

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

1 RESOLUTION in support of a replacement bridge at the current crossing of the
2 William Preston Lane Jr. Memorial Bridge otherwise known as the Chesapeake Bay Bridge
3

4 WHEREAS, the iconic Chesapeake Bay Bridge (the “Bay Bridge”) connects
5 Maryland’s Eastern Shore with its Western Shore, between Stevensville in Queen
6 Anne’s County and Annapolis in Anne Arundel County; and
7

8 WHEREAS, the original two-lane span opened in 1952 as the world’s longest
9 continuous over-water steel structure and a parallel span was added in 1973, and
10 these two spans are the Bay Bridge in place today; and
11

12 WHEREAS, the Bay Bridge is situated along a vital, heavily traveled link of the
13 US 50/301 corridor that extends from I-97 to MD 404, and it connects businesses,
14 healthcare, entertainment, and families of both Maryland shores and provides the
15 sole direct connection between recreational and ocean regions on Maryland’s
16 Eastern Shore with the metropolitan areas of Baltimore, Annapolis and
17 Washington, D.C.; and
18

19 WHEREAS, the Bay Bridge is owned, operated, and maintained by the Maryland
20 Transportation Authority (the “MDTA”) in its modern day construct as a dual 4.3-
21 mile span with a three-lane westbound span and a two-lane eastbound span; and
22

23 WHEREAS, the three-lane span can be adjusted to compensate for traffic demands
24 associated with periods of congestion using “contraflow” to reverse traffic flow
25 during peak travel periods and is one of the longest sections of contraflow used in
26 the country; and
27

28 WHEREAS, the five lanes of the Bay Bridge that currently cross the Chesapeake
29 Bay have not been adequate to effectively manage peak period traffic for many
30 years; and
31

32 WHEREAS, the approaching roadway segments along US 50/301 consist of six
33 lanes, which are geometrically incompatible with the five lanes crossing the Bay;
34 and
35

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

1 WHEREAS, over the last 30 years Maryland and Delaware have invested over a
2 billion dollars completing numerous roadway improvement projects in the region,
3 including Reach-the-Beach, additional lanes along MD Route 2, the addition of I-
4 97, upgrades to MD Route 404, and the Middletown Delaware bypass; and

5
6 WHEREAS, all these corridors contribute to traffic crossing the same five lanes of
7 the Bay Bridge in place since 1973; and

8
9 WHEREAS, the existing bridges were designed for a 50-year life, and with the east
10 bound span now nearly 70 years old, and the west bound span now nearly 50 years
11 old, maintenance needs and functional traffic management have become more
12 challenging and expensive as the bridges age beyond the original design intent, and
13 future maintenance projects will have a significant, detrimental impact on available
14 bridge capacity and operations; and

15
16 WHEREAS, in 2015, the “US 50/301 William Preston Lane Jr. Memorial (Bay)
17 Bridge Life Cycle Cost Analysis”¹ identified maintenance and rehabilitation costs
18 for the existing bridges to be \$3.25 billion through 2065; and

19
20 WHEREAS, all travelers and commerce must go through this corridor to cross the
21 Chesapeake Bay in Maryland; and

22
23 WHEREAS, the lack of any alternative routes in this corridor result in backups on
24 both the mainline corridor and along all parallel community roads which
25 dramatically impacts the health, safety, livability, and economy of the communities
26 located near the passage and along the US 50/301 corridor on both sides of the
27 Chesapeake Bay; and

28
29 WHEREAS, the traffic impacts are significant and disruptive to community quality
30 of life and ability to access routine essential services, including, emergency
31 services, patient transport, fire response, schools, and both local and regional
32 economy; and

33
34 WHEREAS, the MDTA accurately predicted average Summer daily traffic volume
35 forecasts of 100,000 vehicles per day by 2020, that are now being realized, along
36 with future continuing trends of over 110,000 vehicles per day resulting in projected
37 7-mile backups and seven hours of delay time by 2030 if the capacity shortfall at
38 the Bay Bridge is not addressed promptly; and

39
40 WHEREAS, the only viable solution to eliminate the bottleneck caused by the Bay
41 Bridge capacity constriction is to expeditiously align previous transportation
42 investments in other route improvements with a new replacement bridge and
43 functional mainline approach roadways that are compatible and have adequate
44 capacity to safely move traffic on the US 50/301 corridor; and

¹ Report available at

https://mdta.maryland.gov/sites/default/files/Files/blogs/Bay_Bridge_LCCA_Report_12-2015.pdf.

1 WHEREAS, in recent years, Governor Lawrence L. Hogan has worked diligently
2 to identify a solution that will maximize congestion relief and minimize the
3 environmental impact; and
4

5 WHEREAS, Governor Hogan has dedicated countless resources and efforts to
6 provide traffic relief in Maryland for families, commuters, and businesses and has
7 directed improvements at the Bay Bridge to reduce current congestion and
8 minimize delays related to required maintenance including, expediting re-decking
9 on the westbound span, installing an electronic toll collection system, removing
10 physical toll booths, and providing free “E-ZPass” transponders to citizens while
11 keeping tolls at historically low levels; and
12

13 WHEREAS, on August 30, 2016, Governor Hogan announced \$5 million in
14 funding for the MDTA to conduct a Tier 1 Bay Crossing Study; and
15

16 WHEREAS, the Chesapeake Bay Crossing Study: Tier 1 NEPA (“Bay Crossing
17 Study”) is a National Environmental Policy Act (“NEPA”) study being conducted
18 with public and agency involvement to result in the identification of a preferred
19 corridor alternative to provide adequate capacity, dependable and reliable travel
20 times, and flexibility to maintenance and incident management in a safe manner at
21 the Bay Bridge with the evaluation of its financial feasibility, traffic alleviation and
22 environmental analyses; and
23

24 WHEREAS, in February of 2021, the MDTA, in cooperation with the Federal
25 Highway Administration (the “FHWA”), issued a Tier 1 Draft Environmental
26 Impact Statement for the Bay Crossing Study; and
27

28 WHEREAS, the FHWA and the MDTA have announced their intention to issue a
29 combined Tier 1 Final Environmental Impact Statement and Record of Decision
30 sometime in the Winter of 2021-2022; and
31

32 WHEREAS, following the completion of the Tier 1 study, a more extensive and
33 detailed Tier 2 study must be done to thoroughly assess the preferred corridor
34 alternative identified in the Tier 1 study as well as the potential environmental
35 impacts, and possibly advance a new replacement bridge and approach highway or
36 roads; and
37

38 WHEREAS, communities in both Anne Arundel and Queen Anne’s Counties will
39 continue to experience the impacts of increased traffic volume and delays during
40 the multi-year Tier 2 process, and as the current Bay Bridge remains in a constant
41 state of maintenance and rehabilitation; and
42

43 WHEREAS, by Resolution No. 32-21 the addition of a third span to the existing
44 Bay Bridge was opposed, that opposition still stands, and the construction of a new
45 replacement Bay Bridge is now supported; and
46

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

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

8
9 *Resolved*, That the County Council hereby requests that the Tier 1 Chesapeake Bay
10 Crossing Study be concluded, and that sufficient resources be allocated for the Tier 2
11 Chesapeake Bay Crossing Study; and be it further


12
13 *Resolved*, that this Resolution is contingent upon the Board of County Commissioners
14 of Queen Anne's County, Maryland adopting a resolution that is substantially the same as
15 this Resolution at their next meeting, and, if the Board of County Commissioners of Queen
16 Anne's County does not adopt a resolution that is substantially the same as this Resolution
17 at their next meeting, then this Resolution shall be considered null and void without further
18 action of the County Council; and be it further

19
20 *Resolved*, That a copy of this Resolution be sent to the Board of County Commissioners
21 of Queen Anne's County ~~for further action~~; County Executive Steuart Pittman; Governor
22 Larry Hogan; Gregory Slater, Maryland Secretary of Transportation; James Ports, Jr.,
23 Executive Director, MDTA; Heather Lowe, Project Manager, MDTA; State Delegates
24 Heather Bagnall and Sid Saab; State Senator Edward R. Reilly; U.S. Senators Chris Van
25 Hollen and Benjamin Cardin; U.S. Congressman Anthony Brown; Pete Buttigieg, U.S.
26 Secretary of Transportation; Jeanette Mar, Environmental Program Manager, FHWA
27 Maryland Division; Karen Kahl, Project Manager, RK&K; and Tim Ryan, Project
28 Manager, Traffic Analysis, AECOM.


AMENDMENTS ADOPTED: October 4, 2021

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

By Order:


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.


Sarah F. Lacey
Chair



CAROLINECOUNTY
you belong here
CAROLINE COUNTY COMMISSIONERS OFFICE

LARRY C. PORTER, PRESIDENT
DANIEL J. FRANKLIN, VICE PRESIDENT
WILBUR LEVENGOOD, JR., COMMISSIONER
109 Market Street, Room 123
Denton, Maryland 21629

February 24, 2022

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

OFFICE OF THE COUNTY COMMISSIONERS

Jeremy Goldman, County Administrator | Kaleigh Leager, Executive Assistant | Stewart Barroll, County Attorney
109 Market Street, Room 123 | Denton, Maryland 21629 | (410) 479-0660 | info@carolinemd.org

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

**Board of County
Commissioners**

Edward C. Rothstein, President
C. Richard Weaver, Vice President
C. Eric Bouchat
Dennis E. Frazier
Stephen A. Wantz



Carroll County Government

225 North Center Street
Westminster, Maryland 21157
410-386-2043; 1-888-302-8978
fax 410-386-2485
MD Relay 711/800-735-2258

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,

COMMISSIONER'S OFFICE
MAR 28 '22 PM 1:48

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

President Robert Meffley, District 1

Vice President Jackie Gregory, District 5

Councilman William H. Coutz, District 2

Councilman Al Miller, District 3

Councilwoman Donna Culberson, District 4



James Massey
Council Manager

County Council Office
410.996.5201
Fax: 800-865-0587

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

THE BOARD OF GARRETT COUNTY COMMISSIONERS

203 South Fourth Street – Courthouse – Room 207, Oakland, Maryland 21550

www.garrettcounty.org • countycommissioners@garrettcounty.org

301-334-8970

301-895-3188

FAX 301-334-5000

Board of Commissioners

Paul C. Edwards
James C. Hinebaugh, Jr
S. Larry Tichnell

County Administrator

Kevin G. Null

County Attorney

Gorman E. Getty III

CHESAPEAKE BAY BRIDGE REPLACEMENT RESOLUTION

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 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 (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 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 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 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

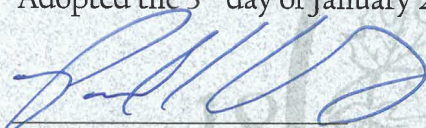
WHEREAS, it is imperative the Tier 2 Environmental Impact Statement be funded and begin immediately, and all efforts be made to expedite the lengthy and extensive Federal process; now, therefore, be it

RESOLVED by the 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

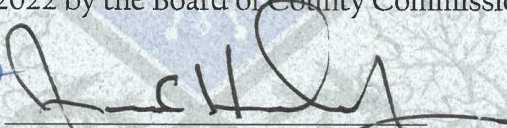
RESOLVED, That a copy of this Resolution be sent to the Board of County Commissioners of Queen Anne's County for further action.

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

COUNTY COUNCIL OF DORCHESTER COUNTY

**COUNTY OFFICE BUILDING
P.O. BOX 26
CAMBRIDGE, MARYLAND 21613
PHONE: (410) 228-1700
FAX: (410) 228-9641**

**JAY L. NEWCOMB, PRESIDENT
LIBBY HANDLEY NAGEL, VICE PRESIDENT
WILLIAM V. NICHOLS
GEORGE L. PFEFFER, JR.
RICKY C. TRAVERS**



**DONNA F. LANE
ACTING COUNTY MANAGER
E. THOMAS MERRYWEATHER
COUNTY ATTORNEY**

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

Jay L. Newcomb
President

jln/dl

cc: Todd R. Mohn, PE, Queen Anne's 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 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 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 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 (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 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 fifty-year life, and with the east bound span now nearly seventy years old, and the west bound 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.

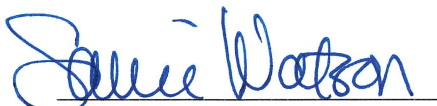
NOW, THEREFORE, BE IT RESOLVED, the County Commissioners of Kent County, Maryland, hereby find that the best solution to maintain forward progress, support the investments already made along the US Route 50/301 corridor, specifically from I-97 to MD 404, and address the existing and future traffic capacity 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.

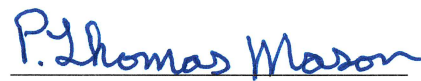
BE IT FURTHER RESOLVED, that the County Commissioners hereby requests that the Tier 1 Chesapeake Bay Crossing Study be concluded, and that sufficient resources be allocated for the Tier 2 Chesapeake Bay Crossing Study; and be it further


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.

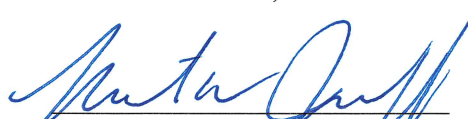
ATTEST:

THE COUNTY COMMISSIONERS
OF KENT COUNTY, MARYLAND


Sallie Watson, Deputy Clerk II


P. Thomas Mason, President


Ronald H. Fithian, Member


Robert N. Jacob, Jr., Member

ADOPTED: October 26, 2021



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”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 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

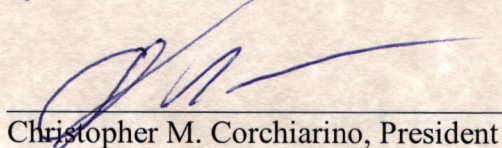
Resolved, That the County Commissioners hereby requests that the Tier 1 Chesapeake Bay Crossing Study be concluded, and that sufficient resources be allocated for the Tier 2 Chesapeake Bay Crossing Study; and be it further

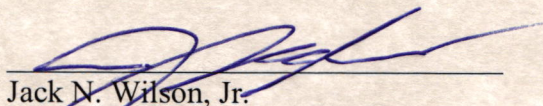
Resolved, That a copy of this Resolution be sent to the County Council of Anne Arundel County for their consideration and mutual support.

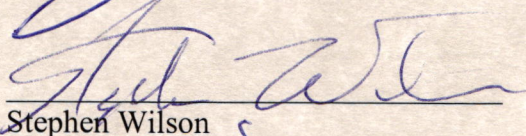
WITNESS the hands and seals of the County Commissioners of Queen Anne's County this 28 day of September, 2021.

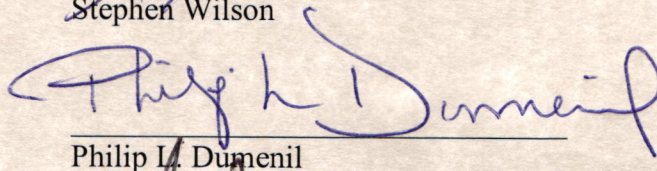
ATTEST:

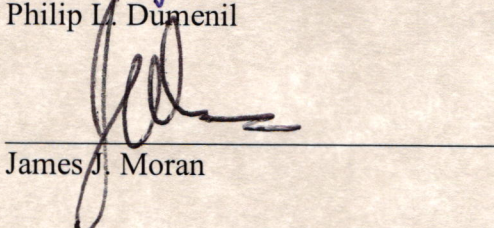
THE COUNTY COMMISSIONERS OF
QUEEN ANNE'S COUNTY

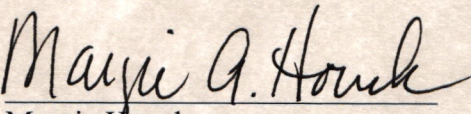

Christopher M. Corchiarino, President


Jack N. Wilson, Jr.


Stephen Wilson


Philip L. Dumenil


James J. Moran


Margie Houck
Executive Assistant



COMMISSIONERS
JOSEPH M. MITRECIC, PRESIDENT
THEODORE J. ELDER, VICE PRESIDENT
ANTHONY W. BERTINO, JR.
MADISON J. BUNTING, JR.
JAMES C. CHURCH
JOSHUA C. NORDSTROM
DIANA PURNELL

OFFICE OF THE
COUNTY COMMISSIONERS

Worcester County

GOVERNMENT CENTER
ONE WEST MARKET STREET • ROOM 1103

SNOW HILL, MARYLAND

21863-1195

April 22, 2022

WESTON S. YOUNG, P.E.
CHIEF ADMINISTRATIVE OFFICER
JOSEPH E. PARKER, III
DEPUTY CHIEF ADMINISTRATIVE OFFICER
ROSCOE R. LESLIE
COUNTY ATTORNEY

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

COMMISSIONERS FOR SOMERSET COUNTY

11916 SOMERSET AVENUE, ROOM 111
PRINCESS ANNE, MARYLAND 21853
TELEPHONE 410-651-0320, FAX 410-651-0366

COMMISSIONERS

CRAIG N. MATHIES, SR., PRESIDENT
CHARLES LAIRD, VICE-PRESIDENT
REX SIMPKINS
ELDON WILLING
RANDY LAIRD



COUNTY ADMINISTRATOR-CLERK
RALPH D. TAYLOR

COUNTY ATTORNEY
KIRK G. SIMPKINS

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



COUNTY COUNCIL OF TALBOT COUNTY

COURT HOUSE
11 N. WASHINGTON STREET
EASTON, MARYLAND 21601-3178
PHONE: 410-770-8001
FAX: 410-770-8007
TTY: 410-822-8735
www.talbotcountymd.gov

CHUCK F. CALLAHAN, President
PETE LESHER, Vice President

FRANK DIVILIO
COREY W. PACK
LAURA E. PRICE

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

A handwritten signature in blue ink, appearing to read "Chuck F. Callahan", with a stylized flourish at the end.

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



WICOMICO COUNTY, MARYLAND

P.O. BOX 870
SALISBURY, MARYLAND 21803-0870
410-548-4696
FAX: 410-548-7872

WICOMICO COUNTY COUNCIL
John T. Cannon, President/At-Large
Ernest F. Davis, Vice-President/District #1
William R. McCain, At-Large
Nicole Acle, District #2

Laura Hurley, Council Administrator
Larry W. Dodd, District #3
Josh Hastings, District #4
Joe Holloway, District #5

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



John D. Psota, Acting County Executive



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

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 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. 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

LAW OFFICES

AYRES, JENKINS,
GORDY & ALMAND, P.A.

SUITE 200
6200 COASTAL HIGHWAY
OCEAN CITY, MD 21842

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

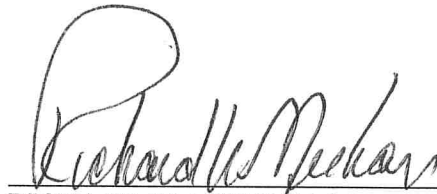
Anne's County as evidence of our unified support in this matter.

RESOLVED this 15 day of February, 2022.

ATTEST:



DIANA L. CHAVIS, Clerk


RICHARD W. MEEHAN, Mayor

Approved as to form:



MATTHEW M. JAMES, President



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


ANTHONY J. DELUCA, Secretary