
Chief, Chestertown Police Department

Chief Coryell's career with Baltimore County began in 1963 when he joined the Police Department as a Patrolman. He rose through the ranks to command all major elements of the Department. These included: Patrol, Detectives, Internal Affairs, Training Academy, Support Services, and Special Operations. He continued his academic education earning AA, BS, and MA Degrees in Criminal Justice and related fields. Additionally, he attended several training schools including the prestigious FBI National Academy where he received the school's highest academic honor.

Chief Coryell was also the first officer in the Baltimore County Police Department to receive the Department's Silver Star Award for individual valor. Since that time, he

has received many other commendations, awards, and other forms of recognition for his accomplishments. One of the most coveted of these came from the National Black Police Officers Association recognizing his "Inspiration, Strength, Leadership, and Humanitarian Efforts" on behalf of Minority Police Officers.

Chief Coryell also served as the Baltimore County representative to the Mid-Atlantic Regional Community Policing Institute at the Johns Hopkins University in Baltimore. In this capacity, he was instrumental in the development and presentation of training programs on Integrity, Ethics, Interjurisdictional Cooperation and Community Policing in all jurisdictions of Maryland, Delaware, and the District of Columbia.

Since his appointment, Chief Coryell has directed the efforts of the members of the Chestertown Police Department in general Law Enforcement. He has also been appointed as the representative of the Maryland Chiefs of Police on the State Victims Services Board.

Commissioner William H. Cox
Maryland Transportation Commission
President of William H. Cox, Jr. Real Estate, Inc.

Commissioner Cox served as a Maryland Delegate, District 34, Harford County from 1971 to 1991. Commissions: Tax Appeal Court, Harford County – 1968-1970; Harford County Educational Foundation; Governor's Commission to Hire the Handicapped; Governor's Commission to Study Loan Laws of Maryland.

Awards: Susquehanna Optimist Club Leadership Award – 1968; Outstanding Young Man of the Year Award – 1969; Baltimore Area Boy Scouts of America Century Club – 1972; President John F. Kennedy – Quality of Life Award – 1983; Northern MD Association for Retarded Citizens Award – 1983; MD Rehabilitation & Employment Association Award – 1985-1987; MD Municipal League Appreciation Award – 1985-1987; MD State Firemen's Association Award – 1988; MD Rehabilitation Employment Award – 1990.

Professional Organizations: Real Estate Board of Harford County – 1964-Present; Maryland Association of Realtors – 1964-Present; Economic Matters Committee – 1971-1975; Vice Chairman, Banking Sub-committee – 1971-1975; Fallston

General Hospital, Board of Directors – 1973-1979; Chairman, Harford County Delegation – 1975-1977, 1982-1985; Chairman, Mass Transit Oversight Committee – 1976-1978. Deputy Majority Whip – 1977-1983, 1987-1989; Vice Chairman, Conference of State Government– Federal and State Affairs Committee – 1981-1983; Chairman, Joint Committee on Transportation – 1981-1986; Chairman, Sub-committee on Transportation – 1981-1991 Chairman, Federal and State Affairs Committee – Southern Legislative Conference – 1983-1987; Deputy Majority Floor Leader – 1983-1987 Racing Sub-committee – 1975-1991; Ways & Means Committee – 1975-1991; Policy Committee – 1989-1991; Assistant Majority Leader – 1987-1991; Majority Whip – 1989-1991; Member, Susquehanna River Basin Compact – 1973-1979; Susquehanna Watershed Advisory Commission – 1990; Chairman, Greater Harford Committee – 1999-Present; Chairman, Legislative Committee – Harford County Chamber of Commerce – 1998-Present.

Commissioner Cox attended the University of Baltimore (1960-1964) and the American Institute of Banking (1964-1968).

Councilwoman Effie M. Elzey
Dorchester County Commissioner and President of the Dorchester County Council

Ms. Elzey has been a council member since 1994 and is now serving her third term. Governor Erhlich appointed Ms. Elzey to the Local Government Advisory Committee (LGAC) in 2004.

Councilwoman Elzey is enrolled in the Maryland Association of Counties' "Excellence in Government" program that is sponsored by the University of Maryland and was elected Secretary of the County Elected Women for 1999. In 2003 Commissioner Elzey was elected to the Maryland Association of Counties Board of Directors and was elected Vice President of the Resource Conservation and Development Council in 2004.

She served for two terms on the Dorchester County Republican Central Committee, is a Past President of the Dorchester County Republican Women's Club (2002), Past Vice President of the Dorchester County Republican State Central Committee, and past Recording Secretary of the 1st Republican District Committee. Councilwoman Elzey served as the Eastern Shore

Regional Chair of the Maryland Federation of Republican Women. She was appointed Awards Chairperson for the Maryland Federation of Republican Women for three years.

Councilwoman Elzey is a member of the Mount Vernon Ladies, the Maryland Federation of Republican Women (MFRW) Bay Club, the Dorchester County Historical Society, the Arts Center, Friends of Blackwater Refuge and Friends of the Dorchester County Public Library. After graduating from the New York Institute of Photography, Councilwoman Elzey worked at Western Publishing for more than 34 years.

Jeffrey E. Frank, Ph.D.
President of Patton Harris Rust & Associates (PHR+A)

As President of PHR+A, a multi-disciplinary planning, engineering, surveying, and landscape architecture firm of 360 employees, Mr. Frank is responsible for strategic direction, overall management, financial performance, and diversification of professional services. He has managed various operations at the Rockville office of PHR+A since 1979. Mr. Franks lives in Montgomery County and commutes to a home in Easton, Maryland.

Mr. Franks is a community planner, Certified Planner (AICP since 1980), and a registered Property Line Surveyor. He has served as an Assistant Planning and Zoning Officer for Anne Arundel County responsible for the preparation of the 1978 general plan, and supporting land use and growth management ordinances. He has developed an expertise in residential, public institutions and commercial planning and engineering projects in the Baltimore-Washington Area and has subsequently served as an Expert Witness.

Mr. Franks earned his Bachelor of Science Degree in Economics from the University of Maryland in 1970, his Masters in Urban and Regional Planning from the George Washington University in 1973 and his Doctorate of Philosophies (Ph.D.) from the University of Maryland in 2001. Professional Organizations, Current and Prior (partial list): American Planning Association/ American Institute of Certified Planners, Association of American Geographers, Anne Arundel County Representative: Maryland DNR,

Coastal Resources Advisory Committee (CRAC), Vice Chair and Co-Chair, Ocean Bays and Beaches Task Force, Greater Washington Board of Trade, High Technology Council of Maryland, Lambda Alpha International, Maryland Society of Surveyors, ULI-Urban Land Institute.

Mrs. H. Victoria Goldsborough
Caroline County Board of Education

Mrs. Goldsborough is a Community Activist and a Youth Advocate. She is presently working with the Helping Hands Neighborhood Association in the community to offer alternative activities for youths. She believes that we need to involve young people in activities that teach them self worth because they are our future and she would like to see them achieve and succeed. Presently, she is working on a Special Youth Forum to get youth together to discuss ways they can assist our town in making it a safer and better place for all residents to live. Mrs. Goldsborough is very concerned about the youth in Caroline County because of the lack of positive activities and places for them to go. She wants to help people see that there is a need and to work towards making life better for those who reside in this county.

Mrs. Goldsborough helped reorganize and assisted with keeping the neighborhood association, Helping Hands active.

She successfully wrote two Governor's Neighborhood Crime and Substance Abuse Prevention grants. Her goal was to empower the neighborhood residents to take back what was taken from them by the criminal element and to be proud to reside in this neighborhood.

Senator Janet Greenip
Maryland Senate District 33; Anne Arundel County

Senator Greenip is a member of the Education, Health & Environmental Affairs Committee, 2003-(education subcommittee, 2003-; environment subcommittee, 2003-); and the Joint Committee on Health Care Delivery and Financing, 2003-. Member, Women Legislators of Maryland, 1995-; Maryland Legislative Sportsmen's Caucus, 2001-. Senate Co-Chair, Maryland Veterans Caucus, 2004-. Member, National Conference of State Legislatures (health committee).

Senator Janet Greenip represented District 33

in the House of Delegates from 1995 to 2003. Member, Ways and Means Committee, 1995-2003 (housing & social issues subcommittee, 1995; finance resources subcommittee, 1996-2000; children & youth subcommittee, 2001-03); Special Joint Committee on Competitive Taxation and Economic Development, 1996-97; Joint Committee on Fair Practices, 1999-2003; Joint Investigation Committee, 1999-2003; Joint Committee on Protocol, 1999-2003. Member, Task Force to Study the Feasibility of Licensing Boaters, 2003.

Founder, Greater Crofton Republican Women (president, 1977-80, 1985-89). President, Maryland Federation of Republican Women, 1990-92. Member, Greater Crofton Republican Women; Elephant Club; Severna Park Republican Women; Republican Women of Anne Arundel County; Republican Professional Women; West County Republican Club. Board of Directors, Crofton Civic Association (district director; member, rules committee). Board of Directors, Helping Hand, Inc. (volunteer coordinator). Court of Honor Committee, Boy Scout Troop no. 115. Woman of the Year, Republican Women of Anne Arundel County, 1990. Award, Helping Hand, Inc., 1991. Certificate of appreciation, Crofton Community. Hero of the Taxpayer, Maryland Taxpayers Association, 2001.

Senator Greenip was born in Cincinnati, Ohio. She graduated from Miami University, Oxford, Ohio, with a B.S. in education.

Senator Rona E. Kramer
Maryland Senate District 14; Montgomery County

Member, Budget and Taxation Committee, 2003- (health & human services subcommittee, 2003-); Joint Committee on Children, Youth, and Families, 2003-. Joint Audit Committee, 2003-. Member, Joint Committee on the State's Emergency Medical Response System, 2003-05. Member, Women Legislators of Maryland, 2003-. Member, Maryland Veterans Caucus, 2005-. Member, National Conference of State Legislatures (labor & workforce development committee). Former member, Montgomery County Job Service Employers' Committee. Member, Maryland State Bar Association. President & General Counsel, Kramer

Enterprises, Silver Spring. President, Montgomery County Chamber of Commerce, 1992-93. President, Shopping Center Management Association, 1999-2000 (executive committee, 2000-). Chair, Montgomery County Police and Fire/Rescue Awards Program, 1995-98. Board of Trustees, Maryland College of Art and Design, 1995-. Board of Directors, Graffiti Abatement Partnership of Montgomery County; Montgomery County Friends of the Library. Member, Northeast Montgomery Political Action Committee (former board member). Former precinct chair and area coordinator, Montgomery County Democratic Party. Former member, Wheaton Revitalization Strategy Committee. Tavel Award (for outstanding service to business, government & community), Montgomery County, 1997.

Senator Kramer was born in Washington, D.C. and raised in Montgomery County. She earned a B.A. in law enforcement from the University of Maryland, College Park, graduated from the University of Baltimore School of Law, J.D. and was admitted to the Maryland Bar in 1980.

Delegate Mary Ann Love
House of Delegates District 32; Anne Arundel County

Delegate Love, a graduate of St. John's Evangelist High School and the Wilkes-Barre Business School, is a member of the Economic Matters Committee 1993-; and the Alcohol Beverage Workgroup, Chair; Property Casualty Insurance; Death Care Industry, Banking Economic Development Science & Technology (BEST) subcommittees. She is President of Women Legislators of Maryland 2005-06, President-Elect, 2004-05, Treasurer, 2001-04 Joint Committee of Legislative Ethics 1999- Deputy Majority Whip 1994-2002.

Delegate Love is the chairwoman of the Anne Arundel County House Delegation 1999- (First woman Chairman in the history of the county). She has been an elected member of the Anne Arundel County Democratic Central Committee, 1990-1994: the Chair, 1990-91 and At-large Member, 1986-1990.

Delegate Love is a board member of North Arundel Hospital, Providence Center, Special Beginnings Birth & Women's Center, North Arundel Hospital, Gerontology Committee

Advisory Board, AACo, Infants & Toddlers Program, AACo, Partners in Care, Former member of Opportunity Builders; Salvation Army; Hospice of the Chesapeake. She is also a member of the Maryland Medicaid Advisory Board, Partnership for Quality in the Workplace, Northern Anne Arundel County Chamber of Commerce, Community Action Agency, and Democratic Women of Anne Arundel County District 32 Democratic Club and STING (Southgate Trust for Improvement of Neighborhood Government).

Her honors include *The Daily Record's* 2005 Maryland's Top 100 Women, Maryland Society of the American Institute of Architects, 2002, Maryland Chapter, American College of Emergency Physicians, 2002, Maryland Electoral College, Elector, 2000, Fannie Lou Hammer Award, 2000, President's Award for Excellence – Northern Anne Arundel Chamber of Commerce, 1997 Legislator of the Year – Anne Arundel County Trade Council, 1996, County Achievement Award, National Association of Counties 1986-1989.

Mayor James N. Mathias, Jr.
Mayor of Ocean City

A Maryland native, Mr. Mathias moved to Ocean City take over the family business after his father's death in 1974. Jim has always been active in the Ocean City community. He served as Chairman of the Worcester County Ambulance Service Committee; was involved with the Berlin/Ocean City Jaycees; was Chairman of the Ocean City Humane Society Commission; is a member of the Knights of Columbus #9053; is a member of St. Mary's Star of the Sea Parish; and proudly serves as a member of the Ocean City Volunteer Fire Company, Engine 703. Jim represents the Coastal Bays Watershed, Ocean City and Worcester County on the State of Maryland Critical Area Commission and served as State Chairman for the 2004 WalkAmerica for the March of Dimes. Jim is the President of the Lower Eastern Shore Mayors Association for 2004 and is the Honored Chairperson for the Light the Night Walk and The Leukemia & Lymphoma Society for 2004.

Jim began his political career in Ocean City in 1987 when he was appointed to the Ocean City Board of Zoning Appeals, where he served until 1990. In October of 1990, he was elected as an Ocean City Councilman and was re-elected in 1994. Mr. Mathias was elected Mayor in 1996. As of June 2006, Mr. Mathias was appointed to fill a vacancy for District 38 in the House of Delegates.

Jim believes that Ocean City should always be a clean, safe, fun and affordable town and, as Mayor, he has made this his philosophy. He believes that Ocean City's secret to success has been that and is dedicated to continuing to keep this a "clean, safe, fun and affordable town" so that the people who have traditionally loved Ocean City will find it a place they want to continue to visit and enjoy.

James N. Mathias, Jr. was born in Baltimore, Maryland. He attended high school at Calvert Hall College in Towson and graduated from the University of Maryland, Baltimore County (UMBC), with a B.A. in Political Science.

Delegate Anthony J. O'Donnell
Maryland House of Delegates Subdistrict 29C; Calvert, Charles and St. Mary's Counties

Minority Whip, 2003-. Member, Appropriations Committee, 2004- (health & human resources subcommittee, 2005-; oversight committee on pensions, 2005-); Judiciary Committee, 1995-2004 (family & juvenile law subcommittee, 1995-2003; juvenile law subcommittee, 2003-04); Member, Special Committee on Higher Education Affordability and Accessibility, 2003-04; Rules and Executive Nominations Committee, 2003-04. Chair, Calvert County Delegation, 2004-. Member, Maryland Legislative Sportsmen's Caucus, 2001-; Maryland Rural Caucus, 2002-. Member, National Conference of State Legislatures (legislative effectiveness & state government committee).

Member, Election Redistricting Committee, Calvert County, 1992; Compensation Board, Calvert County, 1993. Member, Tri-County Council for Southern Maryland, 1995-; Maryland Commission on Criminal Sentencing Policy, 1999; Metropolitan Washington Air Quality Committee of Metropolitan Washington Council of Governments, 1999-; Task Force to Study the Economic Development of the Maryland Seafood and Aquaculture Industries, 2002-04 (aquaculture industry work group); Task Force to Study Alternative Living Arrangements for Children in Out-of-Home Placement, 2003-04;

Governor's Task Force on Medical Malpractice and Health Care Access, 2004.

Delegate O'Donnell was born in Harrisburg, Pennsylvania. He served in the U.S. Navy (E-6), graduated from the Naval Nuclear Propulsion School and Regents College, State University of New York, B.S. (liberal studies). Delegate O'Donnell is a former supervisor in the Instrument Modifications Unit at Calvert Cliffs Nuclear Power Plant and Baltimore Gas and Electric Company. He is a member, Republican Precinct Organization, Calvert County, 1990-94. Delegate, Republican Party National Convention, 1996, 2000. He received the Edward T. Hall Memorial Award for Outstanding Republican Man of the Year - Calvert County, Calvert County Republican Central Committee, 1993.

Senator Edward J. Pipkin
Maryland Senate, District 36; Caroline, Cecil, Kent and Queen Anne's Counties

E.J. Pipkin worked hard growing up, selling the local paper door-to-door, flipping hamburgers at McDonald's, and working construction during the summer so that he could go to college. In 1974, he graduated from Dundalk Senior High School and attended Salisbury State before graduating from Roanoke College. He went on to earn a Master's of Business Administration from the University of Virginia. E.J. went to New York and had a successful career in business finance before moving back to Maryland full time in 1999. In 1999, as a private citizen, E.J. Pipkin opposed Governor Glendening's efforts to dump dredge spoils from the Baltimore Harbor approach channels into the Chesapeake Bay. He helped organize and lead a massive grassroots campaign. After two years of hard work, and spending over $200,000 of his own money, they succeeded in getting the dumping stopped.

Following that successful effort, E.J. Pipkin decided to run for the State Senate and in 2002, he became a Maryland State Senator by defeating a 24-year incumbent.

As State Senator, E.J. has worked to hold the line on taxes, improve education, and protect the Chesapeake Bay. This year, working with Governor Ehrlich, he helped stop tax increases of over a half billion dollars, helped pass

Thornton funding, and worked to bring new monies to improve waste water treatment plants along the Chesapeake Bay.

Commissioner Susan Ellsworth Shaw
Calvert County Commissioner

Since 1980, Commissioner Shaw has been self-employed at Susan Ellsworth Shaw, L.C.S.W.-C., B.C.D., a private psychotherapy and mental health consulting practice. Prior to her private practice, she worked as a clinical social worker, including as a staff psychotherapist at the Tri-County Youth Services Bureau, Director of Social Work for Calvert Memorial Hospital, and the clinical director of a large group psychiatric practice. Commissioner Shaw also co-owned Shaw's Aerial Photo with her late husband.

She has been the volunteer Disaster Mental Health Coordinator for the local Red Cross and is a member of the Maryland Critical Incident Stress Management Team. She has held leadership positions in many local organizations including the Rotary Club of Northern Calvert, the Calvert Crusade for Children, the Citizens Advisory Committee, the Huntingtown Citizens Association, the local NAACP, the Mental Health Association, the Southern Maryland Boys and Girls Club, and the State Commission for Children and Youth.

Commissioner Shaw serves on the Economic Development Commission. She is actively involved with many local entities including The Calvert County Chamber of Commerce; Republican organizations; the League of Women Voters; the Calvert Alliance Against Substance Abuse; the Friends of the Calvert Public Library; the Calvert Farm Bureau; Calvert Hospice; the Calvert Animal Welfare League; the American Legion Auxiliary; the American Chestnut Land Trust; the Calvert Marine Museum; the Chesapeake Railway Museum; Chief Local Elected Official ("CLEO") for Southern Maryland WorkSource, Inc., development for the tri-county region; the Friends of Jefferson Patterson Park; and many children's groups.

Commissioner Shaw earned her B.A. from the University of the Americas in Puebla, Mexico and her Master's Degree in social work from the Catholic University of America in Washington, D.C.

Alan I. Silverstein, IOM
President & CEO of the Talbot County Chamber of Commerce and Executive Director of the Chesapeake Leadership Foundation

Mr. Silverstein has over twenty-four years experience in organizational management, business and community development. He has served as President & CEO of the Huron Area Chamber of Commerce, Huron, SD; North Platte Chamber of Commerce, North Platte, NE; Great Bend Chamber of Commerce, Great Bend, KS. Mr. Silverstein has been a county and city assessor, and owned and operated a real estate appraisal business for seven years in South Dakota.

The Talbot County Chamber has over 850 business organization members. Mr. Silverstein is the Talbot Chamber's representative on the Talbot County Economic Development Commission, Talbot County Tourism Board, Talbot Family Network and United Fund of Talbot County. He currently serves as President of Eastern Shore Heritage Inc. a newly formed four county certified heritage area serving Caroline, Kent, Queen Anne's and Talbot Counties. Mr. Silverstein has been a Rotarian since 1981.

Mr. Silverstein is past President of the Maryland Chamber of Commerce Executives. He served two years as an Ex-officio Member of the Maryland State Chamber Board of Directors and now serves on its Legislative and Transportation Committees. He is a registered lobbyist with the State of Maryland.

Mr. Silverstein earned his Bachelor of Science Degree in secondary education from Northern State University, Aberdeen, South Dakota. He is a graduate of the U.S. Chamber of Commerce Institute of Organization Management and has earned the IOM designation. He is a graduate of the Economic Development Institute Program, University of Oklahoma, Norman.

Delegate Richard A. Sossi
Maryland House of Delegates District 36; Caroline, Cecil, Kent, and Queen Anne's Counties

Member, Environmental Matters Committee, 2003- (housing & real property subcommittee, 2003-; local government & bi-county agencies subcommittee, 2003-; natural resources subcommittee, 2003-; affordable housing work group, 2004; housing for individuals with disabilities work group, 2004; co-chair, abatement of drug-related nuisances work group, 2004). Chair, Queen Anne's County Delegation, 2003-. Member, Maryland Rural Caucus, 2003-; Maryland Legislative Sportsmen's Caucus, 2003-; Maryland Veterans Caucus, 2005-; Bainbridge Development Advisory Board, 2003-.
Delegate Sossi is a self-employed businessman and owner of The Ship and Soldier Shop, 1977-. He is a member and former chair of the Queen Anne's County Republican Central Committee, 1990-98. Delegate Sossi has been an Alternate delegate at the Republican Party National Convention in 1992, 1996 and 2000. Member, American Legion Post 278; Elks; Moose; Vietnam Veterans of America; Coastal Conservation of America; Cecil County Chamber of Commerce; Queen Anne's County Chamber of Commerce; Rotary International. Volunteer, Christmas in April, Queen Anne's County; Character Counts Coaching; Kent Island Food Drive and volunteer cook at the Kent Family Center.

Delegate Sossi was born in New York and graduated from the University of Colorado, B.A. (Asian Studies). He served in the U.S. Navy, 1965-70 (Vietnam tour, 1966-67; deputy branch chief, National Security Agency, 1968-70). Graduate, Defense Language Institute (Chinese), 1968; Officers' Cryptologic Course, National Security Agency; 1969.

Mr. Walter Thompson
Former President and Chief Executive Officer of Maryland Motor Truck Association

As President and Chief Executive Officer, (1977-2003) Thompson transformed the Maryland Motor Truck Association from a struggling 332-member organization operating in the red to a membership of 965 companies with a consolidated budget of more than three million dollars.

For more than two decades Thompson represented the trucking industry before Maryland's General Assembly, where he forged his reputation as a respected and effective business lobbyist. He served as Chairman of the national "Trucking Association's Executive Council" in 1985 & 1986. Thompson also served on the Maryland Department of Transportation Board of Review for seventeen years, through appointment by three consecutive Governors. Currently, appointed by Governor Ehrlich, Thompson serves as a member of the Board of Trustees of the Cecil Community College. Thompson has served on numerous transportation committees and task forces and has served as a ruling elder at the Elkton Presbyterian Church.

Mr. W. Gregory Wims
Human Rights Professional

Gregory Wims is a local businessman and community activist who founded the Victims' Rights Foundation (VRF) in response to the senseless killings of three Washington, D.C. area women in 1996. He was instrumental in forming and supporting the Sniper Victims' Fund in response to the sniper attacks in the Washington, D.C. metro area in 2002. He began his volunteer career in 1969, when he was elected vice president of the State of Maryland Youth Commission. The next year, as president of that organization, he played a pivotal role in lowering the voting age from 21 to 18. In the 1970's, he served as the youngest person ever appointed by the County Executive as Commissioner of the Montgomery County, Maryland Human Relations Commission. In this role, he worked with community officials to hire the first African American to the police department.

From 1974 to 1976, he was the first male Head Start teacher in Montgomery County, Maryland. In the 1980s, he led the Social Concern Committee at Goshen United Methodist Church and set up a prison ministry program. He also founded United Brothers, Inc., organized the first "gun turn-in" program in Montgomery County, and chaired the "Get Out to Vote" campaign.

In the early 1990s, Mr. Wims served as the membership chairman for the NAACP, recruiting more than 1,000 new members. In 1994, he was elected president of the Montgomery County Chapter of the NAACP and, one-year later, he was voted President of the NAACP's Maryland State Chapter. In this role, he led more peaceful demonstrations than any previous president and organized, with Janice Washington, the first federal employment task force for the National NAACP. During this, he was also appointed by President George Bush as a Board Member of the Kennedy Center for the Performing Arts in Washington, DC.

Task Force Ex-Officio Members

Secretary Robert L. Flanagan*, Maryland Department of Transportation*

Governor Robert L. Ehrlich, Jr. appointed Robert L. Flanagan as Secretary of the Maryland Department of Transportation (MDOT) in February 2003. In this role, Mr. Flanagan oversees the Maryland Department of Transportation, which includes five modal administrations with 9,300 employees and a $3 billion annual budget, and the Maryland Transportation Authority. As Transportation Secretary, Mr. Flanagan is responsible for the operations of the Maryland State Highway Administration, the Maryland Transit Administration, the Motor Vehicle Administration, the Maryland Port Administration, and the Maryland Aviation Administration. He also serves as Chairman of the Maryland Transportation Authority.

Prior to his appointment, Mr. Flanagan represented District 14B, Howard and Montgomery counties, as a member of the Maryland House of Delegates from 1987 to 2003. He served on several committees, including: Judiciary Committee, Joint Audit Committee, Appropriations Committee, Oversight Committee on Pensions, Oversight Committee on Personnel, Legislative Policy Committee, and Rules and Executive Nominations Committee. In addition, he served as the Minority Whip from 1997 to 2001 and as Chair of the Howard County Delegation from 1991 to 1996.

In addition, Mr. Flanagan has practiced law for 28 years. He also has served on the Howard County Human Rights Commission. Early in his career, he served as a lieutenant in the U.S. Navy and served aboard a Polaris submarine, the U.S.S. Patrick Henry.

Mr. Flanagan was born in Burlington, Vermont; grew up in Prince George's County, Maryland; and currently resides in Ellicott City, Maryland. He holds a Bachelor of Arts in economics from Harvard University, and a Juris Doctor from the Cornell University Law School, where he was admitted to the Order of the Coif and served as an editor of the Cornell Law Review.

Secretary C. Ronald Franks
Maryland Department of Natural Resources

Secretary Franks' serves on the Governor's Council on the Chesapeake Bay (Chair); Executive Committee for Dredged Material Management Plans; Rural Legacy Board; Scenic and Wild Rivers Review Board; Governor's Executive Council; Smart Growth Sub-cabinet; Chesapeake Bay Commission; Chesapeake Bay Critical Area Commission; Chesapeake Bay Trust; the Maryland Greenways Commission (Co-Chair); Maryland Heritage Areas Authority; Interdepartmental Advisory Committee for Minority Affairs; Interagency Nutrient Reduction Oversight Committee; Governor's Pesticide Council; Potomac River Fisheries Commission; Seafood Marketing Advisory Committee; Governor's Commission on Service and Volunteerism; State Soil Conservation Committee; Transportation Enhancements Program Executive Committee; Advisory Committee on the Management and Protection of the State's Water Resources; Wye Oak Interagency Committee (Chair); Task Force to Study the Maryland Agricultural Land Preservation Foundation.

Dr. Franks represented District 36 (Queen Anne's, Caroline, Cecil, Kent & Talbot Counties) as a member of the House of Delegates from 1991 to 1995, serving on the House Judiciary and Ways and Means Committees. An avid angler, Franks is the proprietor of Winchester Creek Outfitters, an Eastern Shore kayak and fly-fishing business, and has had his own dental practice since 1973.

A member of the Maryland Farm Bureau since 1975, Dr. Franks has also served in key positions on numerous professional and community-related boards and commissions, including: Chief Examiner, Northeast Regional Board of Dental Examiners; former member, secretary, president, Maryland State Board of Dental Examiners; former member, National Accrediting Committee for State Dental Programs, Eastern Shore Health Planning Council; Eastern Shore representative, Dental Advisory Council to Blue Cross/Blue Shield; founder and teacher in Dental Assisting programs at Chesapeake Community College; former member and officer, PTA, nominated to Anne Arundel County School Board; member, Advisory Board for Health and Physical Education, Chesapeake Community College; member, Queen Anne's County Chamber of Commerce. Franks is the recipient of the Clinical Diligence Award for Outstanding Clinician, Omicron Kappa Upsilon.

Dr. Franks was born in Washington, D.C. and completed his dental education at Georgetown University Dental School cum laude after attending Western Maryland College and the University of Maryland. He served in the U.S. Air Force Dental Corps.

Executive Secretary Trent M. Kittleman
Maryland Transportation Authority

Trent M. Kittleman was appointed Executive Secretary effective October 28, 2004. In this role, she exercises overall management and responsibility for the 1,500-member agency, including the nationally accredited Maryland Transportation Authority Police.

Prior to her appointment, Ms. Kittleman served as Deputy Secretary of the Maryland Department of Transportation. Previously, she held positions as Minority Counsel for the U.S. Senate Governmental Affairs Committee; Vice President of Legislative Affairs for Marriott International, Inc.; Senior Counsel for Marriott's Senior Living Services Division; and worked as an associate for the law firm of Arent, Fox, Kintner, Plotkin & Kahn.

Ms. Kittleman has served on a number of boards, as well as on the Montgomery County Transportation Policy Task Force and the U.S. Chamber of Commerce Transportation Committee. She is an accomplished author, having co-written legal publications concerning The Civil Rights Act of 1991 and The 1990 Americans with Disability Act. Ms. Kittleman holds a Bachelor of Arts in English from Virginia Polytechnic Institute, a Master of Arts in English literature from University of North Carolina at Chapel Hill and a Juris Doctor from the University of Maryland School of Law. She was named the Women's Transportation Seminar Baltimore Chapter's 2004 Woman of the Year.

Administrator Neil J. Pedersen
Maryland State Highway Administration

Neil J. Pedersen was appointed Administrator of the State Highway Administration (SHA) of the Maryland Department of Transportation May 6, 2003. In this position, he is responsible for the

agency that maintains nearly 17,000 lane-miles of roadway and 2,500 bridges. The Maryland State Highway Administration employs more than 3,200 professionals who serve the traveling public daily and has a $1.7 billion annual budget. Since Mr. Pedersen was appointed Acting Administrator of the SHA in January 2003, he has led the agency through the "Blizzard of '03," a record winter snowfall, and Hurricane Isabel. He has managed the $2.5 billion Woodrow Wilson Bridge project (for which the last two segments of the superstructure bids came in below budget) and is leading the fast track process to construct the Intercounty Connector Study, the top transportation priority of Governor Robert L. Ehrlich, Jr. He will continue to guide the agency in its mission "to effectively provide mobility for our customers through a safe, well-maintained and attractive highway system that enhances Maryland's communities, economy and environment." Prior to serving as the Administrator, he served as the Deputy Administrator/Chief Engineer for Planning and Engineering at the Maryland State Highway Administration. In that position, he oversaw the offices of Planning and Preliminary Engineering, Environmental Design, Bridge Development, Highway Development and Real Estate.

Prior to August of 2000, he was Director of the Office of Planning and Preliminary Engineering for 16 years. Prior to that position, Mr. Pedersen worked for seven years in two different private engineering firms. A native of Massachusetts, Mr. Pedersen holds an undergraduate degree from Bucknell University, a Master's degree in Civil Engineering from Northwestern University, and is a registered professional engineer. He resides with his wife Barbara in Silver Spring. Responsibilities to outside organizations include several committees for the American Association of State Highway Officials and the Transportation Research Board.

Chairman Martin G. Madden
Critical Area Commission for the Chesapeake and Atlantic Coastal Bays

Prior to his appointment, Chairman Madden served as Special Assistant to the Office of the Governor during the 2003 General Assembly session.

Chairman Madden represented District 13, (Howard and Prince George's Counties) in the Maryland Senate from 1995 to 2002. Minority Leader, 1998-2001. Senate Chair, Joint Committee on Welfare Reform, 1996-2001. Member, Budget and Taxation Committee, 2000-02 (health & human services subcommittee, 2000-02; pensions subcommittee, 2001). Member, Special Joint Committee on Vehicle Emissions Inspection Program, 1995-98; Joint Subcommittee on Program Open Space and Agricultural Land Preservation, 1995-98; Finance Committee, 1995-99 (home builders registration work group, 1999; chair, welfare reform subcommittee, 1995-99); Rules Committee, 1995-2001; Spending Affordability Committee, 1998; Joint Committee on Children, Youth, and Families, 1999-2001; Legislative Policy Committee, 1999-2001 (management subcommittee, 1999-2001); Special Joint Committee on Pensions, 1999-2001. Board of Directors, State Legislative Leaders Foundation, 1998-2001.

Mr. Madden represented District 13B, (Howard and Prince George's Counties) in the Maryland House of Delegates from 1991 – 1994. Member, Economic Matters Committee, 1991-94 (workers' compensation subcommittee).

Secretary Aris Melissaratos
Maryland Department of Business and Economic Development

Secretary Melissaratos directs the work of DBED in its mission to stimulate and strengthen Maryland's economy, and promote Maryland as a prime location for tourism, film production and advancement of the arts. His priorities include technology, manufacturing, and minority business development.

With nearly 40 years experience in business leadership, Mr. Melissaratos has earned the reputation as a well-respected national business visionary and corporate executive. Mr. Melissaratos is a former Westinghouse Electronics Systems Executive. For 32 years, Mr. Melissaratos held a variety of positions at Westinghouse, the last of which was Vice President of Science and Technology, and Chief Technology Officer at the corporate headquarters in Pittsburgh.

Mr. Melissaratos capped his 25 years at the Baltimore Electronics Systems Group (now Northrop Grumman Electronic Systems) as the Vice President and General Manager of the Design Engineering and Manufacturing Operations Divisions. He was responsible for facilities in the United States, Puerto Rico, Mexico and Barbados, with a total of 16,000 employees and $3.2 billion in annual revenues. Melissaratos positioned Westinghouse as the national leader in defense electronics manufacturing.

Upon retirement from Westinghouse, he served as Corporate Vice President for Thermo Electron Corporation, managing its New Product and Research & Development group and serving as the President and Chief Executive Officer of Coleman Research Corporation and Thermo Coleman Corporation, as well as CEO of its subsidiary, Thermo Information Solutions. Mr. Melissaratos founded Armel Private Equity Investments, to provide funding and strategic direction to a group of high technology start-up companies in various fields including information technology, biosciences, sensor systems and environmental infrastructure technologies.

Mr. Melissaratos is a founding co-chair of the Greater Baltimore Technology Council, former Vice-President of the Maryland Chamber of Commerce and former Chair of the Maryland Manufacturing Association. He is a member of the National Advisory Council of the Whiting School of Engineering at the Johns Hopkins University, the Board of Directors of the Technology Council of Maryland, and the Emerging Technology Centers, and served on the Board of Visitors of the University of Maryland.

Mr. Melissaratos holds a Bachelor of Engineering Science degree in Electrical Engineering from the Johns Hopkins University, and a Master's Degree in Engineering Management from George Washington University. In addition, he has completed the Harvard Business School Program for Management Development (PMD-40). He also has completed the course work for a Doctorate (A.B.D.) in International Politics at the Catholic University of America.

Mr. Melissaratos was born in Romania and immigrated to the United States from Greece at the age of 13. Since then, he has been a resident of Maryland and makes his home in Linthicum.

Secretary Kendl (Ken) P. Philbrick
Maryland Department of the Environment

Secretary Philbrick oversees pollution prevention, environmental regulation and environmental enforcement in Maryland, including the administration of a combined operating and capital budget of approximately $199 million. MDE's programs include air quality control of stationary and mobile sources, management of hazardous and solid waste, oil control, regulation of wastewater discharges and public drinking water, wetlands protection, environmental risk assessment, and financial assistance for environmental restoration.

Prior to his appointment as Secretary, Philbrick served as MDE's Acting Secretary and Deputy Secretary and as Executive Vice President of LMC Properties, Inc., a wholly-owned subsidiary of Lockheed Martin Corporation. For ten years he was responsible for a broad range of matters including coordination of environmental assessments and investigations, and the development, approval and implementation of remediation activities for environmentally impacted properties. Prior to his position with LMC, Mr. Philbrick managed real estate operations, including brownfield remediation developments, for Colgate Palmolive Company, American Can Company and Pepsico during the 80's and early 90's.

Mr. Philbrick received his Bachelor's degree from the University of Richmond and his MBA from the University of Chicago.

Secretary Audrey E. Scott
Department of Planning

Secretary Scott became involved in government in 1970 as a young homemaker and mother concerned about inadequate health facilities in her community. Her efforts to improve this condition were rewarded in 1974 with the establishment of the Bowie Health Center where she served as Chairman for 24 years. After serving for one year as a Bowie City Councilmember, Mrs. Scott was elected in 1976 to the first of three terms as Mayor of Bowie,

Maryland, becoming the first woman mayor of Maryland's third largest city. She joined the Maryland Municipal League in 1976 and was elected president of this statewide association in 1979 where she successfully led the fight for tax differential compensation for municipalities. In 1981, Secretary Scott was the Republican Nominee for Congress in Maryland's 5th Congressional District. Later that year, Mrs. Scott was appointed to the Department of Housing and Urban Development as Special Assistant in Community Planning and Development and was promoted to General Deputy Assistant Secretary before leaving Federal service in 1991.

Secretary Scott served as a member of the Prince George's County Council from 1994 to 2002 and represented the 4th Council District that includes Bowie, Greenbelt, Seabrook, Lanham and Glenn Dale. During her two terms on the County Council, Mrs. Scott served on several Council committees and was the Council Representative to the Council of Government's Metropolitan Development Policy Committee. Additionally, she was the Council Liaison to the Board of Education and the Prince George's County Municipal Association, as well as the Council Representative to the Prince George's County Conference & Visitors Bureau. In 2001, Secretary Scott's colleagues elected her to serve as Vice Chairman of the County Council.

Secretary Scott is a graduate of Tufts University where she received a B.A. in English. She earned her M.A. in Legislative Affairs from George Washington University. She pursued her love of education by teaching school in Connecticut, and later in France and Japan for the Overseas Teachers' Division of the Department of Defense before moving to Prince George's County in 1966.

Summary of Public Information Meetings

This document is a summary of the materials presented and the public comments received at the five Public Information Meetings that were conducted on behalf of the Task Force on Traffic Capacity Across the Chesapeake Bay. Responses to public comments have not been formulated and are, therefore, not part of this summary.

Issues raised by the public will be considered as part of any future studies of traffic capacity across the Chesapeake Bay, if and when such studies are initiated.

Five public information meetings were held to present information shared with the Task Force to the public and to elicit public comments on issues related to transportation needs across the Chesapeake Bay. Ultimately, the public comments will be used to help the Task Force develop its final report. The five meetings were held in Anne Arundel (Severna Park High School), Kent (Washington College), Queen Anne's (Queen Anne's County High School), Dorchester (Cambridge South Dorchester High School) and Calvert (Northern High School) Counties. Task Force members were invited to attend the meeting in their respective areas. Each meeting was staffed by representatives from the Maryland Transportation Authority, the State Highway Administration, the Maryland Department of Transportation, and the consultant team.

At the meetings, members of the public were encouraged to sign up for the mailing list, sign up to speak, review the materials presented, and to fill out comment cards. The meetings were divided into two parts: (1) a workshop where citizens reviewed information the Task Force has received and (2) a forum where citizens could express their views on the work of the Task Force.

The workshop opened a half hour prior to each public comment forum and consisted of eight stations: (1) Task Force Purpose and Membership, (2) Bay Bridge History, (3) Transportation Needs Report Findings, (4) Construction of Major Crossings, (5) Traffic Forecasts, (6) Environmental Review and Regulatory Process, (7) Growth and Economic Development, and (8) Public Outreach. Staff members were available at each station to answer questions. All meeting materials have been posted to the project website at www.mdtransportationauthority.com.

During the public comment portion of the meeting, a professional facilitator conducted each meeting to ensure that every person who wished to speak had the opportunity to do so.

Members of the public raised similar concerns at each meeting. Those general themes included:

- Concern for irreparable changes to the farms, historic communities and the rural way of life on the Eastern Shore
- Concern that a new crossing would cause increased development
- Potential impacts of a new bridge on natural resources, particularly the Chesapeake Bay, lands that protect the bay and the fishing industries that rely on it
- Support for the study of transit alternatives in lieu of a highway, and
- Effect of a new bridge on homeland security

A summary of the public comments from the meetings and comment cards received at or after each meeting follows.

Meeting #1, Severna Park, October 17, 2005 (Anne Arundel County)

Public Comment Summary (4 speakers)

- In Anne Arundel County, the Chesapeake Bay Bridge has affected residents' quality of life since 1952. Residents say the burden of a new bridge should go to another county.
- In recent years, roadway safety near the bridge has become a significant issue. Local residents are severely affected by bridge-related traffic on local roads.
- Look at all possible transit options. Create a transit system that connects New Carrollton to Parole Town Center to the Eastern Shore.
- Transit options will reduce air pollution in Anne Arundel County and will also provide service to those who do not have cars; the young, poor, disabled and the aged.

Comment Card Summary (4 comment cards received)

- A new bridge is needed, but should be located elsewhere because the roads leading to the existing bridge are too congested.
- A meeting should have been held in Baltimore County or City.
- Any future studies should consider traffic congestion on I-97, US 50, and MD 3.

Meeting Attendance		
Meeting # 1	Severna Park High School	15
Meeting # 2	Washington College	135
Meeting # 3	Queen Anne's County High School	35
Meeting # 4	Cambridge South Dorchester High School	45
Meeting # 5	Northern High School	60

Meeting #2, Chestertown, October 25, 2005 (Kent County)

Public Comment Summary (29 speakers)

- The Task Force should explain the National Environmental Policy Act (NEPA) study process and what actions citizens can take against building a bridge.
- Public meetings were not advertised in the *Kent County News* or on local radio stations. All information presented to the Task Force should be on the Authority website. Federal and State laws applicable to this project should be on the website.
- Kent County does not want to become a bedroom community to Baltimore.
- Kent County is a historic community defined by its colonial heritage. A new bridge would irreversibly change the unique culture of the Eastern Shore and diminish Maryland's diversity.
- The State used the Maryland Agricultural Lands Preservation Foundation (MALPF), the rural legacy program and the Maryland

Environmental Trust to preserve its rural-agricultural heritage. Would a bridge to Kent County take all this land out of preservation and destroy what citizens and the State have worked to protect over generations?

- Planners are not thinking innovatively. Other solutions, such as light rail, express buses that use clean technology, intra-county transit, carpooling, telecommuting and HOV lanes should be used as alternatives to a new bridge. Existing public transit should be expanded. Planners should also study a ferry service alternative.
- Suggested tolling alternatives, especially high-speed tolling.
- Suggested planning for an economic scenario where petroleum is expensive.
- The traffic analysis seems flawed. It should analyze vehicles per hour, including time of day.
- This study is looking at traffic capacity but is not looking at impacts to the health of the Chesapeake Bay, its forests, its crabbing and fishing resources, and its farms.

Comment Card Summary (22 comment cards received)

- Believes a new bridge between Baltimore and Kent Counties is a "done deal," driven by the Port of Baltimore and the trucking industry.
- Another bridge would encourage gas consumption.
- Do not need to encourage more development on the fragile coastline of Kent County, based on recent hurricane tragedies.
- The rural nature of Kent County would be ruined if a bridge made the county a suburb of Baltimore.
- The State of Maryland has stated that the Chester River watershed is a priority for conservation. A vast majority of Kent County citizens do not want to become a bedroom community to Baltimore, but to remain a rural, agricultural community.

- A southern bridge would make more sense, or transit between Baltimore, Washington, and the beach.
- It does not make sense to dump traffic into Kent County when the majority of the traffic is destined for the southern Eastern Shore.
- Why was the emphasis on automobile traffic only? What are the alternatives to a bridge?
- Light rail is a better alternative to highways. A light rail system could be built in the middle of US 50 and US 404. A bridge to Kent County would not help people get to the beach.
- Kent County would be most impacted compared to other Eastern Shore counties because it is the smallest, least populated, and has the least infrastructure.
- Modern mass transit solutions should be pursued instead of a bridge.
- Consider the health of the Bay in addition to the other resources that may be impacted.
- Include an analysis that considers the number of people, freight or mobility because looking only at the Average Daily Traffic (ADT) volumes does not adequately measure these factors
- Increase the capacity of the existing bridge using perpendicular suspensions and a hanging center span and also increase the capacity of the Severn River Bridge.

Meeting #3, Centreville, October 25, 2005 (Queen Anne's County)

Public Comment Summary (9 speakers)

- Residents are unclear as to what role local elected officials have in the decision making process.
- The projections in the workshop show that traffic capacity will be reached in 2030 but traffic is a big problem today. A bridge in Queen Anne's County would create even more traffic on Kent Island.
- The Eastern Shore is a unique community and a national resource. Regardless of the bridge location, a new

bridge would irreversibly impact the Eastern Shore lifestyle and culture, from Elkton to Ocean City.
- The State has protected farms and historic communities through its land protection programs. These lands would be taken out of protection to build a bridge.
- Zone 2 is a poor choice because of homeland security issues and regional transportation needs.
- Some support a bridge in Zone 4 because it would serve traffic from Washington, D.C. It would also affect fewer human inhabitants.
- Citizens question whether mass transit solutions have been thoroughly evaluated. Transit bus ridership has tripled in recent years. In the short term, bus service should be expanded to meet the demand.
- Maryland should set an example for other States and develop intra-county and intra-city transit modeled after European countries.
- The State should develop incremental solutions based on 3-, 6-, and 10-year goals to address traffic.
- Each zone would have significant environmental impacts.

Comment Card Summary (3 comment cards received)
- Based on materials presented at the meeting, none of the alternatives will be adequate – two bridges would need to be built. The bridges should be two-level: one for transit and one for cars. In the meantime, we need more "rationing" to deter demand, such as doubling the toll, charge a $5 surcharge when traffic jam reaches two miles.
- Would need to deal with vehicles traveling through historic Chestertown (MD 213) and over the Chester River Bridge, which is already a controversial issue.
- A bridge in Zone 1 would turn Kent County into Glen Burnie and no one would use it to go to the ocean resorts.

- Dorchester County is mostly wetlands – no place for roads. It is not practical to build a bridge there because it would have to be much longer than just the span distance.
- Adding a toll in the westbound direction would deter certain categories of vehicles from using the bridge in the "free direction." Increased bus service could be funded by the higher tolls.

Meeting #4, Cambridge, October 27, 2005 (Dorchester County)

Public Comment Summary (12 speakers)
- Information about the Task Force should be published in the newspaper.
- Citizens do not want to wait 7 years, the estimated duration of NEPA studies, for a decision that affects their whole way of life.
- Kent Island exemplifies how a new bridge would convert a quiet rural town into western shore suburbia and congestion. Like the existing bridge, a crossing to Dorchester County would bring no real economic benefit, similar to what happened to Kent Island.
- Residents oppose the growth that would result from a new bridge and the taxpayer burden of paying for infrastructure necessitated by this new growth.
- A bridge would be at the expense of wetlands, unique wildlife and the clean Bay waters that support local waterman.
- Residents of Taylor's Island are particularly concerned about impacts to their community and natural resources.
- Creating a bridge and more roads is not an innovative solution. Planners should evaluate transit alternatives that are clean and efficient and accessible to citizens.
- Some citizens support a ferry service. Others point out that a ferry from the western shore to Taylor's Island won't work because of transportation problems on the Western Shore.
- Planners should reduce demand for a bridge by creating jobs on the Eastern

Shore.
- A new bridge will still be congested in 2025.
- A southern bay crossing will be more expensive due to complex engineering of deep channel construction.
- The League of Women Voters of Talbot County, Inc. stressed the need to establish working relationships between the State and local agencies to achieve better planning. The state can provide guidance and rules for development and land use but it's the county governments that must provide development controls through their Comprehensive Plans and zoning ordinances.

Comment Card Summary (10 comment cards received)
- The opportunity to give comments is a "show" because the politicians don't listen to Dorchester County anyway.
- No new bridge is needed if we remove the toll booths. The state should find some other way to get money instead of collecting tolls.
- Why encourage more sprawl, air pollution, erosion of the environment and the health of the Bay, and more bridges to maintain, when we know better? Rail transit would be a better solution to get people to the beach.
- Express bus service should be provided between Kent Island and Baltimore City for commuters instead of a new bridge. Public transit must be an alternative.
- A new bridge should not be built in Dorchester County because of the critical areas, wetlands, floodplains, sensitive areas, and farmlands. The county is already in the process of adding development and its infrastructure is not ready for this development. The Tilghman Island area is already gridlocked. Our rural way of life will be gone if a 3rd bridge is built in Dorchester County.
- Emissions from cars pollute the Bay. The air cannot sustain the emissions from cars.

- Maryland has long been a national model for conservation and preservation. If the largest areas of ecologically valuable lands are compromised by more road construction, we are defeating the purpose of some of our most progressive State programs.
- Controlling population in the watershed is imperative or more people will put more pressure on the environment and the Bay. Instead, people should live in the communities in which they work and we must enhance public transportation.

Meeting #5, Owings, November 3, 2005 (Calvert County)

Public Comment Summary (14 speakers)
- Citizens recognized the Task Force and MdTA for their efforts to provide a large amount of complex information. Citizens feel Calvert County was well represented.
- Calvert County is a peninsula and citizens are concerned an increase in traffic would cause expansion of roads. Creating a bridge that relies on the County's one major artery (MD 4) into and out of the County threatens transportation within the county.
- A bridge would degrade the rural character of the smallest county in southern Maryland and disrupt its Master Plan.
- Planners should evaluate No-Build alternatives with fewer environmental and social costs, such as revised toll schedules, HOT and HOV lanes, passenger ferries serving highly populated areas, and fully evaluate light rail alternatives.
- A light rail would serve weekday commuters and weekend travelers and would attract additional visitors, including those that do not have cars, to Ocean City beaches.

- Locating a bridge near the Calvert Cliffs facility and the LNG facility would be a big security risk.
- A bridge in Zone 3 or 4 would have minimal benefit to traffic congestion since much of the traffic is not generated in Calvert County but comes from other counties. Citizens suggest connecting counties near the population centers.
- A bridge would cause irreversible environmental damage to parks, wetlands, critical habitats (e.g. Tiger Beetle habitat), and reduce air quality from diesel soot pollution (cites air pollution in Anne Arundel County).

Comment Card Summary (3 comment cards received)

- Building a new bridge would make it easier for people to go back and forth between the Western and Eastern Shores to work and shop and, therefore, would ruin the Eastern Shore. Instead, we should let the congestion worsen, so that people will stop making the trip.
- Do not consider a bridge in Talbot County. There are too many necks and peninsulas with only one road in and out of the county.
- There is not a traffic problem getting to Ocean City except during rush hour.
- How can the State spend billions on a new bridge when there are more important things going unfunded (school repairs)?
- The nuclear waste next to the gas plant presents a major security concern.
- A new bridge should be a rail crossing to carry passengers and freight, which would be the most energy efficient and least destructive environmentally.