COUNTY COUNCIL OF CECIL COUNTY  
200 Chesapeake Blvd, Elkton Maryland 21921

April 27, 2022

James J. Moran, President  
Queen Anne’s Board of County Commissioners  
107 North Liberty Street  
Centreville, MD 21617

RE: Replacement of the Chesapeake Bay Bridge  
Letter of Support

Dear President Moran:

The County Council of Cecil County unanimously stands with Queen Anne’s County and other Maryland counties in support of the replacement of the current two spans of the Chesapeake Bay Bridge with a single new replacement bridge, constructed at the same location, which includes a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times.

The Cecil County Council further agrees that the Tier 1 Chesapeake Bay Crossing Study should be concluded, and that sufficient resources be allocated for the Tier 2 Chesapeake Bay Bridge Crossing Study.

The Council voted in work session of April 26, 2022 to support this request. Copies of this letter will be sent to members of the Cecil County Delegation.

Sincerely;

Robert Meffley  
Council President

Copies: Cecil County Delegation
COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2021, Legislative Day No. 18

Resolution No. 49-21

Introduced by Ms. Fiedler

By the County Council, September 20, 2021

RESOLUTION in support of a replacement bridge at the current crossing of the William Preston Lane Jr. Memorial Bridge otherwise known as the Chesapeake Bay Bridge

WHEREAS, the iconic Chesapeake Bay Bridge (the “Bay Bridge”) connects Maryland’s Eastern Shore with its Western Shore, between Stevensville in Queen Anne’s County and Annapolis in Anne Arundel County; and

WHEREAS, the original two-lane span opened in 1952 as the world’s longest continuous over-water steel structure and a parallel span was added in 1973, and these two spans are the Bay Bridge in place today; and

WHEREAS, the Bay Bridge is situated along a vital, heavily traveled link of the US 50/301 corridor that extends from I-97 to MD 404, and it connects businesses, healthcare, entertainment, and families of both Maryland shores and provides the sole direct connection between recreational and ocean regions on Maryland’s Eastern Shore with the metropolitan areas of Baltimore, Annapolis and Washington, D.C.; and

WHEREAS, the Bay Bridge is owned, operated, and maintained by the Maryland Transportation Authority (the “MDTA”) in its modern day construct as a dual 4.3-mile span with a three-lane westbound span and a two-lane eastbound span; and

WHEREAS, the three-lane span can be adjusted to compensate for traffic demands associated with periods of congestion using “contraflow” to reverse traffic flow during peak travel periods and is one of the longest sections of contraflow used in the country; and

WHEREAS, the five lanes of the Bay Bridge that currently cross the Chesapeake Bay have not been adequate to effectively manage peak period traffic for many years; and

WHEREAS, the approaching roadway segments along US 50/301 consist of six lanes, which are geometrically incompatible with the five lanes crossing the Bay; and

WHEREAS, contraflow is used daily in an attempt to correct this incompatibility, but congestion and backups have now become routine in both directions; and

EXPLANATION: Underlining indicates matter added to resolution by amendment.
Strikeover indicates matter removed from resolution by amendment.
WHEREAS, over the last 30 years Maryland and Delaware have invested over a billion dollars completing numerous roadway improvement projects in the region, including Reach-the-Beach, additional lanes along MD Route 2, the addition of I-97, upgrades to MD Route 404, and the Middletown Delaware bypass; and

WHEREAS, all these corridors contribute to traffic crossing the same five lanes of the Bay Bridge in place since 1973; and

WHEREAS, the existing bridges were designed for a 50-year life, and with the east bound span now nearly 70 years old, and the west bound span now nearly 50 years old, maintenance needs and functional traffic management have become more challenging and expensive as the bridges age beyond the original design intent, and future maintenance projects will have a significant, detrimental impact on available bridge capacity and operations; and

WHEREAS, in 2015, the “US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge Life Cycle Cost Analysis”\(^1\) identified maintenance and rehabilitation costs for the existing bridges to be $3.25 billion through 2065; and

WHEREAS, all travelers and commerce must go through this corridor to cross the Chesapeake Bay in Maryland; and

WHEREAS, the lack of any alternative routes in this corridor result in backups on both the mainline corridor and along all parallel community roads which dramatically impacts the health, safety, livability, and economy of the communities located near the passage and along the US 50/301 corridor on both sides of the Chesapeake Bay; and

WHEREAS, the traffic impacts are significant and disruptive to community quality of life and ability to access routine essential services, including, emergency services, patient transport, fire response, schools, and both local and regional economy; and

WHEREAS, the MDTA accurately predicted average Summer daily traffic volume forecasts of 100,000 vehicles per day by 2020, that are now being realized, along with future continuing trends of over 110,000 vehicles per day resulting in projected 7-mile backups and seven hours of delay time by 2030 if the capacity shortfall at the Bay Bridge is not addressed promptly; and

WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay Bridge capacity constriction is to expeditiously align previous transportation investments in other route improvements with a new replacement bridge and functional mainline approach roadways that are compatible and have adequate capacity to safely move traffic on the US 50/301 corridor; and

WHEREAS, in recent years, Governor Lawrence L. Hogan has worked diligently
to identify a solution that will maximize congestion relief and minimize the
environmental impact; and

WHEREAS, Governor Hogan has dedicated countless resources and efforts to
provide traffic relief in Maryland for families, commuters, and businesses and has
directed improvements at the Bay Bridge to reduce current congestion and
minimize delays related to required maintenance including, expediting re-decking
on the westbound span, installing an electronic toll collection system, removing
physical toll booths, and providing free “E-ZPass” transponders to citizens while
keeping tolls at historically low levels; and

WHEREAS, on August 30, 2016, Governor Hogan announced $5 million in
funding for the MDTA to conduct a Tier 1 Bay Crossing Study; and

WHEREAS, the Chesapeake Bay Crossing Study: Tier 1 NEPA (“Bay Crossing
Study”) is a National Environmental Policy Act (“NEPA”) study being conducted
with public and agency involvement to result in the identification of a preferred
corridor alternative to provide adequate capacity, dependable and reliable travel
times, and flexibility to maintenance and incident management in a safe manner at
the Bay Bridge with the evaluation of its financial feasibility, traffic alleviation and
environmental analyses; and

WHEREAS, in February of 2021, the MDTA, in cooperation with the Federal
Highway Administration (the “FHWA”), issued a Tier 1 Draft Environmental
Impact Statement for the Bay Crossing Study; and

WHEREAS, the FHWA and the MDTA have announced their intention to issue a
combined Tier 1 Final Environmental Impact Statement and Record of Decision
sometime in the Winter of 2021-2022; and

WHEREAS, following the completion of the Tier 1 study, a more extensive and
detailed Tier 2 study must be done to thoroughly assess the preferred corridor
alternative identified in the Tier 1 study as well as the potential environmental
impacts, and possibly advance a new replacement bridge and approach highway or
roads; and

WHEREAS, communities in both Anne Arundel and Queen Anne’s Counties will
continue to experience the impacts of increased traffic volume and delays during
the multi-year Tier 2 process, and as the current Bay Bridge remains in a constant
state of maintenance and rehabilitation; and

WHEREAS, by Resolution No. 32-21 the addition of a third span to the existing
Bay Bridge was opposed, that opposition still stands, and the construction of a new
replacement Bay Bridge is now supported; and

WHEREAS, it is imperative the Tier 2 Environmental Impact Statement be funded
and begin immediately, and all efforts be made to expedite the lengthy and
extensive Federal process; now, therefore, be it
Resolved by the County Council of Anne Arundel County, Maryland, That it hereby finds that the best solution to maintain forward progress, support the investments already made along the US Route 50/301 corridor, specifically from I-97 to MD 404, and address the existing and future traffic capacity shortfalls is to replace the current two spans of the Chesapeake Bay Bridge with a single new replacement bridge, constructed at the same location, that includes a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times; and be it further

Resolved, That the County Council hereby requests that the Tier 1 Chesapeake Bay Crossing Study be concluded, and that sufficient resources be allocated for the Tier 2 Chesapeake Bay Crossing Study; and be it further

Resolved, that this Resolution is contingent upon the Board of County Commissioners of Queen Anne’s County, Maryland adopting a resolution that is substantially the same as this Resolution at their next meeting, and, if the Board of County Commissioners of Queen Anne’s County does not adopt a resolution that is substantially the same as this Resolution at their next meeting, then this Resolution shall be considered null and void without further action of the County Council; and be it further

Resolved, That a copy of this Resolution be sent to the Board of County Commissioners of Queen Anne’s County for further action; County Executive Steuart Pittman; Governor Larry Hogan; Gregory Slater, Maryland Secretary of Transportation; James Ports, Jr., Executive Director, MDTA; Heather Lowe, Project Manager, MDTA; State Delegates Heather Bagnall and Sid Saab; State Senator Edward R. Reilly; U.S. Senators Chris Van Hollen and Benjamin Cardin; U.S. Congressman Anthony Brown; Pete Buttigieg, U.S. Secretary of Transportation; Jeanette Mar, Environmental Program Manager, FHWA Maryland Division; Karen Kahl, Project Manager, RK&K; and Tim Ryan, Project Manager, Traffic Analysis, AECOM.

AMENDMENTS ADOPTED: October 4, 2021

READ AND PASSED this 4th day of October, 2021.

By Order:

[Signature]
Laura Corby
Administrative Officer

I HEREBY CERTIFY THAT RESOLUTION NO. 49-21 IS TRUE AND CORRECT AND DULY ADOPTED BY THE COUNTY COUNCIL OF ANNE ARUNDEL COUNTY.

[Signature]
Sarah F. Lacey
Chair
The Honorable Larry Hogan
Governor of Maryland
100 State Circle
Annapolis, MD 21401

James F. Ports, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge) Construction - Letter of Support

Dear Governor Hogan and Secretary Ports:

On behalf of the Caroline County Commissioners, I am writing to express the support of Queen Anne’s County’s Resolution No. 21-17 regarding a replacement bridge at the current crossing of the William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge) shared between Anne Arundel and Queen Anne’s Counties.

The Chesapeake Bay Bridge is the “gateway” to the Eastern Shore and is the most efficient way to travel from each Shore of this great State. We believe that ensuring a safe option for commuters and the environment is in the best interest of the County and the State.

With the support of our fellow Counties, we request a replacement bridge, with a minimum of 8 lanes, to be placed in the current location of the two existing bridges (East & West Bound) that make up the Chesapeake Bay Bridge. Caroline County and our neighbors believe this measure will greatly help alleviate some of the major traffic congestion and backups that occur on and around the current Bay Bridge.

Thank you for making the Eastern Shore and our Counties a priority by considering this request.

Sincerely,

Larry Porter, President
Caroline County Commissioners
cc:
Ms. Heather Lowe, Project Manager-MDTA
U.S. Senators Benjamin Cardin and Chris Van Hollen
U.S. Congressman Andy Harris
Mr. Pete Buttigieg, U.S. Secretary of Transportation
Ms. Jeanette Mar, Environmental Program Manager-FHWA Maryland Division
Ms. Karen Kahl, Project Manager-RK&K
Mr. Tim Ryan, Project Manager-Traffic Analysis- AECOM
March 23, 2022

The Honorable Larry Hogan
Governor, State of Maryland
100 State Circle
Annapolis, Maryland 21401

RE: Letter of Support – Chesapeake Bay Bridge

Dear Governor Hogan,

The Carroll County Board of Commissioners writes this letter in support of constructing a replacement bridge at the current crossing of the William Preston Lane Jr. Memorial Bridge, known as the Chesapeake Bay Bridge.

The Chesapeake Bay Bridge is an essential regional and Maryland asset that promotes agriculture and industry on both the eastern and western shores of the bay. Improvements to the bridge, including the proposed new span will have significant economic impact to all of Maryland. Being part of the greater Baltimore region, Carroll County understands how the bridge project is an important effort affecting not only our residents and businesses that use the bridge, but also impacts the state’s strategy to strengthen the economic viability of our counties, region and the state.

We are happy to submit our support for the Anne Arundel and Queen Anne counties’ resolutions for the proposed replacement bridge. Please contact the Board of County Commissioners’ Office at 410-386-2043 if you have any questions.

Thank you for your consideration.

Sincerely,

THE BOARD OF COUNTY COMMISSIONERS OF CARROLL COUNTY

Edward C. Rothstein (COL, Ret.)
President

C. Richard Weaver
Vice President

C. Eric Bouchat
Dennis E. Frazier
Stephen A. Wantz

C: Steuart Pittman, County Executive, Anne Arundel County
Christopher M. Corchiarino, President, Board of County Commissioners, Queen Anne’s County
February 1, 2022

James F. Ports, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Ports,

I am writing on behalf of Dorchester County Council regarding a replacement bridge for the William Preston Lane, Jr. Memorial Bridge, which is known as the Chesapeake Bay Bridge.

The Chesapeake Bay Bridge, the gateway to and from the Eastern Shore to the Western Shore, is a dual-span 4.3 mile bridge. Due to the numerous commuters who use this bridge and the lack of alternate routes, periods of congestion have resulted in major delays despite the re-routing of traffic. This is particularly troubling since it provides vital access for emergency services, patient transports and fire response as well as to medical care, residents’ places of employment and the homes of their family and friends. Consequently, the County Council believes that replacing this bridge is essential to ensure the health and safety of residents, their continued quality of life and the ongoing growth of the economy. Therefore, the County Council respectfully requests that the NEPA Phase II evaluation for a replacement Chesapeake Bay Bridge with a minimum of 8 lanes be included in the Maryland Department of Transportation’s Budget.

Thank you for your consideration. Please contact the Council’s Office at (410) 228-1700 if you have any questions.

Sincerely,

DORCHESTER COUNTY COUNCIL

[Signature]

Jay L. Newcomb
President

cc: Todd R. Mohn, PE, Queen Anne’s County Administrator
RESOLUTION in support of a replacement bridge at the current crossing of the William Preston Lane Jr. Memorial Bridge otherwise known as the Chesapeake Bay Bridge.

WHEREAS, the iconic Chesapeake Bay Bridge (the "Bay Bridge") connects Maryland’s Eastern Shore with its Western Shore, between Stevensville in Queen Anne’s County and Annapolis in Anne Arundel County; and

WHEREAS, the original two-lane span opened in 1952 as the world’s longest continuous over water steel structure and a parallel span was added in 1973, and these two spans are the Bay Bridge in place today; and

WHEREAS, the Bay Bridge is situated along a vital, heavily traveled link of the US 50/301 corridor that extends from I-97 to MD 404, and it connects businesses, healthcare, entertainment, and families of both Maryland shores and provides the sole direct connection between recreational and ocean regions on Maryland’s Eastern Shore with the metropolitan areas of Baltimore, Annapolis and Washington, D.C.; and

WHEREAS, the Bay Bridge is owned, operated, and maintained by the Maryland Transportation Authority (the “MDTA”) in its modern-day construct as a dual 4.3-mile span with a three-lane westbound span and a two-lane eastbound span; and

WHEREAS, the three-lane span can be adjusted to compensate for traffic demands associated with periods of congestion using "contraflow" to reverse traffic flow during peak travel periods and is one of the longest sections of contraflow used in the country; and

WHEREAS, the five lanes of the Bay Bridge that currently cross the Chesapeake Bay have not been adequate to effectively manage peak period traffic for many years; and

WHEREAS, the approaching roadway segments along US 50/301 consists of six lanes, which are geometrically incompatible with the five lanes crossing the Bay; and

WHEREAS, contraflow is used daily in an attempt to correct this incompatibility, but congestion and backups have now become routine in both directions; and

WHEREAS, over the last 30 years Maryland and Delaware have invested over a billion dollars completing numerous roadway improvement projects in the region including, Rehoboth Beach, additional lanes along MD Route 2, the addition of I-97, upgrades to MD Route 404, and the Middletown Delaware bypass; and

WHEREAS, all these corridors contribute to traffic crossing the same five lanes of the Bay Bridge in place since 1973; and

WHEREAS, the existing bridges were designed for a 50-year life, and with the east bound span now nearly 70 years old, and the west bound span now nearly 50 years old, maintenance needs and functional traffic management have
become more challenging and expensive as the bridges age beyond the original design intent, and future maintenance projects will have a significant, detrimental impact on available bridge capacity and operations; and

WHEREAS, in 2015, the "US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge Life Cycle Cost Analysis" identified maintenance and rehabilitation costs for the existing bridges to be $3.25 billion through 2065; and

WHEREAS, all travelers and commerce must go through this corridor to cross the Chesapeake Bay in Maryland; and

WHEREAS, the lack of any alternative routes in this corridor result in backups on both the mainline corridor and along all parallel community roads which dramatically impacts the health, safety, livability, and economy of the communities located near the passage and along the US 50/301 corridor on both sides of the Chesapeake Bay; and

WHEREAS, the traffic impacts are significant and disruptive to community quality of life and ability to access routine essential services, including, emergency services, patient transport, fire response, schools, and both local and regional economy; and

WHEREAS, the MDTA accurately predicted average Summer daily traffic volume forecasts of 100,000 vehicles per day by 2020, that are now being realized, along with future continuing trends of over 110,000 vehicles per day resulting in projected 7-mile backups and seven hours of delay time by 2030 if the capacity shortfall at the Bay Bridge is not addressed promptly; and

WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay Bridge capacity constriction is to expeditiously align previous transportation investments in other route improvements with a new replacement bridge and functional mainline approach roadways that are compatible and have adequate capacity to safely move traffic on the US 50/301 corridor; and

WHEREAS, in recent years, Governor Lawrence L. Hogan has worked diligently to identify a solution that will maximize congestion relief and minimize the environmental impact; and

WHEREAS, Governor Hogan had dedicated countless resources and efforts to provide traffic relief in Maryland for families, commuters, and businesses and has directed improvements at the Bay Bridge to reduce current congestion and minimize delays related to required maintenance including, expediting re-decking on the westbound span, installing an electronic toll collection system, removing physical toll booths, and providing free "E-Z Pass" transponders to citizens while keeping tolls at historically low levels; and

WHEREAS, on August 30, 2016, Governor Hogan announced $5 million in funding for the MDTA to conduct a Tier 1 Bay Crossing Study; and

WHEREAS, the Chesapeake Bay Crossing Study: Tier I NEPA ("Bay Crossing Study") is a National Environmental Policy Act ("NEPA") study being conducted with public and agency involvement to result in the identification of a preferred corridor alternative to provide adequate capacity, dependable and reliable travel times, and flexibility to maintenance and incident management in a safe manner at the Bay Bridge with the evaluation of its financial feasibility, traffic alleviation and environmental analyses; and

WHEREAS, in February of 2021, the MDTA, in cooperation with the Federal Highway Administration (the "FHWA"), issued a Tier I Draft Environmental Impact Statement for the Bay Crossing Study; and

WHEREAS, the FHWA and the MDTA have announced their intention to issue a combined Tier I Final Environmental Impact Statement and Record of Decision sometime in the Winter of 2021-2022; and

WHEREAS, following the completion of the Tier 1 study, a more extensive and detailed Tier 2 study must be done to thoroughly assess the preferred corridor alternative identified in the Tier 1 study as well as the potential environmental impacts, and possibly advance a new replacement bridge and approach highway or roads; and
WHEREAS, communities in both Anne Arundel and Queen Anne’s Counties will continue to experience the impacts of increased traffic volume and delays during the multi-year Tier 2 process, and as the current Bay Bridge remains in a constant state of maintenance and rehabilitation; and

WHEREAS, it is imperative the Tier 2 Environmental Impact Statement be funded and begin immediately, and all efforts be made to expedite the lengthy and extensive Federal process; now, therefore, be it

RESOLVED by the Board of County Commissioners of Garrett County, Maryland, That it hereby finds that the best solution to maintain forward progress, support the investments already made along the US Route 50/301 corridor, specifically from I-97 to MD 404, and address the existing and future traffic capacity shortfalls is to replace the current two spans of the Chesapeake Bay Bridge with a single new replacement bridge, constructed at the same location, that includes a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times; and be it further

RESOLVED, That a copy of this Resolution be sent to the Board of County Commissioners of Queen Anne’s County for further action.

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF COMMISSIONERS HEREBY SUPPORTS THE REPLACEMENT OF THE CHESAPEAKE BAY BRIDGE AND REQUESTS THAT THE TIER 1 CHESAPEAKE BAY CROSSING STUDY BE CONCLUDED, AND THAT SUFFICIENT RESOURCES BE ALLOCATED FOR THE TIER 2 CHESAPEAKE BAY CROSSING STUDY

Adopted the 3rd day of January 2022 by the Board of County Commissioners of Garrett County.

PAUL C. EDWARDS
Chairman

JAMES C. HINEBAUGH, JR.
Commissioner

S. LARRY TICHNELL
Commissioner

Witness:

KEVIN G. NULL
County Administrator
RESOLUTION 2021-16
COUNTY COMMISSIONERS OF KENT COUNTY, MARYLAND

SUPPORT OF A REPLACEMENT BRIDGE AT THE CURRENT CROSSING OF THE WILLIAM PRESTON LANE JR. MEMORIAL BRIDGE OTHERWISE KNOWN AS THE CHESAPEAKE BAY BRIDGE

WHEREAS, the iconic Chesapeake Bay Bridge (the Bay Bridge) connects Maryland's Eastern Shore with its Western Shore, between Stevansville in Queen Anne's County and Annapolis in Anne Arundel County; and

WHEREAS, the original two-lane span opened in 1952 as the world's longest continuous overwater steel structure and a parallel span was added in 1973, and these two spans are the Bay Bridge in place today; and

WHEREAS, the Bay Bridge is situated along a vital, heavily traveled link of the US 50/301 corridor that extends from 1-97 to MD 404, and it connects businesses, healthcare, entertainment, and families of both Maryland shores and provides the sole direct connection between recreational and ocean regions on Maryland's Eastern Shore with the metropolitan areas of Baltimore, Annapolis, and Washington, D.C.; and

WHEREAS, the Bay Bridge is owned, operated, and maintained by the Maryland Transportation Authority (MDTA) in its modern-day construct as a dual 4.3-mile span with a three-lane westbound span and a two-lane eastbound span; and

WHEREAS, the three-lane span can be adjusted to compensate for traffic demands associated with periods of congestion using "contraflow" to reverse traffic flow during peak travel periods and is one of the longest sections of contraflow used in the country; and

WHEREAS, the five lanes of the Bay Bridge that currently cross the Chesapeake Bay have not been adequate to effectively manage peak period traffic for many years; and

WHEREAS, the approaching roadway segments along US 50/301 consists of six lanes, which are geometrically incompatible with the five lanes crossing the Bay; and

WHEREAS, contraflow is used daily in an attempt to correct this incompatibility, but congestion and backups have now become routine in both directions; and

WHEREAS, over the last thirty years Maryland and Delaware have invested over a billion dollars completing numerous roadway improvement projects in the region including, Reach-the-Beach, additional lanes along MD Route 2, the addition of 1-97, upgrades to MD Route 404, and the Middletown Delaware bypass; and

WHEREAS, all these corridors contribute to traffic crossing the same five lanes of the Bay Bridge in place since 1973; and

WHEREAS, the existing bridges were designed for a fifty-year life, and with the eastbound span now nearly seventy years old, and the westbound span now nearly fifty years old, maintenance needs and functional traffic management have become more challenging and expensive as the bridges age beyond the original design intent, and future maintenance projects will have a significant, detrimental impact on available bridge capacity and operations; and
WHEREAS, in 2015, the “US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge Life Cycle Cost Analysis” identified maintenance and rehabilitation costs for the existing bridges to be $3.25 billion through 2065; and

WHEREAS, all travelers and commerce must go through this corridor to cross the Chesapeake Bay in Maryland; and

WHEREAS, the lack of any alternative routes in this corridor result in backups on both the mainline corridor and along all parallel community roads which dramatically impacts the health, safety, livability, and economy of the communities located near the passage and along the US 50/301 corridor on both sides of the Chesapeake Bay; and

WHEREAS, the traffic impacts are significant and disruptive to community quality of life and ability to access routine essential services, including, emergency services, patient transport, fire response, schools, and both local and regional economy; and

WHEREAS, the MDTA accurately predicted average Summer daily traffic volume forecasts of 100,000 vehicles per day by 2020, that are now being realized, along with future continuing trends of over 110,000 vehicles per day resulting in projected seven-mile backups and seven hours of delay time by 2030 if the capacity shortfall at the Bay Bridge is not addressed promptly; and

WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay Bridge capacity constriction is to expeditiously align previous transportation investments in other route improvements with a new replacement bridge and functional mainline approach roadways that are compatible and have adequate capacity to safely move traffic on the US 50/301 corridor; and

WHEREAS, in recent years, Governor Lawrence L. Hogan has worked diligently to identify a solution that will maximize congestion relief and minimize the environmental impact; and

WHEREAS, Governor Hogan had dedicated countless resources and efforts to provide traffic relief in Maryland for families, commuters, and businesses and has directed improvements at the Bay Bridge to reduce current congestion and minimize delays related to required maintenance including, expediting re-decking on the westbound span, installing an electronic toll collection system, removing physical toll booths, and providing free "E-Z Pass" transponders to citizens while keeping tolls at historically low levels; and

WHEREAS, on August 30, 2016, Governor Hogan announced $5 million in funding for the MDTA to conduct a Tier 1 Bay Crossing Study; and

WHEREAS, the Chesapeake Bay Crossing Study: Tier 1 NEPA ("Bay Crossing Study") is a National Environmental Policy Act (NEPA) study being conducted with public and agency involvement to result in the identification of a preferred corridor alternative to provide adequate capacity, dependable and reliable travel times, and flexibility to maintenance and incident management in a safe manner at the Bay Bridge with the evaluation of its financial feasibility, traffic alleviation and environmental analyses; and

WHEREAS, in February of 2021, the MDTA, in cooperation with the Federal Highway Administration (FHWA), issued a Tier 1 Draft Environmental Impact Statement for the Bay Crossing Study; and
WHEREAS, the FHWA and the MDTA have announced their intention to issue a combined Tier 1 Final Environmental Impact Statement and Record of Decision sometime in the Winter of 2021-2022; and

WHEREAS, following the completion of the Tier 1 study, a more extensive and detailed Tier 2 study must be done to thoroughly assess the preferred corridor alternative identified in the Tier 1 study as well as the potential environmental impacts, and possibly advance a new replacement bridge and approach highway or roads; and

WHEREAS, communities in both Anne Arundel and Queen Anne’s Counties will continue to experience the impacts of increased traffic volume and delays during the multi-year will Tier 2 process, and as the current Bay Bridge remains in a constant state of maintenance and rehabilitation; and

WHEREAS, it is imperative the Tier 2 Environmental Impact Statement be funded and begin immediately, and all efforts be made to expedite the lengthy and extensive Federal process.

NOW, THEREFORE, BE IT RESOLVED, the County Commissioners of Kent County, Maryland, hereby find that the best solution to maintain forward progress, support the investments already made along the US Route 50/301 corridor, specifically from I-97 to MD 404, and address the existing and future traffic capacity shortfalls is to replace the current two spans of the Chesapeake Bay Bridge with a single new replacement bridge, constructed at the same location, that includes a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times.

BE IT FURTHER RESOLVED, that the County Commissioners hereby requests that the Tier 1 Chesapeake Bay Crossing Study be concluded, and that sufficient resources be allocated for the Tier 2 Chesapeake Bay Crossing Study; and be it further

BE IT FURTHER RESOLVED, that a copy of this Resolution be sent to the County Council of Anne Arundel in support of Resolution No. 49-21 and the County Commissioners of Queen Anne’s County in support of Resolution No. 21-17; and as evidence of our unified support in this matter.

ATTEST:

Sallie Watson, Deputy Clerk II

THE COUNTY COMMISSIONERS
OF KENT COUNTY, MARYLAND

P. Thomas Mason, President

Ronald H. Fithian, Member

Robert N. Jacob, Jr., Member

ADOPTED: October 26, 2021
RESOLUTION NO. 2022-03

A RESOLUTION BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, MARYLAND, IN SUPPORT OF A REPLACEMENT BRIDGE AT THE CURRENT CROSSING OF THE WILLIAM PRESTON LANE JR. MEMORIAL BRIDGE OTHERWISE KNOWN AS THE CHESAPEAKE BAY BRIDGE

WHEREAS, the iconic Chesapeake Bay Bridge (the "Bay Bridge") connects Maryland's Eastern Shore with its Western Shore, between Stevansville in Queen Anne's County and Annapolis in Anne Arundel County; and

WHEREAS, the original two-lane span opened in 1952 as the world's longest continuous over-water steel structure. A parallel span was added in 1973 and these two spans are the Bay Bridge that is in place today; and

WHEREAS, the Bay Bridge is situated along a vital, heavily traveled link of the US 50/301 corridor that extends from I-97 to MD 404, and it connects businesses, healthcare, entertainment, and families of both Maryland shores, and provides the sole direct connection between recreational and ocean regions on Maryland's Eastern Shore with the metropolitan areas of Baltimore, Annapolis and Washington, D.C.; and

WHEREAS, the Bay Bridge is owned, operated, and maintained by the Maryland Transportation Authority (the "MDTA") in its modern-day construct as a dual 4.3-mile span, with a three-lane westbound span and a two-lane eastbound span; and

WHEREAS, the three-lane span can be adjusted to compensate for traffic demands associated with periods of congestion using "contraflow" to reverse traffic flow during peak travel periods and is one of the longest sections of contraflow used in the country; and

WHEREAS, the five lanes of the Bay Bridge that currently cross the Chesapeake Bay have not been adequate to effectively manage peak period traffic for many years; and

WHEREAS, the approaching roadway segments along US 50/301 consist of six lanes, which are geometrically incompatible with the five lanes crossing the Bay; and

WHEREAS, contraflow is used daily in an attempt to correct this incompatibility, but congestion and backups have now become routine in both directions; and

WHEREAS, over the last 30 years Maryland and Delaware have invested over a billion dollars completing numerous roadway improvement projects in the region, including Reach-the-Beach, additional lanes along MD Route 2, the addition of I-97, upgrades to MD Route 404, and the Middletown Delaware bypass; and

WHEREAS, all these corridors contribute to traffic crossing the same five lanes of the Bay Bridge in place since 1973; and

WHEREAS, the existing bridges were designed for a 50-year life, and with the east
bound span now nearly 70 years old, and the west bound span now nearly 50 years old, maintenance needs and functional traffic management have become more challenging and expensive as the bridges age beyond the original design intent, and future maintenance projects will have a significant, detrimental impact on available bridge capacity and operations; and

WHEREAS, in 2015, the "US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge Life Cycle Cost Analysis" identified maintenance and rehabilitation costs for the existing bridges to be $3.25 billion through 2065; and

WHEREAS, all travelers and commerce must go through this corridor to cross the Chesapeake Bay in Maryland; and

WHEREAS, the lack of any alternative routes in this corridor result in backups on both the mainline corridor and along all parallel community roads which dramatically impacts the health, safety, livability, and economy of the communities located near the passage and along the US 50/301 corridor on both sides of the Chesapeake Bay; and

WHEREAS, the traffic impacts are significant and disruptive to community quality of life and ability to access routine essential services, including, emergency services, patient transport, fire response, schools, and both local and regional economy; and

WHEREAS, the MDTA accurately predicted average Summer daily traffic volume forecasts of 100,000 vehicles per day by 2020, that are now being realized, along with future continuing trends of over 110,000 vehicles per day, resulting in projected 7-mile backups and seven hours of delay time by 2030 if the capacity shortfall at the Bay Bridge is not addressed promptly; and

WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay Bridge capacity constriction is to expeditiously align previous transportation investments in other route improvements with a new replacement bridge and functional mainline approach roadways that are compatible and have adequate capacity to safely move traffic on the US 50/301 corridor; and

WHEREAS, in recent years, Governor Lawrence L. Hogan has worked diligently to identify a solution that will maximize congestion relief and minimize the environmental impact; and

WHEREAS, Governor Hogan has dedicated countless resources and efforts to provide traffic relief in Maryland for families, commuters, and businesses, and has directed improvements at the Bay Bridge to reduce current congestion and minimize delays related to required maintenance, including expediting re-decking on the westbound span, installing an electronic toll collection system, removing physical toll booths, and providing free "E-Z Pass" transponders to citizens while keeping tolls at historically low levels; and

WHEREAS, on August 30, 2016, Governor Hogan announced $5 million in funding
for the MDTA to conduct a Tier 1 Bay Crossing Study; and

WHEREAS, the Chesapeake Bay Crossing Study: Tier 1 NEPA ("Bay Crossing Study") is a National Environmental Policy Act ("NEPA") study being conducted with public and agency involvement to result in the identification of a preferred corridor alternative to provide adequate capacity, dependable and reliable travel times, and flexibility to maintenance and incident management in a safe manner at the Bay Bridge with the evaluation of its financial feasibility, traffic alleviation and environmental analyses; and

WHEREAS, in February of 2021, the MDTA, in cooperation with the Federal Highway Administration (the "FHWA"), issued a Tier 1 Draft Environmental Impact Statement for the Bay Crossing Study; and

WHEREAS, the FHWA and the MDTA have announced their intention to issue a combined Tier 1 Final Environmental Impact Statement and Record of Decision sometime in the Winter of 2021-2022; and

WHEREAS, following the completion of the Tier 1 study, a more extensive and detailed Tier 2 study must be done to thoroughly assess the preferred corridor alternative identified in the Tier 1 study, as well as the potential environmental impacts, and possibly advance a new replacement bridge and approach highway or roads; and

WHEREAS, communities in both Anne Arundel and Queen Anne's Counties will continue to experience the impacts of increased traffic volume and delays during the multi-year Tier 2 process, as the current Bay Bridge remains in a constant state of maintenance and rehabilitation; and

WHEREAS, it is imperative the Tier 2 Environmental Impact Statement be funded and begin immediately, and all efforts be made to expedite the lengthy and extensive Federal process.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of Ocean City, Maryland, that it hereby finds that the best solution to maintain forward progress, support the investments already made along the US Route 50/301 corridor, specifically from I-97 to MD 404, and address the existing and future traffic capacity shortfalls is to replace the current two spans of the Chesapeake Bay Bridge with a single new replacement bridge, constructed at the same location, that includes a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times; and

BE IT FURTHER RESOLVED, that the Mayor and City Council of Ocean City, Maryland hereby requests that the Tier 1 Chesapeake Bay Crossing Study be concluded, and that sufficient resources be allocated for the Tier 2 Chesapeake Bay Crossing Study; and

BE IT FURTHER RESOLVED, that this Resolution is in direct support of Resolution No. 49-21 of the County Council of Anne Arundel County and Resolution No. 21-17 of the County Commissioners of Queen Anne's County. A copy of this Resolution shall be sent to the County Council of Anne Arundel County and the County Commissioners of Queen
Anne's County as evidence of our unified support in this matter.

RESOLVED this 15 day of February, 2022.

ATTEST:

DIANA L. CHAVIS, Clerk

RICHARD W. MEEHAN, Mayor

Approved as to form:

HEATHER E. STANSBURY
Ayres, Jenkins, Gordy & Almand, P.A.
Office of City Solicitor

MATTHEW M. JAMES, President

ANTHONY J. DELUCA, Secretary
Resolution

COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY, MARYLAND

Resolution No. 21-17

RESOLUTION in support of a replacement bridge at the current crossing of the William Preston Lane Jr. Memorial Bridge otherwise known as the Chesapeake Bay Bridge,

WHEREAS, the iconic Chesapeake Bay Bridge (the “Bay Bridge”) connects Maryland's Eastern Shore with its Western Shore, between Stevensville in Queen Anne’s County and Annapolis in Anne Arundel County; and

WHEREAS, the original two-lane span opened in 1952 as the world’s longest continuous over-water steel structure and a parallel span was added in 1973, and these two spans are the Bay Bridge in place today; and

WHEREAS, the Bay Bridge is situated along a vital, heavily traveled link of the US 50/301 corridor that extends from I-97 to MD 404, and it connects businesses, healthcare, entertainment, and families of both Maryland shores and provides the sole direct connection between recreational and ocean regions on Maryland’s Eastern Shore with the metropolitan areas of Baltimore, Annapolis and Washington, D.C.; and

WHEREAS, the Bay Bridge is owned, operated, and maintained by the Maryland Transportation Authority (the “MDTA”) in its modern-day construct as a dual 4.3-mile span with a three-lane westbound span and a two-lane eastbound span; and

WHEREAS, the three-lane span can be adjusted to compensate for traffic demands associated with periods of congestion using “contraflow” to reverse traffic flow during peak travel periods and is one of the longest sections of contraflow used in the country; and

WHEREAS, the five lanes of the Bay Bridge that currently cross the Chesapeake Bay have not been adequate to effectively manage peak period traffic for many years; and

WHEREAS, the approaching roadway segments along US 50/301 consists of six lanes, which are geometrically incompatible with the five lanes crossing the Bay; and

WHEREAS, contraflow is used daily in an attempt to correct this incompatibility, but congestion and backups have now become routine in both directions; and

WHEREAS, over the last 30-years Maryland and Delaware have invested over a billion dollars completing numerous roadway improvement projects in the region including, Reach-the-Beach, additional lanes along MD Route 2, the addition of I-97, upgrades to MD Route 404, and the Middletown Delaware bypass; and

WHEREAS, all these corridors contribute to traffic crossing the same five lanes of the Bay Bridge in place since 1973; and

WHEREAS, the existing bridges were designed for a 50-year life, and with the east bound span now nearly 70 years old, and the west bound span now nearly 50 years old, maintenance needs and functional traffic management have become more challenging and expensive as the bridges age.
beyond the original design intent, and future maintenance projects will have a significant, detrimental impact on available bridge capacity and operations; and

WHEREAS, in 2015, the “US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge Life Cycle Cost Analysis” identified maintenance and rehabilitation costs for the existing bridges to be $3.25 billion through 2065; and

WHEREAS, all travelers and commerce must go through this corridor to cross the Chesapeake Bay in Maryland; and

WHEREAS, the lack of any alternative routes in this corridor result in backups on both the mainline corridor and along all parallel community roads which dramatically impacts the health, safety, livability, and economy of the communities located near the passage and along the US 50/301 corridor on both sides of the Chesapeake Bay; and

WHEREAS, the traffic impacts are significant and disruptive to community quality of life and ability to access routine essential services, including, emergency services, patient transport, fire response, schools, and both local and regional economy; and

WHEREAS, the MDTA accurately predicted average Summer daily traffic volume forecasts of 100,000 vehicles per day by 2020, that are now being realized, along with future continuing trends of over 110,000 vehicles per day resulting in projected 7-mile backups and seven hours of delay time by 2030 if the capacity shortfall at the Bay Bridge is not addressed promptly; and

WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay Bridge capacity constriction is to expeditiously align previous transportation investments in other route improvements with a new replacement bridge and functional mainline approach roadways that are compatible and have adequate capacity to safely move traffic on the US 50/301 corridor; and

WHEREAS, the traffic impacts are significant and disruptive to community quality of life and ability to access routine essential services, including, emergency services, patient transport, fire response, schools, and both local and regional economy; and

WHEREAS, the MDTA accurately predicted average Summer daily traffic volume forecasts of 100,000 vehicles per day by 2020, that are now being realized, along with future continuing trends of over 110,000 vehicles per day resulting in projected 7-mile backups and seven hours of delay time by 2030 if the capacity shortfall at the Bay Bridge is not addressed promptly; and

WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay Bridge capacity constriction is to expeditiously align previous transportation investments in other route improvements with a new replacement bridge and functional mainline approach roadways that are compatible and have adequate capacity to safely move traffic on the US 50/301 corridor; and

WHEREAS, the traffic impacts are significant and disruptive to community quality of life and ability to access routine essential services, including, emergency services, patient transport, fire response, schools, and both local and regional economy; and

WHEREAS, the MDTA accurately predicted average Summer daily traffic volume forecasts of 100,000 vehicles per day by 2020, that are now being realized, along with future continuing trends of over 110,000 vehicles per day resulting in projected 7-mile backups and seven hours of delay time by 2030 if the capacity shortfall at the Bay Bridge is not addressed promptly; and

WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay Bridge capacity constriction is to expeditiously align previous transportation investments in other route improvements with a new replacement bridge and functional mainline approach roadways that are compatible and have adequate capacity to safely move traffic on the US 50/301 corridor; and

WHEREAS, in recent years, Governor Lawrence L. Hogan has worked diligently to identify a solution that will maximize congestion relief and minimize the environmental impact; and

WHEREAS, Governor Hogan had dedicated countless resources and efforts to provide traffic relief in Maryland for families, commuters, and businesses and has directed improvements at the Bay Bridge to reduce current congestion and minimize delays related to required maintenance including, expediting re-decking on the westbound span, installing an electronic toll collection system, removing physical toll booths, and providing free “E-Z Pass” transponders to citizens while keeping tolls at historically low levels; and

WHEREAS, on August 30, 2016, Governor Hogan announced $5 million in funding for the MDTA to conduct a Tier 1 Bay Crossing Study; and

WHEREAS, the Chesapeake Bay Crossing Study: Tier 1 NEPA (“Bay Crossing Study”) is a National Environmental Policy Act (“NEPA”) study being conducted with public and agency involvement to result in the identification of a preferred corridor alternative to provide adequate capacity, dependable and reliable travel times, and flexibility to maintenance and incident management in a safe manner at the Bay Bridge with the evaluation of its financial feasibility, traffic alleviation and environmental analyses; and

WHEREAS, in February of 2021, the MDTA, in cooperation with the Federal Highway Administration (the “FHWA”), issued a Tier 1 Draft Environmental Impact Statement for the Bay Crossing Study; and

WHEREAS, the FHWA and the MDTA have announced their intention to issue a combined Tier 1 Final Environmental Impact Statement and Record of Decision sometime in the Winter of 2021-2022; and

WHEREAS, following the completion of the Tier 1 study, a more extensive and detailed Tier 2 study must be done to thoroughly assess the preferred corridor alternative identified in the Tier 1 study as well as the potential environmental impacts, and possibly advance a new replacement bridge and approach highway or roads; and
WHEREAS, communities in both Anne Arundel and Queen Anne's Counties will continue to experience the impacts of increased traffic volume and delays during the multi-year Tier 2 process, and as the current Bay Bridge remains in a constant state of maintenance and rehabilitation; and

WHEREAS, it is imperative the Tier 2 Environmental Impact Statement be funded and begin immediately, and all efforts be made to expedite the lengthy and extensive Federal process; now, therefore, be it

Resolved by the County Commissioners of Queen Anne’s County, Maryland, That it hereby finds that the best solution to maintain forward progress, support the investments already made along the US Route 50/301 corridor, specifically from I-97 to MD 404, and address the existing and future traffic capacity shortfalls is to replace the current two spans of the Chesapeake Bay Bridge with a single new replacement bridge, constructed at the same location, that includes a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times; and be it further

Resolved, That the County Commissioners hereby requests that the Tier 1 Chesapeake Bay Crossing Study be concluded, and that sufficient resources be allocated for the Tier 2 Chesapeake Bay Crossing Study; and be it further

Resolved, That a copy of this Resolution be sent to the County Council of Anne Arundel County for their consideration and mutual support.

WITNESS the hands and seals of the County Commissioners of Queen Anne’s County this ___ day of ___ , 2021.

ATTEST: THE COUNTY COMMISSIONERS OF QUEEN ANNE’S COUNTY

Christopher M. Corchiarino, President

Jack N. Wilson, Jr.

Stephen Wilson

Philip L. Dunenil

James A. Moran

Margie Houck
Executive Assistant
Governor Larry Hogan  
State House  
100 State Circle  
Annapolis, Maryland 21401

Secretary James F. Ports, Jr.  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

RE: Support to Fund New Replacement Chesapeake Bay Bridge

Dear Governor Hogan and Secretary Ports,

On behalf of the Worcester County Commissioners, I’m writing to voice our strong support of requests from Anne Arundel County and Queen Anne’s County to construct a new, replacement Chesapeake Bay Bridge at its present location along the US. Rt. 50/301 corridor. The immediate priority is to appropriate funding in the FY23 budget to continue with the National Environmental Policy Act (NEPA) Tier 2 Environmental Impact Statement to ensure that the project may continue to advance towards construction. Because this is a multi-year study, it is vital that this work continues to progress forward.

As all Marylanders understand, the Chesapeake Bay Bridge is the primary gateway between the state’s Eastern and Western Shores. However, the aging spans are no longer adequate to facilitate the safe and timely flow of traffic created by Maryland residents traveling for work coupled with the sheer volume of seasonal traffic created by visitors from across the state and nation, as they travel to and from the resort town of Ocean City, Assateague Island National Seashore, and other mid-Atlantic destinations.

Thank you for your consideration of this request. If you have any questions, you are welcome to contact me or Chief Administrative Officer Weston Young at 410-632-1194.

Sincerely,

Joseph M. Mitrecic  
President

Citizens and Government Working Together
March 15, 2022

The Honorable Lawrence Hogan, Jr.
Governor of Maryland
100 State Circle
Annapolis, Maryland 21401

Dear Governor Hogan:

On behalf of the Board of Commissioners for Somerset County, I would like to express our support for the construction of a replacement bridge at the current crossing of the William Preston Jr. Memorial Bridge; otherwise known as the Chesapeake Bay Bridge.

As the main gateway to and from the Eastern Shore to the Western Shore, the five lanes (three lanes westbound and two lanes eastbound) of this 4.3 mile-long bridge are not adequate to effectively manage the numerous commuters obligated to this route due to lack of alternates. Periods of congestion and backups, that have now become routine in both directions, have resulted in major delays that is considerably troublesome since this bridge provides vital access for emergency services, patient transports, and fire response; not to mention medical care, necessary commute for employment, and the homes of family and friends.

With the average summer daily traffic volume forecasted to be 110,000 vehicles per day crossing the Chesapeake Bay Bridge by 2030 (according to the Maryland Transportation Authority), the current bridge will severely impact what is already a problematic situation as it would result in miles of backups and hours of time delays to residents and vacationers if the capacity shortfall is not addressed promptly.

Thank you for your consideration.

Sincerely,

Craig N. Mathies, Sr.
President

Cc: Senator Chris Van Hollen
Senator Benjamin Cardin
Congressman Andy Harris
Mr. James Ports MTA
Ms. Heather Lowe, Project Manager/MDTA
Mr. Todd Mohn, PE, Queen Anne’s County Administrator
April 27, 2022

The Honorable Larry Hogan
Governor of the State of Maryland
100 State Circle
Annapolis, MD 21401-1925

James F. Ports, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD  21076

Re: William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge) Construction

Dear Governor Hogan and Secretary Ports:

The County Council of Talbot County (the “County Council”) respectfully requests that funding for the NEPA Phase II evaluation for an additional or replacement bridge in the immediate vicinity of the current crossing of the William Preston Lane, Jr. Memorial Bridge (the “Chesapeake Bay Bridge”) between Anne Arundel and Queen Anne’s Counties be included in the Maryland Department of Transportation’s FY 2023 Budget.

The County Council is supportive of the construction of an additional or replacement bridge and is pleased to learn the Tier 1 NEPA identified the “Corridor Containing the Chesapeake Bay Bridge” as the Selected Corridor Alternative.

As the main thoroughfare to and from the Eastern Shore to the Western Shore, the five lanes (three westbound and two eastbound) of the Chesapeake Bay Bridge are not adequate to effectively and efficiently manage the commuter traffic which traverses the bridge due to lack of other viable routes. In addition, summer tourist traffic alone is forecast to reach 110,000 vehicles per day by 2030, a short eight years from now, resulting in miles-long backups and hours of delay. This is particularly troubling since the bridge provides vital access for emergency services, patient transport, and fire response as well as those traveling to medical care facilities, places of employment, and to see family and friends.
Additionally, the County Council is on record for the past seventeen years highlighting the importance of maintaining traffic flow not only across the Chesapeake Bay, but throughout the U.S. Route 50 corridor as a priority item. This has been included in Talbot County’s priority listings submitted to Maryland Department of Transportation since at least 2005.

Thank you for your consideration.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

[Signature]
Chuck F. Callahan
President

cc:  The Honorable Ben Cardin
     The Honorable Chris Van Hollen
     Pete Buttigieg, U.S. Secretary of Transportation
     The Honorable Andy Harris, M.D.
     The Honorable Adelaide Eckardt
     The Honorable John Mautz, IV
     The Honorable Christopher Adams
     Jeanette Mar, Environmental Program Manager-FHWA Maryland Division
     Heather Lowe, Project Manager, Maryland Transportation Authority
     Ray Clarke, P.E., Talbot County Engineer
February 15, 2022

The Honorable Larry Hogan
Governor of Maryland
100 State Circle
Annapolis, MD 21401

Dear Governor Hogan:

This letter is in support of constructing a replacement bridge at the current crossing of the William Preston Lane Jr. Memorial Bridge, otherwise known as the Chesapeake Bay Bridge. The five lanes of the Chesapeake Bay Bridge (three lanes westbound and two lanes eastbound) are not adequate to effectively manage peak traffic periods as congestion and backups have now become routine in both directions.

According to the Maryland Transportation Authority (MDTA), the average summer daily traffic volume is forecasted to be 110,000 vehicles per day crossing the Chesapeake Bay Bridge resulting in seven-mile backups and seven hours of delay time by 2030, if the capacity shortfall is not addressed promptly.

The Federal Highway Administration (FHWA) and the Maryland Transportation Authority (MDTA) issued a Tier I draft Environment Impact Statement for the Bay Crossing Study in February 2021 and have announced their intention to issue a combined Tier I Final Environment Impact Statement and Record of Decision in the Winter of 2021-2022. Following the Tier 1 study, a more extensive and detailed Tier 2 study must be done to thoroughly assess the preferred corridor alternative identified in the Tier 1 study, as well as the potential environmental impacts, and possibly advance a new replacement bridge and approach highway or roads. It is imperative that the Tier I study be concluded and the Tier 2 Environment Impact Statement be funded and begin immediately, and all efforts be made to expedite the Federal process.

To reduce traffic congestion on the Chesapeake Bay Bridge with minimal environmental impacts, Wicomico County supports replacing the current two spans of the Chesapeake Bay Bridge with a single new replacement bridge, constructed at the same location, that includes a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times.
Sincerely,

WICOMICO COUNTY, MARYLAND

[Signature]

John D. Psota, Acting County Executive

[Signature]

John T. Cannon, Council President

cc:

Wicomico County Council
Wicomico County Delegation
Mr. James Ports, Jr., Maryland Secretary of Transportation
Ms. Heather Lowe, Project Manager-MDTA
U.S. Senators Chris Van Hollen and Benjamin Cardin
U.S. Congressman Andy Harris
Mr. Pete Buttigieg, U.S. Secretary of Transportation
Ms. Jeanette Mar, Environmental Program Manager-FHWA Maryland Division
Ms. Karen Kahl, Project Manager – RK&K
Mr. Tim Ryan, Project Manager- Traffic Analysis - AECOM