



## Appendix B

### *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 Stolfus, 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](http://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 Projects"
  - Potential Bridge Features and Construction Issues
  - Travel Demand and Highway Infrastructure Issues
  - Preview of Meeting #3

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## 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,

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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

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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 Erlich 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

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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 to 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;

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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.

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## **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

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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,

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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](http://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

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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

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- 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.

**If you have further questions/concerns please contact:**

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