

# BROADNECK COUNCIL OF COMMUNITIES

FEB 19 2020

PROTECT THE BROADNECK—from environmental degradation, overdevelopment and inadequate transportation corridors.

**The Honorable Governor Larry Hogan:  
DOT Secretary Greg Slater:**

**Subject: Immediate need for revisions to the Bay Bridge Crossing Study, the Purpose and Need Statement and the Recommended Corridor Alternatives.**

The results of the State of Maryland-MdTA NEPA-1 Study are seriously disturbing to the more than six hundred thousand citizens who represent the State Capitol of Annapolis and the Broadneck Peninsula in Anne Arundel County and Kent Island in Queen Anne's County -located on the shores of our Chesapeake Bay. These Counties are the launching and landing sites for the current Bay Bridges as well as the new span alternatives. The NEPA1 Study, performed under the Maryland Transportation Authority, has resulted in the naming of three alternative sites as final selections for the third span of the Chesapeake Bay Bridge. These involved Counties are projected to experience increased traffic problems year round, not just seasonally. After a series of public input sessions were held on the Bay Crossing Study, that included presentations on the **Purpose and Need and Alternative Corridors**, we have determined that the preliminary NEPA Bay Crossing Study is substantially flawed and should be halted until the study is revised to include the following evaluations.

1. **A RECOGNITION THAT THE PURPOSE AND NEED IS TOO LIMITED AND MUST INCLUDE ADDITIONAL CRITERIA.** The key MDTA criteria "Does this corridor cause volumes at the existing Bay Bridge in 2040 to drop below existing levels" forces a conclusion that results in a single option—REBUILD THE EXISTING CORRIDOR. The decision of where to build a likely multi-billion dollar project must consider more comprehensive criteria.
2. **THE PURPOSE AND NEED MUST INCLUDE CRITERIA THAT PROTECTS** the City of Annapolis, the Broadneck Peninsula, Anne Arundel County, Kent Island, and Queen Anne's County from bridge overflow traffic without destroying these communities simply to provide roadways for interstate traffic.
3. **THE PURPOSE AND NEED CRITERIA MUST BE EXPANDED TO INCLUDE THESE ADDITIONAL ITEMS:**
  - a.) Quality of life in the City of Annapolis, Anne Arundel County, and Queen Anne's County.
  - b.) Transportation System Linkage as a comprehensive pattern of local and regional routes.
  - c.) Public and vehicle safety to include the needs of emergency evacuation and national defense.
  - d.) Public safety during the projected multi-year contra-flow traffic requirements needed in the coming decades on the existing spans.
  - e.) Economic Development and Economic Security of the vast agricultural, maritime, and tourism industries of Eastern and Western Maryland.
  - f.) A comprehensive explanation of the benefits from the selection of the proper corridor alternative.

**BCC BOARD of DIRECTORS:**

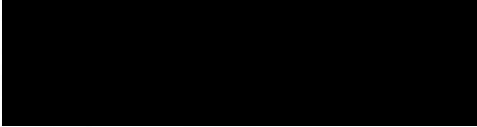
4. **A RECOGNITION THAT THE PRESENT TIER 1 ANALYSIS DOES NOT PROVIDE SUFFICIENT INFORMATION TO MAKE A CORRIDOR SELECTION.** A key element must be the consideration of APPROACH ROADS, the size, lineal and width impacts, preliminary cost, land use impacts, quality of life impacts, environmental impacts, maintenance impacts, and a comparative construction community "disruption" factor analysis. A key example is "Will the Severn River and Kent Island Narrows bridges have to be replaced with structures with more lanes to accommodate a wider Bay crossing bridge?" We don't know, as that has not been discussed.

The Tiering Analysis Process (Tier 1, Tier2) to date is flawed. Unlike the conventional NEPA process that provides up to five (5) percent preliminary engineering, preliminary cost, and substantial preliminary environmental information that would be available to all before making a corridor selection, the Tiering Analysis Process does not provide this. It is too superficial. The public, staff and affected agencies do not have this data. Thus, there is not sufficient information to be down-selecting and eliminating alternatives. This is, at best, a guessing game because key information has not been provided.

5. **THE RECOMMENDED THREE CORRIDOR ALTERNATIVES ARE TOO LIMITED.** As a result of the limited Purpose and Need Criteria the three final corridor alternatives, Number 6, 7 and 8, are myopic. They are not only lacking imagination, but they disregard the short and long term needs of the region and the state. Alternatives 6 and 8 are simply variations for Alternative 7, the Existing Corridor, all of which are in central Anne Arundel County. The next Chesapeake Bay crossing must be designed to last for over 100 years. Because of population growth and the development expansion, another bridge site is needed to provide driver options in crossing the Bay in its 200 mile span from Elkton, MD, to Norfolk, VA. The selection of corridor alternatives must give us distinct choices widely separated on the Chesapeake Bay to provide support for the key additional criteria outlined in paragraph 3 above.
6. **A SECOND, SUPPLEMENTARY CROSSING SITE MUST BE CONSIDERED.** The study needs to examine an alternative that includes RETAINING the existing facility, and ADDS A SUPPLEMENTARY, second crossing in a county or counties north or south of Anne Arundel County. This should have been included in the mix of alternatives to be considered, analyzed and presented to the public. This is essential for long term growth and economic security of the eastern and western shores of Maryland. The study also must consider that despite decades of current and future maintenance, the current two span bridge must eventually be replaced. If a secondary corridor is determined not to be feasible, then the reasons why must be clearly explained.
7. **LOCAL GOVERNMENT INPUT MUST BE REQUIRED.** The two major impacted governments, Anne Arundel and Queen Anne's, have not had a seat at the table in making the decisions that most impact them. They should have an equal "say" in concert with other agencies, such as DNR and US Fish and Wildlife Service, in deliberating the needs, the impacts, and the locations of alternatives. While these agencies are significant, their personnel may not live with the day-to-day, 24-hour impacts of the current Bay Bridge.

Thank you for your understanding of the need for these NEPA study revisions. We look forward to the opportunity to continue revising the Crossing Study to include these major changes that are described above in order to develop a more effective set of choices for a Bay crossing.

Sincerely,



President, Broadneck Council of Communities



A handwritten signature in black ink, appearing to read "Stuart Pittman".

**Stuart Pittman**, County Executive, Anne Arundel County

**Gavin Buckley**, Mayor, City of Annapolis

A handwritten signature in black ink, appearing to read "Edward R. Reilly".

**Edward R. Reilly**, Senator, District 33, Maryland State Senate

A handwritten signature in black ink, appearing to read "Heather Bagnall".

**Heather Bagnall**, Delegate, District 33, Maryland House of Delegates

A handwritten signature in black ink, appearing to read "Michael E. Malone".

**Michael E. Malone**, Delegate, District 33, Maryland House of Delegates

A handwritten signature in black ink, appearing to read "Sid A. Saab".

**Sid A. Saab**, Delegate, District 33, Maryland House of Delegates

CC: Jitesh Parikh, FHWA, Maryland Division, Environmental Programs