

Nick Deoudes_FAV_SB13

Uploaded by: Deoudes, Nicholas

Position: FAV

SB 0013

CHESAPEAKE BAY BRIDGE – RECONSTRUCTION ADVISORY GROUP AND TRAFFIC STUDY
SENATE FINANCE COMMITTEE HEARING DATE 2/5/20
TESTIMONY OF NICHOLAS DEOUCES IN FAVOR OF SB13

Chairman Kelley, Vice Chairman Feldman and members of the Committee. My name is Nicholas Deoudes and I am a 25 year resident of Queenstown, MD on the Eastern Shore. I have commuted from my home in Queenstown to my office in Bethesda, MD for those 25 years. I was appointed to serve as a volunteer member and Vice Chair of the BBRAG committee in 2005 and resigned from that committee in October of 2019. My reasons for resignation were that current members, who served as volunteers providing valuable feedback to the MTA and the MdTA, were being shut out and committee input was no longer needed/wanted by the agency, and our regular meetings had become sporadic at best.

Our last regular meeting was held on June 12, 2019. At no point during that meeting was the 2 year construction project on the WB bridge discussed, nor was there any discussion as to the status of a third crossing. We were all blindsided when, less than 2 weeks after the BBRAG meeting, we learned through print and social media of this project and the traffic chaos it would cause. This is NOT the relationship that BBRAG members experienced in the past when such projects were necessary. We were ALWAYS given advance notice of major construction/repair projects. We were ALWAYS given opportunities to speak to engineers and project managers so that we could gain a better understanding of the project itself and of traffic management plans for the project. As some of us are regular bridge users/commuters, our suggestions were welcomed and respected by MdTA officials and staff. This working relationship allowed us as citizens to communicate real information to our friends, neighbors, and colleagues in our communities, and to dispel rumors and disinformation that tends to present itself during these projects. We were also given contact information for key Bridge staff members so that we could communicate important information about the bridge, or rumors we were hearing in our communities. This is no longer the case. Our local elected officials are even left out of the loop much of the time.

I am proud of the work that we did on this committee, and feel that we were able to provide honest, important and constructive feedback to the MTA and the MdTA. In addition, I was proud to have initiated, along with Sam Triandos of the MdTA, the cooperative effort in 2009 between the Maryland Legislative Sportsmen's Foundation, MTA, DNR, CBF and other organizations and agencies that utilized waste material from the bridge re-decking project to create the Asquith Creek Reef Project. This earned our partnership the FHA Exemplary Ecosystem Initiative award in 2009.

In late 2019, I was offered an opportunity to "apply" for a seat on the newly formed BBRAG committee in the form of a 5 page application. I am disappointed that the MdTA appears to no longer value citizen input from those of us who travel the Chesapeake Bay Bridge on a daily basis and who live in the communities most affected by the ensuing traffic. And that MdTA officials seem to have assumed a reactive rather than a proactive stance with regard to these projects. All of us are now suffering the consequences of this misguided stance in the form of gridlocked traffic in our communities, and far longer commutes to our jobs and personal appointments.

I URGE YOU TO SUPPORT SB13 AS I BELIEVE THAT IT ENSURES THAT THERE IS A BALANCED MEMBERSHIP ON THE COMMITTEE AND THAT IT ALLOWS FAIR PARTICIPATION AND REPRESENTATION OF COMMUNITIES AND INDIVIDUALS ON BOTH SIDES OF THE BRIDGE, AND THEIR LOCAL GOVERNMENTS.

CBF-FAV-SB13

Uploaded by: Fisher, Erik

Position: FAV



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

Senate Bill 13

Chesapeake Bay Bridge – Reconstruction Advisory Group and Traffic Study

DATE: FEBRUARY 5, 2020

POSITION: SUPPORT

POSITION

The Chesapeake Bay Foundation requests a favorable report on Senate Bill 13 from the Finance Committee. SB 13 would direct the State to fully evaluate near-term techniques that could reduce traffic congestion at the Chesapeake Bay Bridge with minimal impacts on water quality.

COMMENTS

Traffic congestion on US 50 from Annapolis to Kent Island has raised the possibility of constructing a new bridge across the Chesapeake Bay. In the Fall of 2017, The Maryland Transportation Authority (MdTA) initiated a Tier I Environmental Impact Study to identify a location for a new vehicular crossing.

The draft materials from this study, along with past task force efforts, highlight the profound impacts that a new span could have on the health of the Chesapeake Bay and surrounding communities. MdTA's current study is not designed to address near-term traffic conditions at the Bridge. This leaves a significant gap in the information and options available to reduce congestion in the corridor over the next ten to 20 years.

SB 13 directs the State Highway Administration to study traffic reduction tools that may be implemented in the near term. The bill also establishes an advisory group of lawmakers, residents and experts to provide key stakeholder input on the study's recommendations. Specifically, the bill directs the State Highway Administration to evaluate the use of travel incentives and traffic control technologies to make the existing roadway more efficient.

Travel incentives and traffic control technologies can improve traffic conditions with minimal disruption to the local environment and nearby communities. SB 13 provides an opportunity for the State to fully investigate the potential for these strategies to improve traffic conditions in the US 50 corridor.

CONCLUSION

For these reasons, the Chesapeake Bay Foundation recommends a favorable report on SB 13 from the Finance Committee. For questions or more information, please contact Erik Fisher, Maryland Land Use Planner at 443-482-2096 or efisher@cbf.org.

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403
Phone (410) 268-8816 • Fax (410) 280-3513

Dave Humphreys_FAV_SB13

Uploaded by: Humphreys, David

Position: FAV

Testimony in Support of House Bill 56 and Senate Bill 13

“Chesapeake Bay Bridge – Reconstruction Advisory Group and Traffic Study”

Traffic demand on the Route 50/301 Corridor between Route I-97 and the Route 50/301 split has risen to a level where congestion is a regular occurrence at various locations during weekday AM and PM travel periods. The greatest choke point is at the “Bay Bridge.” With a two-lane Eastbound span and a three-lane Westbound span. A dangerous reversible lane operation during normal PM peak hours occurs on the Westbound span where one lane is designated Eastbound and separated from the Westbound by nothing more than paint markings and overhead control lights. Planning for the replacement of these bridges based upon safety and chronic traffic congestion alone should have begun many years ago. Recent Structural analyses indicate that there remains a finite time before both Spans of the “Bay Bridge” will need to be replaced. We are now faced with an unfortunate situation where we must invest increasingly in maintenance and repair of structures that do not provide sufficient capacity nor do they meet minimum design standards for safe, high throughput traffic operations.

This proposed Chesapeake Bay Bridge – Reconstruction Advisory Group and Traffic Study is intended to configure a body of stake holders who can evaluate, recommend and oversee implementation of short-term traffic designs and methods to expedite and monitor traffic flows on the Bay Bridge and its approaches. The use of new and emerging technologies throughout the world is significant. It is essential that Intelligent Transportation Systems (ITS) technologies be deployed that not only monitor traffic but employ dynamic control systems to directly affect vehicular speed and platooning. Such systems do not require electronic vehicle /highway interface, are available now and can be implemented within months of a contract letting.

Critical to success for this group is the inclusion of the State Highway Administration (SHA) along with the Maryland Transportation Authority (MDTA). It is the SHA that must perform studies and implement Traffic control solutions. SHA understands the science of Traffic Engineering and the dynamics of corridor throughput analysis.

This Advisory Group will also look to the future as growth occurs and future alternatives and additional travel corridors become candidates for consideration.

Respectfully submitted,

David Humphreys

January 30, 2020

Richard Ladd_FAV_SB13

Uploaded by: Ladd, Richard

Position: FAV

STATEMENT ON SR 13 “The Chesapeake Bay Bridge Advisory Group and Traffic Study” Bill by Richard B. Ladd, 121 Bluebell Ct, Chester, MD 21619: Feb 5, 2020

I strongly support SR 13 and urge its adoption for a number of reasons.

First, the Bill officially establishes an oversight/advisory board for a critical community process: accessing 2 “islands” – Kent Island and the Broadneck Peninsula – over 4 bridges. One is an MDTA toll facility – the others are State Highway Administration (SHA) bridges.

The Bill establishes a more broadly based citizen membership for the Advisory Group with the explicit opportunity to focus on the regional, “inter-county” and economy supporting role of the highway network enabled by the Bay Bridge.

Second, the Bill fully recognizes and builds upon a new – soon to be installed -- high speed, automated, electronic toll collection system coupled with a new automated, reversible lane capability. This capability will more flexibly align 3 full bridge lanes with the dominate flow. All of this is subject to additional improvements – best practices – potentially identifiable by the Maryland Transportation Institute.

Third, the Bill recognizes, elevates and incorporates into the collaborative process the SHA and it’s significant role of marshalling traffic to and from the Bay Bridge through Anne Arundel County and Queen Anne’s County while operating 3 additional bridges, two of which operate quite well with 3 “east-west” lanes. SHA must participate and enable the dynamic alignment – the timing and conditional use of the reversible lane -- of the third primary flow lane to minimizing backups to sustain, uninterrupted, higher bridge crossing volumes and speeds.

Strategically, this can and should enable local management of public safety issues and optimization of the State’s sunk investments over the next decade as we work our way through the multi-year, NEPA process to recapitalize the aging Bay Crossing infrastructure and the potential expansion of mass transit services.

This is a regional – neither an eastern shore nor a western shore -- initiative whose time has come AND THIS IS ALL “GOODNESS” for the State of Maryland!

Pat Lynch_FAV_SB13

Uploaded by: Lynch, Pat

Position: FAV

Testimony from Pat Lynch on SB13 --- SUPPORT

Wednesday, February 5, 2020.

My name is Pat Lynch. I represent the Broadneck Peninsula as President of the Broadneck Council, the GAN Board and the AA County-Plan 2040 Citizens' Advisory Committee. I am an 8 year member of the BBAG but am not testifying on behalf of BBAG.

I am here to support SB13 to include newly proposed amendments to this Bill. Having lived on the Broadneck Peninsula for over 50 years in a community located 2 miles west of the Bay Bridge, I am part of the history of our Bay Bridge corridor and have witnessed the destruction of our quality of life caused by the extreme growth in beach traffic that we on the Broadneck have had to deal with -- especially over recent years.

The forecast is for more traffic growth and further degradation of our Peninsula. The projected traffic concentrations on our Peninsula will result not only in safety issues but threats to our quality of life. There are planned improvements for the Bay Bridges but no complete long term effective remedy offered by our Administration nor the Government Agencies who should be working to provide solid solutions to this avalanche of traffic. The traffic problems are not just limited to the Bridge inadequacies but most significantly to the approach and access roadways on this corridor.

Therefore we support:

- an Executive Director be added to the BBAG organization representing the SHA since the traffic flow is dependent on the approach roadways on both the East and West sides of the Bridge.

-the designation of 'emergency' to expedite the actions mandated by this Bill.

-the scheduling of a traffic study managed by the SHA that will cover both the approach and access roads on either sides of the Severn River Bridge, Chesapeake Bay Bridge and Kent Island Bridge corridors. Further east/west extensions for this study should be considered for this Rte #50/301 corridor study.

- the naming of new members of the BBAG,- as stated in this Bill, who are representatives from both our Communities as well as our State and Local Government elected officials.

Please vote for Senate Bill 13 to support the proposed advances that are required to strengthen the BBAG organization and provide traffic relief to your constituents.

QAC County Commissioners_FAV_SB13

Uploaded by: Moran, James J.

Position: FAV



*Queen
Anne's
County*

**THE COUNTY COMMISSIONERS OF
QUEEN ANNE'S COUNTY**

The Liberty Building
107 North Liberty Street
Centreville, MD 21617

County Commissioners:

- James J. Moran, At Large
- Jack N. Wilson, Jr., District 1
- Stephen Wilson, District 2
- Philip L. Dumenil, District 3
- Christopher M. Corchiarino, District 4

e-mail: QACCommissioners&Administrator@qac.org

*County Administrator: Todd R. Mohn, PE
Executive Assistant to County Commissioners: Margie A. Houck
County Attorney: Patrick Thompson, Esquire*

January 28, 2020

The Honorable Senator Delores G. Kelley
Finance Committee
3 East
Miller Senate Office Building
Annapolis, Maryland 21401

Dear Senator Kelley,


Subject: SB13 – Chesapeake Bay Bridge - Reconstruction Advisory Group and Traffic Study

Please consider this letter of support for Senate Bill 13. This Bill would establish the Chesapeake Bay Bridge Reconstruction Advisory Group to study issues and make recommendations regarding traffic on the Chesapeake Bay Bridge and U.S. Route 50 between the Severn River Bridge and the Kent Narrows Bridge; and requiring the Advisory Group to report its recommendations to the Governor and General Assembly by July 1, 2021, and each July thereafter.


Thank you for the opportunity to support this legislation.

Sincerely,

QUEEN ANNE'S COUNTY
BOARD OF COUNTY COMMISSIONERS




James J. Moran, President



Stephen Wilson



Christopher M. Corchiarino



Jack N. Wilson, Jr.



Philip L. Dumenil

Senator Hershey_FAV_SB13

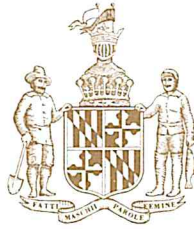
Uploaded by: Senator Hershey, Senator Hershey

Position: FAV

STEPHEN S. HERSHEY, JR.
Legislative District 36
Caroline, Cecil, Kent, and
Queen Anne's Counties

MINORITY WHIP

Finance Committee
Executive Nominations Committee



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The Senate of Maryland
ANNAPOLIS, MARYLAND 21401

February 5, 2020

The Honorable Delores Kelley
Finance Committee
Senate Bill – 13- Chesapeake Bay Bridge - Reconstruction Advisory Group and Traffic Study

Dear Madam Chair and Members of the Committee:

Senate Bill 13 is an "Emergency Bill" that would establish into statute the Chesapeake Bay Bridge Reconstruction Advisory Group, also known as BBRAG, and study traffic issues associated with the Bay Bridge and Route 50 between Interstate 97 and Route 404. Senate Bill 13 would also require the Department to study advanced technology and modern traffic management techniques and make recommendations.

BBRAG has existed since 2005, it started out as a group of concerned citizens that live on both sides of the Bay Bridge who collaborated with State Highway and the Department on traffic and construction issues. The Group has always met either monthly or quarterly as the BBRAG President deemed necessary. The collaboration has been necessary and needed because residents of Kent Island and the Broadneck Peninsula have always been held captive in their homes due to the Bay Bridge Traffic. The week day commuting and weekend beach traffic causes severe congestion that affects Route 50 throughout Queen Anne's and Anne Arundel Counties.

The membership of this group would be made up of the Secretary of the Department of Transportation or a Designee, The State Highway Administrator or Designee, two Members appointed by Anne Arundel County Council, two Members appointed by Queen Anne's County Commissioners, 3 Members appointed by the Governor who reside in Anne Arundel County and 3 Members appointed by the Governor who reside in Queen Anne's County.

BBRAG is expected to adopt bylaws and continue as it has done since 2005 using the existing resources within the Department and the State Highway Administration.

There are three Amendments in file, 1. The first clarifies that the study should be between Interstate 97 and Route 404, 2. Clarifies that the BBRAG should be under the Department and 3. Adds the Secretary of Transportation or Designee and the State Highway Administrator or Designee to the Membership.

Senate Bill 13 is supported by the Queen Anne's County Commissioners.

I request the committee's favorable consideration of Senate Bill 13.

MDOT_MDTA_INFO_SB13

Uploaded by: MDTA, MDOT

Position: INFO

February 5, 2020

The Honorable Delores G. Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis MD 21401

***Re: Letter of Information – Senate Bill 13 - Chesapeake Bay Bridge - Reconstruction
Advisory Group and Traffic Study***

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) provides the following letter of information regarding Senate Bill 13. This bill would (1) require the MDTA to establish a Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG), and (2) require the State Highway Administration (SHA), in collaboration with the Maryland Transportation Institute, to conduct a study on traffic technology and traffic management techniques to maximize the efficiency of traffic movement on US 50 between the Severn River Bridge and the Kent Narrows Bridge and on the Chesapeake Bay Bridge.

BBRAG as an integral part of the operations at the Chesapeake Bay Bridge. The BBRAG is, and will remain, an important part of the MDTA's commitment to the communities in Anne Arundel and Queen Anne's Counties. MDTA is committed to maintaining

The MDTA created the BBRAG in 2005 to provide the MDTA with "an independent, citizen-based perspective on the agency's outreach with regard to the Chesapeake Bay Bridge." The creation of the BBRAG was officially approved at the MDTA Board Meeting on May 24, 2005. The goal was to form a group of citizens residing on both the Eastern and Western Shores of the Chesapeake Bay who had interest in the William Preston Lane, Jr. Memorial Bridge (Bay Bridge) and who could work with their respective communities and local businesses to educate, assess potential concerns, and gain input on Bay Bridge-related issues and relay that information back to the MDTA.

BBRAG serves to provide MDTA with an independent, citizen-based perspective on the agency's operations at the Bay Bridge. BBRAG was designed to serve as a clearinghouse for Bay Bridge users to share issues of concern, and to work collaboratively with MDTA staff by providing pertinent input related to traffic and customer service issues.

Last summer, the MDTA Board voted to reconfigure and refocus BBRAG. Prior to this action, BBRAG had 11 members of which only 6 members regularly attended the meetings. The MDTA Board voted to refocus BBRAG and bring it back to the group's original purpose at the same time to better fulfill part of our Vision of "revolutionizing customer service."

The Honorable Delores G. Kelley
Page Two

Following the reconstitution and reconfiguration of BBRAG, MDTA conducted website and email outreach to elected officials, BBRAG members, area chambers of commerce, and other stakeholders. The new BBRAG will meet quarterly (unless otherwise requested by the Chair), assist the MDTA in assessing potential concerns relating to Bay Bridge activities, educate the general public, and work collaboratively with the MDTA to provide input related to traffic and customer service issues. Each member will be required to submit a monthly report to the chair summarizing their community outreach efforts. BBRAG will submit an annual report to the MDTA Executive Director (which will be made available to members of the General Assembly upon request). BBRAG will be subject to the Open Meetings Act. The dedicated volunteer members of the BBRAG includes elected officials, transportation officials, emergency management officials, and concerned citizens.

The fiscal note for Senate Bill 13 is largely due to the bill's requirement to conduct specific traffic studies related to US 50. The SHA previously investigated preliminary Transportation Systems Management and Operations (TSMO) solutions for the US 50 corridor approaches to the Bay Bridge in 2017. Currently, SHA has a study underway to identify more detailed solutions that may be applied to the US 50 corridor at the approaches of the Bay Bridge to manage congestion and yield positive outcomes. The additional studies required in this bill would cost an estimated \$450,000.

The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request that the Committee consider this information as it deliberates on Senate Bill 13.

Respectfully submitted,

Bradley Ryon
Manager, Government Relations
Maryland Transportation Authority
410-537-1060

Jeff Tosi
Director of Government Affairs
Maryland Department of Transportation
410-841-2850